1991 MERCEDES-BENZ S-CLASS

The Mercedes-Benz S-Class: The most proven pedigree in the luxury car world

S-CLASS OVERVIEW

The S-Class has prevailed since its introduction as the best-selling premium luxury car in America, year after year after year. It is no coincidence that the S-Class has also prevailed—in the judgment of independent researchers—as the most trouble-free car and as the safest car sold in America.* And that as a Mercedes-Benz, it comes from the company whose cars have been cited for their superiority in everything from long-term dependability, to sheer mechanical durability, to percentage of original value retained. The success of the S-Class, in brief, has been built on the most solid bedrock of accomplishment in the luxury car world. The following pages represent a detailed chronicle of the engineering skill that has produced this accomplishment, and a guide to how it has been further refined and solidified for 1991.

*SEE NOTE ON INSIDE BACK COVER FOR SOURCE INFORMATION

The evolution of the world's most civilized luxury car powerplants

S-CLASS DRIVETRAIN

MERCEDES-BENZ ENGINES CANNOT BE DEFINED in simple technical terms. Each is the beneficiary of decades of evolution and years of strenuous durability and performance testing. Each owes much to the Mercedes-Benz racing machines of the past and present. To the world champion Mercedes-Benz Grand Prix cars of the 1950s. To the world champion Mercedes-Benz sports prototype race cars of today.

Sharing roots with the 700-horsepower engine that powers today's Mercedes-Benz world champion sports racers is the 201-horsepower 4.2-liter V-8 that motivates the 420 SEL from 0-60 mph in 8.8 seconds. In larger 5.6-liter form this same V-8 powerplant applies 238 horsepower to the cause of accelerating the 560 SEL Sedan and 560 SEC Coupe to 60 mph in 7.4 and 7.1 seconds, respectively.

Both Mercedes-Benz V-8 sedan engines are built on a cylinder block of lightweight silicon-impregnated aluminum alloy that functions without wear-prone, heavy steel cylinder liners. Both are of an overhead-cam design with high-efficiency wedge combustion chambers.

Some of the most prized Mercedes-Benz sedans of decades past were powered by in-line six-cylinder engines. In the 300 SE and 300 SEL Sedans, this powerplant configuration reaches its zenith.

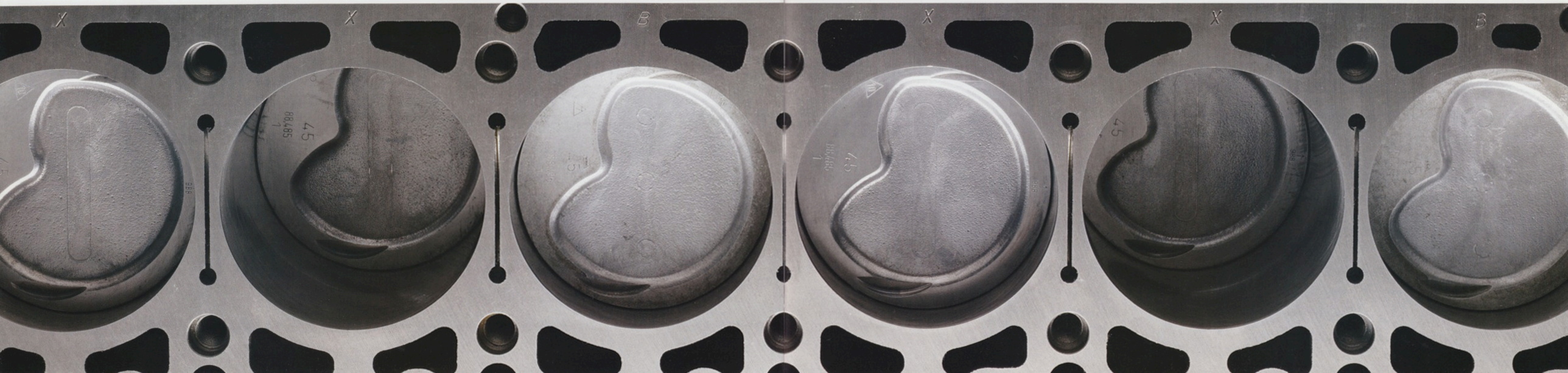
Pouring out 177 liquid-smooth horsepower, this advanced-design engine makes the 300 SE Sedan capable of 0-60 mph in 9.3 seconds. The 300 SEL can reach the same mark in 9.4 seconds. The inherent balance of an in-line six ensures silken operation throughout the range of normal driving speeds.

The six-cylinder powerplant's seven-main-bearing crankshaft is of spin-forged steel. Spin forging positions the grain of the steel parallel to the lines of force, increasing overall strength.

The valve train is of a single overhead-camshaft design, thus the number of moving parts is minimized. Reliability and high-speed operation are optimized.

Generously sized valves and cross-flow porting enhance cylinder filling. Combustion-chamber squish areas promote turbulence, which makes the engine resistant to spark knock while enhancing ignition of even very lean air/fuel mixtures.

THE SIX-CYLINDER ENGINE'S COMBUSTION CHAMBERS ARE EXACTINGLY CONTOURED TO PROMOTE EFFICIENT FUEL BURN.



From diesels to skid control, the quest for a perfect passenger-car drivetrain produces satisfying results

S-CLASS DRIVETRAIN

POWERING THE MERCEDES-BENZ 350 SD and 350 SDL Turbo Sedans is an engine that can be described as probably the finest passenger-car diesel ever built. Incorporating a revolutionary new combustion technology, this turbocharged diesel powerplant is as energetic and responsive as it is easy to start, clean burning and quiet.

The high-technology key to this brilliant new diesel is an advanced prechamber and angular fuel injector that radically improve air/fuel mixing efficiency. A unique new glow-plug system improves combustion in the critical moments after initial start-up.

While this new diesel exceeds all other passenger-car diesels in performance and civilization, it may well exceed them in endurance as well. At its heart is an immensely sturdy spin-forged crankshaft. On each of its radiused and heat-treated rod journals, a forged-steel connecting rod mounts an oil-cooled alloy piston.

The substantial torque of every S-Class sedan and coupe powerplant is funneled through a four-speed automatic transmission. The deeply notched shift gate of the transmission selector lever allows confident manual upshifts and crisp, assertive downshifts.

Every 1991 Mercedes-Benz S-Class automatic gasoline-engine automobile can be fitted with ASR, automatic slip control. Optionally available at extra cost, ASR is an electronic traction-control system that automatically helps prevent excessive wheelslip during acceleration, especially on slippery surfaces.

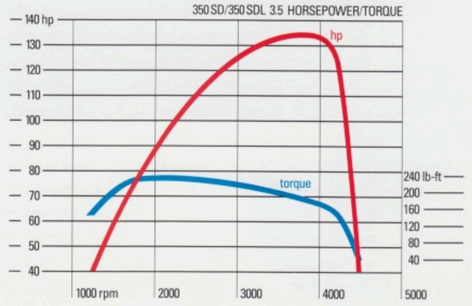
ASR measures variations in rotational speed between the driven wheels and nondriven wheels. The ASR microprocessor compares wheel-speed data with information stored in its memory.

When a loss of traction is noted, ASR applies brake pressure to the slipping wheel or wheels. If brake application doesn't restore traction within a specified time limit, engine power is reduced by means of electronic throttle control.

ASD, an automatic locking differential that prevents excessive loss of rear-wheel traction up to 19 mph, is available at extra cost on both diesel sedans and the 300 SL manual transmission.

CLEAN, QUIET AND POWERFUL, THE 3.5-LITER TURBOCHARGED DIESEL IS A RADICAL DEPARTURE FROM THE COMPRESSION-IGNITION ENGINES OF THE PAST.

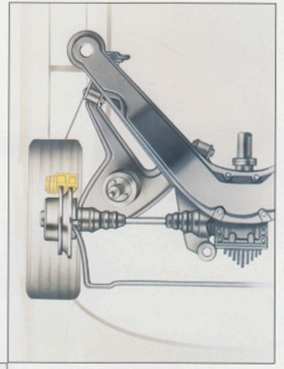
THIS ADVANCED DIESEL'S TORQUE CURVE STAYS REMARKABLY HIGH, WHILE HORSEPOWER MIMICS THAT OF A GAS ENGINE.



Two traction-enhancement systems are offered on S-Class models. Optionally available at extra cost are ASR on automatic gas-engine models and ASD on the 300SL manual and diesel models.

The best optimized set of suspension parameters in the automotive world

S-CLASS SUSPENSION



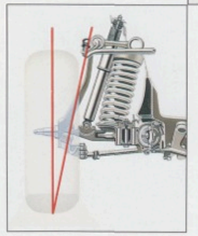
A beefy diagonal pivot positively locates each independently suspended rear wheel. Rugged constant velocity joints and stout half shafts transmit power.

To the art of suspension engineering and tuning, you can

bring no tool more valuable than experience. And to this most difficult technical task, Mercedes-Benz engineers bring more than a century of experience.

It is easy to configure a suspension system that will optimize handling. And it is not difficult to optimize ride comfort. But achieving a balance of ride and surefootedness is perhaps the most formidable challenge that the engineer faces. Yet it is a challenge that Mercedes-Benz engineers have mastered.

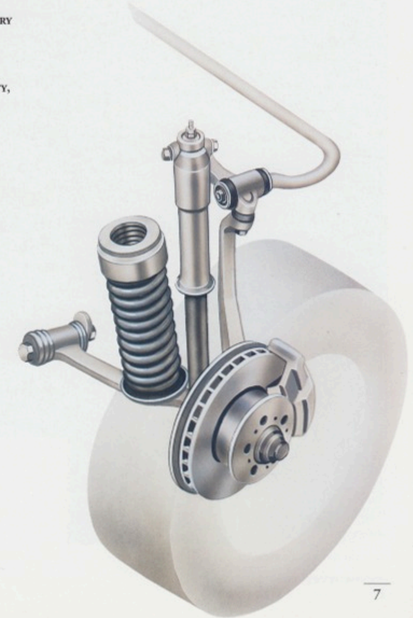
The S-Class front suspension consists of dual transverse links that maintain a near optimum tire/road relationship as steering angles and suspension loads vary. Wheel angles and tire-contact area are thus optimized for virtually every driving situation, while deceleration "dive" is minimized.



Zero-offset steering geometry contributes to straight-ahead steering stability, especially when braking.

S-Class rear suspension utilizes semi-trailing diagonal pivots that help control unwanted wheel angle variation and minimize "squat" yet allow agile response to pavement irregularities. And, because the rear wheels are suspended independently, road shock is not transmitted to the opposite wheel.

Front and rear antiroll bars help control body roll in turns.



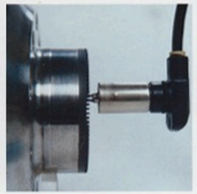
Gas-pressurized shock absorbers and cross-matched coil springs at all four corners work progressively to provide comfort without loss of stability.

Applying advanced technology to the cause of rapid deceleration

S-CLASS BRAKING

MERCEDES-BENZ FOUR-WHEEL DISC BRAKES ARE THE PRODUCT OF MANY YEARS OF EVOLUTIONARY DEVELOPMENT. MERCEDES-BENZ PIONEERED BOTH PASSENGER-CAR DISC BRAKES AND ABS.

THE ABS HYDRAULIC CONTROL UNIT REGULATES BRAKE PRESSURE IN RESPONSE TO MICROPROCESSOR CONTROL. THREE SENSORS DETERMINE WHEN A REDUCTION IN WHEEL SPEED INDICATES LOCKUP.



AN S-CLASS MERCEDES-BENZ expends considerable energy in accelerating to highway speed. Yet much more energy is devoted to the cause of slowing the car. A proportion dictated by the safety-mindedness of Mercedes-Benz engineers.

This substantial stopping power is generated by large disc brakes at all four wheels. Power assist is carefully controlled to provide excellent pedal "feel" without high effort. Semi-metallic high-friction caliper pads resist fade under severe braking conditions.

To further extend fade resistance in aggressive braking, the front brake discs are ventilated. Exactingly contoured holes at the circumference of each wheel stimulate airflow through the brake disc vents.

To optimize braking effectiveness under a variety of conditions, every S-Class car is equipped with antilock braking (ABS). A system that Mercedes-Benz introduced to America in 1984.

When slippery or wet conditions might otherwise cause the massive braking power of an S-Class Mercedes to be diminished in a potentially dangerous skid, the ABS computer steps in and modulates hydraulic pressure to help prevent wheel lockup. And the loss of steering control that can occur.

The net result is predictable, confident braking under a variety of conditions. Yet another example of the peace of mind that is so central to the concept of Mercedes-Benz luxury.

STANDARD-EQUIPMENT ABS CONTRIBUTES TO BRAKING STABILITY AND STEERING CONTROL EVEN WHEN BRAKING ON WET OR SLIPPERY SURFACES.

A place engineered to make hours on the road enjoyable

S-CLASS ERGONOMICS

MANY A MERCEDES-BENZ ENGINEER HAS SPENT MANY an hour scrutinizing this array of controls, gauges and conveniences. Studying the placement of every switch and lever. Working tirelessly to ensure that the S-Class cabin

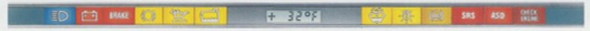
is one of the best vantages in the automotive world.

Slide in behind the wheel. Study the high-contrast, extremely legible gauges yourself. They are positioned directly below the upper rim of the steering wheel. Included are a coolant temperature gauge, oil pressure gauge, fuel-level gauge, speedometer/odometer, tachometer and quartz chronometer. A digital display indicates outside air temperature.

Notice how clearly visible the white numerals and bright orange needles are against the matte black faces of the analog gauges. Look carefully for reflective glare. There is virtually none.

Grip the steering wheel. It is large enough to allow proper hand placement without rib-cage interference. Exactly the right thickness for a firm grip. Covered with rich leather.

Note how your outstretched fingers can easily find the generously sized turn signal/wiper-washer switch/high beam-low beam lever. Directly above it: the cruise control adjustment lever.



A BANK OF INDICATOR LIGHTS ALERTS YOU TO CONDITIONS THAT REQUIRE YOUR ATTENTION.

Cast your glance slightly to the left, and you will find the large rotary switch that controls all exterior lighting, including the fog lamps and the individually operated left-right parking lamps.

To your right, on the center dashboard panel and console, you'll find large rocker switches that regulate some of the other important but less frequently used accessories and conveniences. These include rear window defrost, air recirculation, emergency flashers, rear dome light, climate control system switches, stereo sound system controls and controls for optional equipment.

FRONT SEATS ARE ADJUSTED BY MEANS OF A SWITCH THAT IS SHAPED EXACTLY LIKE THE SEAT.

THE DISTINCTIVE GRAIN OF FINE NATURAL HARDWOOD IS ENHANCED BY HAND-FINISHING AND POLISHING. SOFT, FRAGRANT HIDES ARE CAREFULLY JOINED BY EXPERT CRAFTSMEN. NOTE THE EXQUISITE PATTERNING OF THE FINE LEATHER.

A SOUND-ABSORBING CLOTH HEADLINER IS TAUTLY DRAWN ACROSS THE CABIN ROOF. DEEP-PILE VELOUR CARPETING COVERS EVERY INCH OF THE PASSENGER CABIN FLOOR.

The quest for a perfect driving environment

S-CLASS COMFORT

EVERY S-CLASS AUTOMOBILE MUST BE AS COMFORTABLE and well ventilated as it is ergonomically sound.

To this end, all models are equipped with electronic climate control. This advanced system allows the selection of a temperature level, which is then automatically maintained.

Cabin window controls are logically arranged on the console so that the location of each switch corresponds to the position of the window. An electric sunroof includes a rear pop-up function for yet another ventilation alternative.

Other standard amenities include rear-seat reading lamps on sedans and a 100-watt, ten-speaker stereo sound system on all models. Two thoughtful features: a child-safety switch that locks out rear-window operation and a first-aid kit.

But the most important element in the Mercedes-Benz comfort equation is the engineering of the front seats.

In fact, the term *seat* doesn't adequately describe this orthopedically designed support system. Years of experience, medical consultation and rigorous studies of weight distribution have produced a steel-spring seat with multiple layers of padding. Layers that push back against the body in all the right places, making long hours on the road very pleasant indeed.

Electric heating of both front seats—standard on 560 models, optional on others—helps ensure that seats will quickly warm on even the coldest winter day.

A heating function for the rear bench seat is standard equipment on the 560 SEL, optional on other sedan models.

Automotive endurance as a barometer of automotive value

S-CLASS ENDURANCE

FEW AUTOMOTIVE VIRTUES ARE SO PRIZED AS ENDURANCE. Nothing else is as accurate a gauge of automotive value. And perhaps no automobile ever made is as durable as today's S-Class Mercedes-Benz. Only time can say with certainty.

The passage of time has already named a 1957 Mercedes-Benz 180D—odometer reading 1,184,880 miles—as the world's most durable car. An achievement recognized by an independent compiler of endurance records.

The durability of today's S-Class Mercedes-Benz is rooted in a rigid monocoque body structure. A steel backbone that communicates solidity through your fingertips.

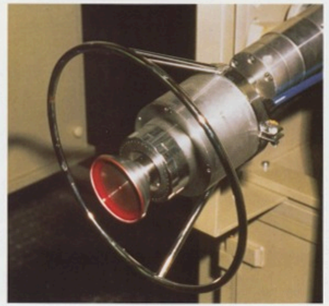
Over rough potholed roads. Through straining, twisting turnback curves that can sorely test an automobile chassis.

To ensure that a Mercedes-Benz automobile will maintain its deep structural integrity over years of abusive weather, zinc-coated steel is used in areas where it serves a useful purpose. The entire body unit is subjected to a multistep anticorrosion and finishing process.

By the time a new Mercedes-Benz model reaches the showroom, it is a seasoned veteran. One that has been subjected to a painstakingly comprehensive evaluation program. Tested on machines that cycle components thousands of times more than they would be cycled in an automotive lifetime. Punished on the world's worst roads. Exposed to the world's most abusive climates. Proven worthy of the Mercedes-Benz Three-Pointed Star.

BEFORE A MERCEDES-BENZ MODEL IS APPROVED FOR PRODUCTION, PROTOTYPES MUST SURVIVE PUNISHING DRIVING IN EXTREME CLIMATES.

A MULTISTEP PAINTING PROCESS ENSURES BOTH A SUPERB FINISH AND OPTIMUM ANTICORROSION PROTECTION.



The safest car sold in America

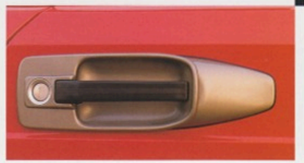
S-CLASS SAFETY

THIS SINGULAR FACT—STATED AT LEFT—CLEARLY DISTINGUISHES the Mercedes-Benz S-Class from more ordinary luxury cars. A fact supported by independent research showing a lower frequency of injury due to accidents for S-Class sedans than for any other make of car sold in America. The study, conducted by the Highway Loss Data Institute, ranked the S-Class sedan first in both 1988 and 1989—the most recent data available at the time of publication.*

The extraordinary level of passenger safety afforded by an S-Class automobile has its roots in a 40-year-old patent. A patent that describes an energy-dissipating automobile body unit. A concept that Mercedes-Benz scientists and engineers have been improving upon ever since. The body unit dissipates energy by means of exactingly engineered crumple zones at the front and rear of the car. Between the two crumple zones: a heavily bulwarked passenger cabin.

The energy acting on the structurally rigid passenger cabin in rear, frontal or offset-frontal impacts is effectively redistributed to other parts of the car. Thus the possibility of cabin intrusion is reduced. Architecturally complex roof side sections, large body cross-sections, door bolsters and stout side frame rails help the cabin structure withstand impacts and rollovers. Because the edges of the doors overlap, they are not likely to jam even in severe frontal or rear collisions.

Even Mercedes-Benz door handles and door locks have been engineered with a safety function in mind. The grip-style handles are formed in the shape of a loop to better accommodate the application of maximum pulling force in the event a rescuer needs to apply it. The conical door locks are stronger than conventional automotive door locks.



THE GRIP-STYLE DOOR HANDLE (LEFT) AND CONICAL DOOR-LOCK MECHANISM (ABOVE) ARE CLASSIC EXAMPLES OF MERCEDES-BENZ SAFETY ENGINEERING.

* SEE NOTE ON INSIDE BACK COVER FOR SOURCE INFORMATION.

MERCEDES-BENZ CONDUCTS MORE THAN 100 CRASH TESTS A YEAR IN THE ELABORATELY EQUIPPED SINDELFINGEN SAFETY LABORATORIES. IN THE WORDS OF A MERCEDES-BENZ ENGINEER: "YOU CAN NEVER LEARN TOO MUCH."

The industry's prototype for occupant safety

LONG BEFORE "AIR BAG" BECAME A BUZZWORD, Mercedes-Benz was installing air bags—as part of the Supplemental Restraint System—in every automobile it made.

Today's S-Class Supplemental Restraint System (SRS) will most likely serve as a model for the industry restraint system of tomorrow.

Today's Supplemental Restraint System includes driver-and passenger-side air bags, knee bolster and emergency tensioning retractors for both front seat belts. The passenger-side air bag is standard equipment on V-8 engine S-Class models, and optionally available at extra cost on other S-Class models.

But the occupant-protection network of an S-Class passenger cabin extends even beyond the Supplemental Restraint System. Examples: A steering column that deforms under severe frontal or offset-frontal impacts. A foam floor panel insert to help absorb foot impact forces. A thin plate of aluminum between layers of dashboard wood to help reduce splintering.

Much more than an ordinary luxury car might offer. But exactly what you expect from the company that pioneered safety engineering.

THE SPARE TIRE IS LOCATED WHERE IT CAN HELP ABSORB IMPACT ENERGY IN A REAR IMPACT.

EMERGENCY TENSIONING RETRACTORS TIGHTEN BOTH FRONT SEAT BELTS ABOVE A CERTAIN THRESHOLD OF IMPACT ENERGY.

FRONT SHOULDER-BELT HEIGHT IS ADJUSTABLE TO ASSURE COMFORT.

THE AIR BAG DEPLOYS FROM THE STEERING WHEEL HUB, WHOSE COVER SPLITS OPEN TO RELEASE IT. THE BAG FILLS WITH HARMLESS GAS IN APPROXIMATELY ONE-FORTIETH OF A SECOND, THEN QUICKLY DEFLATES.

MERCEDES-BENZ RACE CARS DOMINATED INTERNATIONAL COMPETITION IN 1989 AND 1990. THEIR SUCCESS WAS LARGELY DUE TO SUPERIOR ENDURANCE.

Never before has so much automobile performed so dependably

A CAR TO END ALL COMPARISONS FOREVER

THE MERCEDES-BENZ SPORTS PROTOTYPE RACING program produced some stunning results last season: A first, second and fifth-place finish at the punishing Le Mans 24 Hours of Endurance. Victory in seven of the eight 1989 World Championship events.

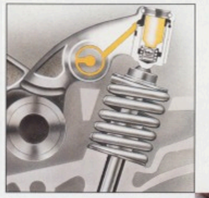
Amazing achievements all. But perhaps none is as amazing as the record of dependability that these mighty automobiles established. Through 14,340 miles of championship racing, not a single mechanical failure occurred.

More amazing is the record established by Mercedes-Benz passenger cars. In a recent J.D. Power & Associates ranking of long-term vehicle dependability, 1985 Mercedes-Benz models outscored all automobiles sold in America by a wide margin, including economy cars.* No other luxury car even approached the Mercedes-Benz dependability score.

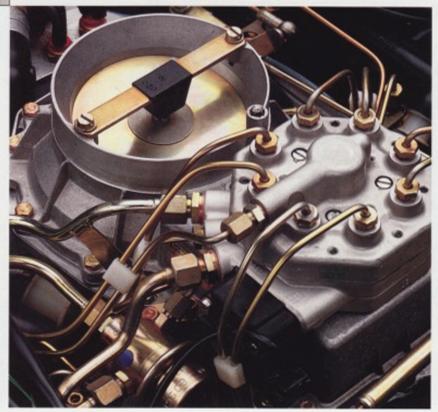
Why? Simply because every Mercedes-Benz automobile is designed and built with dependability as a principal engineering goal.

Example: All Mercedes-Benz gasoline engines are fitted with a fuel-injection system that controls mixture by means of a mechanical fuel distributor and airflow measuring device. In the unlikely event of an electronic failure, the fuel-injection system can remain functional.

Another example: All Mercedes-Benz valve trains utilize hydraulic valve lash compensation. Clearances are maintained automatically without periodic adjustment. Thus there are no adjusters to rattle loose.



HYDRAULIC VALVE COMPENSATION AND ELECTRO-MECHANICAL FUEL INJECTION COMBINE HIGH FUNCTION AND DEPENDABILITY.



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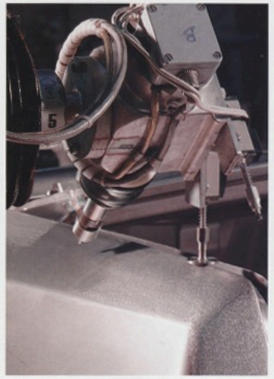
Not just quality control but quality as an end in itself

S-CLASS QUALITY

MERCEDES-BENZ OBTAINS SUPERB MANUFACTURING QUALITY BY ASSIGNING SKILLED CRAFTSMEN TO TASKS THEY PERFORM BETTER THAN MACHINES.



ADVANCED COMPUTER-CONTROLLED MEASURING DEVICES CONTRIBUTE TO THE ATTAINMENT OF NEAR-PERFECT BODY SEAMS AND CONTOURS.

IT IS THE PRACTICE OF MERCEDES-BENZ NOT MERELY to control quality, not merely to prevent defects, but to produce quality. In other words, to shape the entire design and build procedure in such a way that quality is not just an adjunct but is integral to the automobile.

Consider that one of every ten assembly employees is a trained quality inspector. Quality inspectors monitor machines that monitor other machines. Hammer-wielding specialists check welds. An inspector wearing a single white glove seeks out sheet-metal imperfections. An extensive quality control document, complete with signatures, accompanies every S-Class automobile all the way through the assembly process.

Yet these elaborate assembly safeguards are only the most obvious examples of Mercedes-Benz efforts to maintain quality. More at the root of Mercedes-Benz quality are exacting manufacturing tolerances and expert craftsmanship.

More at the heart is that in a factory equipped with the most sophisticated computer-guided industrial robots, bodies are still frequently sanded by hand. Fine, natural leather hides are still individually chosen by fussy experts.

In a factory where a high-science supercomputer calculates manufacturing strategies, woodworkers practice their craft with careful patience.

AFTER THE FINEST HARDWOOD VENEERS HAVE BEEN SELECTED AND MATCHED, THEY'RE CUT BY MASTER CRAFTSMEN AND APPLIED TO STURDY MULTILAYER BACKING.

And while new-model development specialists utilize advanced laboratory rig-testing techniques, trained Mercedes test drivers still search out the world's most punishing roads and the world's most abusive climates.

All of which makes Mercedes-Benz quality the most envied quality standard in the automotive world.

The S-Class

To introduce the premier class of Mercedes-Benz automobiles, one might easily resort to lyric descriptions of sumptuous appointments, graceful designs, deeply luxuriant finishes. But simple facts support the uniqueness and desirability of the cars far better than poetry might. For example, the Mercedes-Benz S-Class sedans have been rated the safest cars in America for two consecutive years by the Highway Loss Data Institute, a nonprofit public-service organization.* Urban Science Applications research shows that the cars of Mercedes-Benz, as a line, have retained a higher percentage of original value over the last ten years than has any other make.* The recently completed J.D. Power & Associates Vehicle Dependability Index Ratings found that Mercedes-Benz cars proved more dependable over five years than have any other cars sold in America.* The IntelliChoice *1990 Complete Car Cost Guide* forecasts that, based on 1990 vehicles, S-Class sedans will be less expensive to own over a five-year period than other comparably priced luxury automobiles.* Facts. All of them. Demonstrating conclusively why the S-Class is not only the flagship class of Mercedes-Benz, but the flagship class of the automotive world.

* SEE NOTE ON INSIDE BACK COVER FOR SOURCE INFORMATION

300 SE Sedan

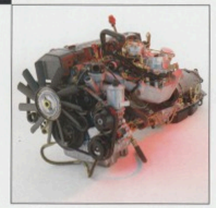
To a diving, twisting, turnback road, apply the alert response and maneuverability of the close-coupled 300 SE Sedan. The results are exhilarating. Exhilarating as well are all the other S-Class virtues that Mercedes-Benz engineers have packed into this 115.6-inch-wheelbase version of the classic S-Class sedan: The silky potency and verified reliability of an advanced 3.0-liter six-cylinder engine. Antilock braking. Fully independent suspension. All the thoughtful conveniences and amenities found in the 300 SEL Sedan. Plush carpeting. Soft leather. Rare hardwood. The soothing, restful comfort of a capacious passenger cabin. A cabin matching that of the 300 SE's longer wheelbase brethren in every dimension save one. And a remarkable Mercedes-Benz automobile in every measurable way.

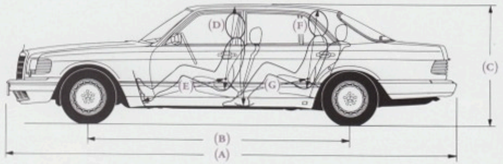
From wiper- and washer-equipped headlamps to the traditionally bold, powerful stance of a Mercedes-Benz sedan, the 300 SE is pure S-Class.

The 300 SE sacrifices nothing in front seating area to its longer wheelbase brethren. Like them, it is finished with fine leather and fine hardwood veneers.

Like every S-Class sedan, the 300 SE offers a full 15.2 cubic feet of trunk space, more than enough for a full set of luggage.

Analog instruments provide vital running information at a glance. The 177-horsepower 3.0-liter six-cylinder is engineered for smoothness and durability.





SPECIFICATIONS		EXTERIOR DIMENSIONS		
BODY TYPE	4-DOOR, 5-PASSENGER SEDAN	OVERALL LENGTH IN/MM	(A)	202.6/5145
ENGINE TYPE	GASOLINE, IN-LINE, 6-CYLINDER, SOHC, 3.0 LITER	WHEELBASE IN/MM	(B)	115.6/2935
NET POWER HP/KW @ RPM	177/132 @ 5700	OVERALL HEIGHT IN/MM	(C)	56.6/1438
NET TORQUE LB-FT/N-M @ RPM	188/255 @ 4400	OVERALL WIDTH IN/MM		71.7/1820
DISPLACEMENT CU IN/CM³	180.6/2960	INTERIOR DIMENSIONS		
COMPRESSION RATIO	9.2:1	HEADROOM–FRONT IN/MM	(D)	37.2/946
TRANSMISSION	4-SPEED AUTOMATIC	LEGROOM–FRONT IN/MM	(E)	41.9/1064
REAR AXLE RATIO	3.46:1	HEADROOM–REAR IN/MM	(F)	36.5/926
FUEL CAPACITY: US GAL-RES/LTRS-RES	23.8-3.3/90-12.5	LEGROOM–REAR IN/MM	(G)	33.4/873

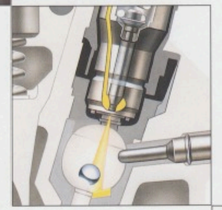
350 SD Turbo Sedan

Consider the clean-running, high-efficiency, high-torque performance of the new six-cylinder turbocharged diesel engine that powers the 350 SDL Turbo* Sedan. Now consider the shorter wheelbase attributes of maneuverability and sharp response that color the 300 SE Sedan. Combine all these virtues in a single Mercedes-Benz automobile, and you have the new 350 SD Turbo Sedan. Equip that automobile with a full complement of S-Class features – including a network of safety systems with driver-side air bag and optional passenger-side air bag, 100 watts of stereo power, spacious orthopedically designed front seats, luscious matched leather upholstery and fine wood – and you have a diesel sedan that surpasses any diesel sedan ever built, save the 350 SDL. A Mercedes-Benz diesel sedan.

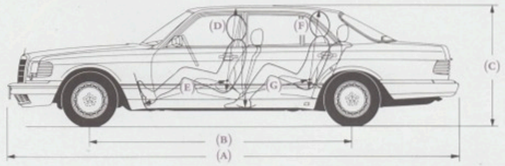
*NOT AVAILABLE IN CALIFORNIA

THE SMOOTH, CLEAN LINES OF THE 350 SD SEDAN AND GRACEFULLY ARCING ROOF PILLARS CONCEAL THE ARCHITECTURAL COMPLEXITY OF ITS SAFETY-MINDED MONOCOQUE BODY UNIT BENEATH.

A full complement of precision analog gauges provides vital running information at a glance.



To further silence the already very quiet diesel engine, the engine compartment is fully encapsulated within sound-deadening panels.



An angular fuel injector, advanced prechamber design and refined glow-plug technology have civilized the passenger-car diesel.

SPECIFICATIONS	
BODY TYPE	4-DOOR, 5-PASSENGER SEDAN
ENGINE TYPE	TURBODIESEL, IN-LINE, 6-CYLINDER, SOHC, 3.5 LITER
NET POWER HP/kW @ RPM	134/100 @ 4000
NET TORQUE LB-FT/N·M @ RPM	229/310 @ 2000
DISPLACEMENT CU IN/CM^3	210.5/3449
COMPRESSION RATIO	22.1:1
TRANSMISSION	4-SPEED AUTOMATIC
REAR AXLE RATIO	2.82:1
FUEL CAPACITY: US GAL-RES/LTRS-RES	23.8-3.3/90-12.5

EXTERIOR DIMENSIONS		
OVERALL LENGTH IN/MM	(A)	202.6/5145
WHEELBASE IN/MM	(B)	115.6/2935
OVERALL HEIGHT IN/MM	(C)	56.6/1438
OVERALL WIDTH IN/MM		71.7/1820
INTERIOR DIMENSIONS		
HEADROOM–FRONT IN/MM	(D)	37.2/946
LEGROOM–FRONT IN/MM	(E)	41.9/1064
HEADROOM–REAR IN/MM	(F)	36.5/926
LEGROOM–REAR IN/MM	(G)	33.4/873

Supple leather is fitted standard to seats and door panels. The transmission selector lever is engineered to permit manual control when you so desire.

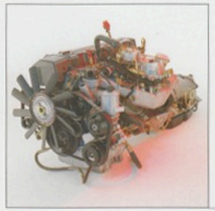
300 SEL Sedan

For those who prize the "acres of room" that *Road & Track* found in the passenger cabin of a long-wheelbase S-Class sedan, but who prefer an efficient high-torque six-cylinder engine, Mercedes-Benz offers the sumptuous 300 SEL Sedan. Like its V-8-powered siblings, the 300 SEL incorporates a vast network of safety systems. Like every S-Class automobile, it is outfitted with myriad amenities, including heated side-view mirrors, heated windshield and headlamp washer systems, electrically adjustable front seats and steering column with two-position memory, and automatic climate control–to name just a few. Like every S-Class sedan, the 300 SEL is upholstered in supple leather. Embellished with select hardwood. It is a six-cylinder Mercedes-Benz of premier rank.

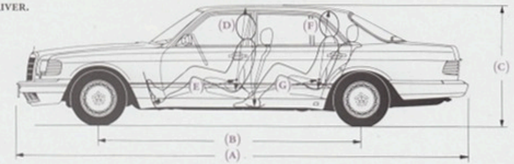
In exterior dimensions and appearance, the long-wheelbase 300 SEL Sedan is virtually identical to the 420 SEL and 560 SEL Sedans.

Soft-to-the-touch matched leather and distinctively grained zebrano hardwood veneers complement the purposeful ergonomic design of the 300 SEL passenger cabin.

From a transmission selector that allows confident manual changes to an array of analog gauges, the 300 SEL is equipped to satisfy the knowledgeable driver.



The 300 SEL powerplant: A 177-horsepower 3.0-liter six-cylinder, renowned for its smoothness and responsiveness.



SPECIFICATIONS	
BODY TYPE	4-DOOR, 5-PASSENGER SEDAN
ENGINE TYPE	GASOLINE, IN-LINE, 6-CYLINDER, SOHC, 3.0 LITER
NET POWER HP/KW @ RPM	177/132 @ 5700
NET TORQUE LB-FT/N-M @ RPM	188/255 @ 4400
DISPLACEMENT CU IN/CM^3	180.6/2960
COMPRESSION RATIO	9.2:1
TRANSMISSION	4-SPEED AUTOMATIC
REAR AXLE RATIO	3.46:1
FUEL CAPACITY: US GAL-RES/LTRS-RES	23.8-3.3/90-12.5

EXTERIOR DIMENSIONS		
OVERALL LENGTH IN/MM	(A)	208.1/5285
WHEELBASE IN/MM	(B)	121.1/3075
OVERALL HEIGHT IN/MM	(C)	56.7/1441
OVERALL WIDTH IN/MM		71.7/1820
INTERIOR DIMENSIONS		
HEADROOM–FRONT IN/MM	(D)	37.3/948
LEGROOM–FRONT IN/MM	(E)	41.9/1064
HEADROOM–REAR IN/MM	(F)	36.6/930
LEGROOM–REAR IN/MM	(G)	39.6/1006

350 SDL Turbo Sedan

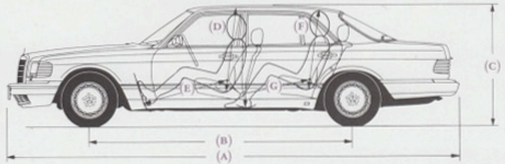
The Mercedes-Benz 350SDL Turbo* Sedan virtually reinvents the passenger-car diesel. Through the development of revolutionary combustion strategies, Mercedes-Benz engineers have produced a six-cylinder diesel that minimizes diesel noise and diesel smoke. A turbocharged diesel that pulls stronger through the range of normal driving speeds than any other diesel you've ever experienced. A diesel that retains the frugality, long-term dependability and extended driving range that have long distinguished compression-ignition engines. By installing this remarkable engine in a long-wheelbase S-Class sedan, Mercedes-Benz engineers have produced an automobile that melds high function, durability and the inimitable virtues of the premier series.

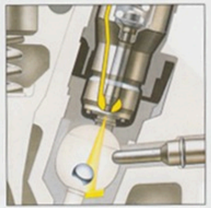
* NOT AVAILABLE IN CALIFORNIA

FROM HEATED SIDE MIRRORS TO AN EXPANSIVE CABIN AND THE REFINED STANCE OF A LONG-WHEELBASE S-CLASS MERCEDES-BENZ, THE 350 SDL ELEVATES THE DIESEL SEDAN TO A HERETOFORE UNATTAINABLE LEVEL OF SOPHISTICATION AND SATISFACTION.

The orthopedically designed seating, performance-minded controls and refined ambiance of a full-sized S-Class sedan are now available in diesel configuration.

The powerful 134-horsepower 3.5-liter diesel engine is fully encapsulated in a virtually soundproof compartment.





The new-design angled fuel injectors are key to the clean, quiet assertiveness of the 3.5-liter diesel. A rear seat of near five-foot width is key to passenger comfort.

SPECIFICATIONS	
BODY TYPE	4-DOOR, 5-PASSENGER SEDAN
ENGINE TYPE	TURBODIESEL, IN-LINE, 6-CYLINDER, SOHC, 3.5 LITER
NET POWER HP/kW @ RPM	134/100 @ 4000
NET TORQUE LB-FT/N-M @ RPM	229/310 @ 2000
DISPLACEMENT CU IN/CM³	210.5/3449
COMPRESSION RATIO	22.0:1
TRANSMISSION	4-SPEED AUTOMATIC
REAR AXLE RATIO	2.82:1
FUEL CAPACITY: US GAL-RES/LTRS-RES	23.8-3.3/90-12.5

EXTERIOR DIMENSIONS		
OVERALL LENGTH IN/MM	(A)	208.1/5285
WHEELBASE IN/MM	(B)	121.1/3075
OVERALL HEIGHT IN/MM	(C)	56.7/1441
OVERALL WIDTH IN/MM		71.7/1820
INTERIOR DIMENSIONS		
HEADROOM–FRONT IN/MM	(D)	37.3/948
LEGROOM–FRONT IN/MM	(E)	41.9/1064
HEADROOM–REAR IN/MM	(F)	36.6/930
LEGROOM–REAR IN/MM	(G)	39.6/1006

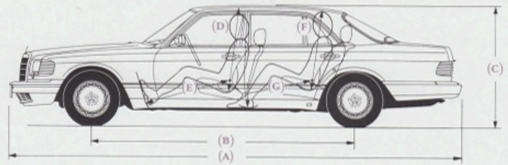
420 SEL Sedan

This is a sedan built and equipped to classic standards of Mercedes-Benz luxury–which differ deeply from conventional notions of luxury. Here, in the hushed environment of an expansive cabin, you will find a rear seat of near five-foot width–well suited to corporate conferences or private relaxation. You will find exquisite hardwood, deep-pile carpeting and supple leather. Every amenity you might possibly desire. You will find as well, that this V-8 sedan performs and handles with an alacrity and confidence more typical of sporting automobiles. Traits complemented by a network of safety systems, including driver- and passenger-side air bags, emergency seat-belt retractors and knee bolsters. The result is a balance of virtues found nowhere else in the automotive world.

PRIMED FOR PERFORMANCE AS FEW LUXURY SEDANS ARE, THE 420 SEL ROLLS UP THE PAVEMENT WITH SMOOTH, POWERFUL STRIDES. ITS ATHLETIC PROWESS INSTILLS DRIVING CONFIDENCE ON TIGHTER, TWISTING ROADS.

The 420SEL driver cabin is designed not to mimic the latest automotive fashion, but instead to meet strict ergonomic standards that promote good driving.

The lockable front console incorporates a capacious stowage area. The standard-equipment passenger-side air bag is contained within the right dashboard panel.



The 420SEL's 4.2-liter V-8 powerplant mounts overhead-camshaft aluminum-alloy cylinder heads atop an aluminum-alloy engine block.

SPECIFICATIONS		EXTERIOR DIMENSIONS		
BODY TYPE	4-DOOR, 5-PASSENGER SEDAN	OVERALL LENGTH IN/MM	(A)	208.1/5285
ENGINE TYPE	GASOLINE, V-TYPE, 8-CYLINDER, 2/SOHC, 4.2 LITER	WHEELBASE IN/MM	(B)	121.1/3075
NET POWER HP/kW @ RPM	201/150 @ 5200	OVERALL HEIGHT IN/MM	(C)	56.7/1441
NET TORQUE LB-FT/N-M @ RPM	228/310 @ 3600	OVERALL WIDTH IN/MM		71.7/1820
DISPLACEMENT CU IN/CM^3	256.1/4196	INTERIOR DIMENSIONS		
COMPRESSION RATIO	9.0:1	HEADROOM–FRONT IN/MM	(D)	37.3/948
TRANSMISSION	4-SPEED AUTOMATIC	LEGROOM–FRONT IN/MM	(E)	41.9/1064
REAR AXLE RATIO	2.47:1	HEADROOM–REAR IN/MM	(F)	36.6/930
FUEL CAPACITY: US GAL-RES/LTRS-RES	23.8-3.3/90-12.5	LEGROOM–REAR IN/MM	(G)	39.6/1006

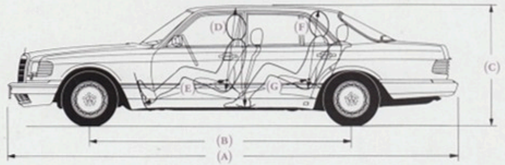
560 SEL Sedan

In every fleet there is only one flagship. And in the fleet of Mercedes-Benz sedans the 560 SEL stands as singularly distinguished. Singularly powerful. Singularly engineered. Singularly equipped. Comfortable. Quiet. Secure. With 39.6 inches of rear legroom. With firmly supportive seats swathed in rich, soothingly soft leather. With every amenity you might possibly covet, from an adjustable and heated rear seat with removable footrests, to pencil-beam rear-seat reading lamps, a 100-watt ten-speaker stereo sound system and a wealth of other features. And, of course, a mighty 5.6-liter V-8. The 560 SEL Sedan: a Mercedes-Benz flagship sedan clearly capable of leading the world's most honored marque.

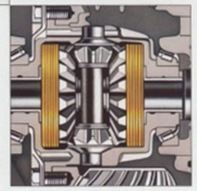
A WEALTH OF THOUGHTFUL AMENITIES, INCLUDING THIS ELECTRIC SLIDING SUNROOF WITH REAR POP-UP FEATURE, PAMPERS THE 560 SEL DRIVER AND PASSENGERS.

The deeply supportive, orthopedically designed seats are electrically adjustable, as is the steering column. Two-position memory is provided for both.

Carpeted rear-seat footrests and magazine stowage pockets contribute to the relaxed ambiance of the 560 SEL rear seat.



Overhead-cam valve train helps make the 5.6-liter V-8 quiet, efficient. Limited-slip differential helps maximize traction.



SPECIFICATIONS	
BODY TYPE	4-DOOR, 5-PASSENGER SEDAN
ENGINE TYPE	GASOLINE, V-TYPE, 8-CYLINDER, 2/SOHC, 5.6 LITER
NET POWER HP/kW @ RPM	238/178 @ 4800
NET TORQUE LB-FT/N-M @ RPM	287/390 @ 3500
DISPLACEMENT CU IN/CM³	338.5/5547
COMPRESSION RATIO	9.0:1
TRANSMISSION	4-SPEED AUTOMATIC
REAR AXLE RATIO	2.47:1
FUEL CAPACITY: US GAL-RES/LTRS-RES	23.8-3.3/90-12.5

EXTERIOR DIMENSIONS		
OVERALL LENGTH IN/MM	(A)	208.1/5285
WHEELBASE IN/MM	(B)	121.1/3075
OVERALL HEIGHT IN/MM	(C)	56.3/1431
OVERALL WIDTH IN/MM		71.7/1820
INTERIOR DIMENSIONS		
HEADROOM–FRONT IN/MM	(D)	37.3/948
LEGROOM–FRONT IN/MM	(E)	41.9/1064
HEADROOM–REAR IN/MM	(F)	36.6/930
LEGROOM–REAR IN/MM	(G)	39.6/1006

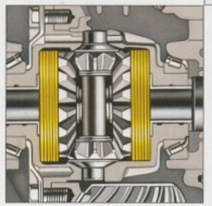
560 SEC Sport Coupe

Imagine a country lane, rising, falling, winding its way through a landscape wet with dew. Sparkling with dawn pinks and golds. Now imagine an automobile sufficiently grand to move through such a picture: the Mercedes-Benz 560 SEC Coupe. A grand-touring coupe true to the finest tradition of the genre. Engineered to be driven by people who enjoy driving. A coupe with the power of a 5.6-liter V-8 engine, the smoothness and certainty of advanced suspension geometry. The fragrance of fine leather upholstery. The comfort of refined conveniences, including electric seat-belt extenders and electrically adjustable front seats and steering column with two-position memory. A modern grand-touring coupe with the century-old pedigree of Mercedes-Benz.

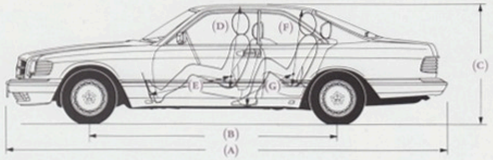
NOWHERE IN THE AUTOMOTIVE WORLD IS THERE AN AUTOMOBILE BETTER EQUIPPED TO STIR THE DRIVING PASSION OF ENTHUSIASTIC DRIVERS.

To allow shifting of position as hours grow long, the 560 SEC front seats are sized like first-class airplane seats. Front seat belts are extended automatically to a seat's occupant.

In the rear: two contoured bucket seats with center armrest. Under the center armrest is a burl-walnut-paneled stowage compartment.



A limited-slip differential and a mighty 5.6-liter aluminum-alloy V-8 are counted among the components that help make this grand tourer capable of grand performance.



SPECIFICATIONS		EXTERIOR DIMENSIONS		
BODY TYPE	4-PASSENGER SPORTS COUPE	OVERALL LENGTH IN/MM	(A)	199.2/5060
ENGINE TYPE	GASOLINE, V-TYPE, 8-CYLINDER, 2/SOHC, 5.6 LITER	WHEELBASE IN/MM	(B)	112.2/2850
NET POWER HP/KW @ RPM	238/178 @ 4800	OVERALL HEIGHT IN/MM	(C)	55.0/1397
NET TORQUE LB-FT/N-M @ RPM	287/390 @ 3500	OVERALL WIDTH IN/MM		72.0/1828
DISPLACEMENT CU IN/CM³	338.5/5547	INTERIOR DIMENSIONS		
COMPRESSION RATIO	9.0:1	HEADROOM–FRONT IN/MM	(D)	36.8/935
TRANSMISSION	4-SPEED AUTOMATIC	LEGROOM–FRONT IN/MM	(E)	41.9/1063
REAR AXLE RATIO	2.47:1	HEADROOM–REAR IN/MM	(F)	36.0/914
FUEL CAPACITY: US GAL-RES/LTRS-RES	23.8-3.3/90-12.5	LEGROOM–REAR IN/MM	(G)	30.6/776

The SL Coupe/Roadster

Its very form is a metaphor for passion. Genius lends it aerodynamic contours that help ensure stability and near silence. Passion dictates an open-car configuration. Genius constructs a network of brilliant active and passive safety innovations. Passion generates torrents of power from bold new engine designs. Genius renders them impeccably civilized. Passion makes the machine agile and spirited. Genius makes it calm and surefooted. Passion makes it elegant. Genius makes it a model of ergonomic efficiency. It is the most passionate statement of engineering leadership that Mercedes-Benz has ever made. And a technological milestone that will influence the automotive world into the next millennium.

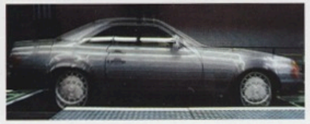
THE SL COUPE/ROADSTER IS AVAILABLE AS A 300 SL WITH SIX-CYLINDER POWERPLANT OR AS A 500 SL WITH V-8 POWER. BOTH MODELS ARE EQUIPPED WITH A REMOVABLE HARDTOP AND FULLY AUTOMATIC SOFT TOP.

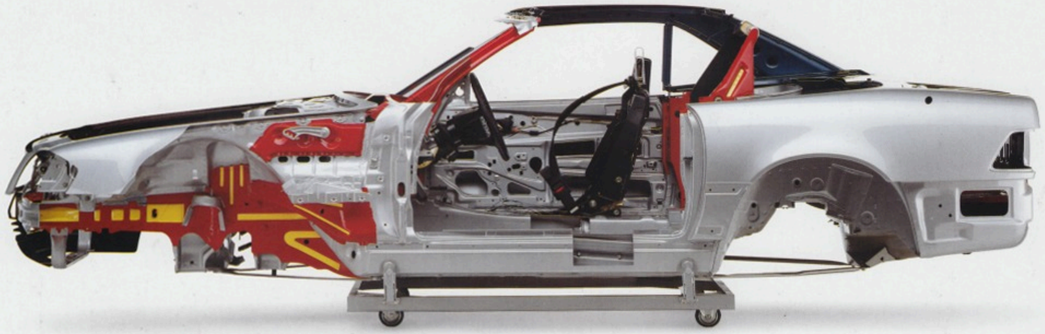
Re-creating the open car from the inside out

SL COUPE/ROADSTER BODY UNIT

THE ILLUSTRATION BELOW SHOULD HELP you appreciate the architectural complexity of the SL monocoque body unit. But it will take some time behind the wheel to appreciate the driving satisfaction that this complexity brings. Only then will you realize that this is, indeed, an open car quite unlike open cars that have come before. An open car that establishes new norms in terms of stability, rigidity and the absence of shakes and wobbles. But an open car that arguably offers more pure enjoyment than any other open car ever built. Due to the operating ease of the world's only fully automated soft top. Due to a design so aerodynamically pure that the automobile is uncannily quiet–even with the top down. Due, in no small measure, to an ongoing philosophy of design and engineering that simply refuses to replicate all that has come before. And, instead, dares to re-create the open car.

THE COUPE/ROADSTER WITH HARDTOP ROOF INSTALLED.





A SWITCH TO THE RIGHT OF THE GEARSHIFT LATCHES AND UNLATCHES THE HARDTOP. THE SAME SWITCH OPENS AND CLOSES THE SOFT TOP. ALL FOUR OPERATIONS CAN OCCUR ONLY WHEN THE IGNITION IS ON AND THE CAR IS STATIONARY.

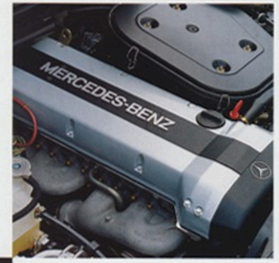
AS THE AUTOMATIC SOFT TOP IS LOWERED, THE WINDOWS DESCEND. THE ROLL BAR, IF DEPLOYED, RETRACTS. THE TOP'S REAR SECTION UNLATCHES AND FOLDS UP. THE DECK COVER SWINGS OPEN. THE FRONT SECTION UNLATCHES AND FOLDS BACK TO JOIN THE REAR SECTION. THE FOLDED TOP LOWERS INTO THE COMPARTMENT. THE DECK COVER CLOSES AND LATCHES. THE WINDOWS ASCEND, AND THE ROLL BAR, IF PREVIOUSLY RAISED, REDEPLOYS.

The potency of raw passion tempered by the genius of advanced control strategies

SL COUPE/ROADSTER DRIVETRAIN

THE HISTORY of Mercedes-Benz has seen some breathtakingly powerful passenger-car engines. But none so mighty as the 322-horsepower 32-valve V-8 that powers the 500 SL. Although this four-cam V-8 is a direct descendant of the 720-horsepower V-8 that powers the world champion Mercedes-Benz sports-prototype race cars, high-science engineering—like automatically variable valve timing and microprocessor-mapped ignition and fuel injection—makes it one of the most sophisticated engines ever produced.

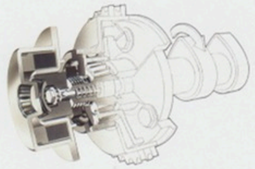
Equally civilized and only slightly less broad-shouldered is the 300 SL's 228-horsepower 24-valve 3.0-liter six-cylinder engine. Like the V-8, the SL six-cylinder incorporates variable valve timing and advanced electronic control systems. Like the V-8, it achieves deep reserves of power through the breathing potential of four valves per cylinder.



A TRUE DERIVATIVE OF RACING ENGINES, THE 3.0-LITER IS THE MOST MUSCULAR SIX-CYLINDER ENGINE MERCEDES HAS FITTED TO A PASSENGER CAR. TORQUE PEAKS AT APPROXIMATELY 201 LB-FT AT 4600 RPM, REMAINS ALMOST TOTALLY FLAT TO ABOVE 6000 RPM.

THE 300 SL IS AVAILABLE WITH EITHER A FIVE-SPEED AUTOMATIC (BELOW) OR A FIVE-SPEED MANUAL TRANSMISSION.

THE 500 SL COUPE/ROADSTER HAS A VELVET-SMOOTH FOUR-SPEED AUTOMATIC TRANSMISSION (ABOVE).



BOTH ENGINES BENEFIT FROM AUTOMATICALLY VARIABLE INTAKE VALVE TIMING. ADVANCING THE INTAKE CAM ACCORDING TO PREDETERMINED PARAMETERS SMOOTHES IDLE WHILE ENHANCING MIDRANGE TORQUE AND HIGH-SPEED POWER.

THE FOUR-CAM 32-VALVE V-8 ENGINE.

Elaborate engineering balances yield a new benchmark in driving stability

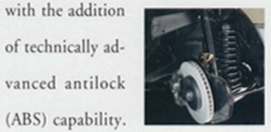
SL COUPE/ROADSTER CHASSIS SYSTEMS

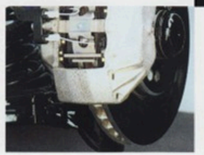
THERE IS NO GREATER LUXURY THAN ABSOLUTE driving confidence. And there is no automobile more worthy of your trust than the SL Coupe/Roadster.

At the rear wheels: A five-link "multilink" suspension so precisely tuned that it incorporates bushings of varying compliance to effect minute geometry variations as driving conditions dictate.

In front: A suspension that separates damper and spring to allow pivoting of the outboard gas-pressurized damper strut at the wheel center and inboard mounting of the spring for maximum travel. Optionally available at extra cost: ADS computer-controlled automatic damping.

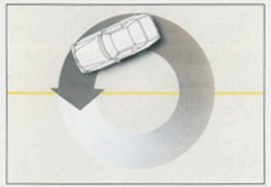
At all four corners you'll find the largest, most powerful disc brakes ever fitted to a Mercedes-Benz passenger car. A braking system made more confident still with the addition of technically advanced antilock (ABS) capability.





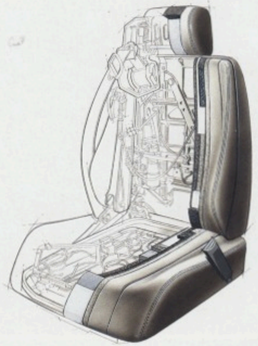
FOUR-PISTON FIXED CALIPERS AT THE FRONT AND TWO-PISTON FIXED CALIPERS AT THE REAR PROVIDE MASSIVE BRAKING POWER.

ABOVE RIGHT: THE ANTILOCK BRAKING SYSTEM (ABS) HELPS PREVENT WHEEL LOCKUP. RIGHT: SL TURNING CIRCLE IS AN EFFICIENT 35.3 FEET.



Redefining the sports car passenger cabin in purely logical terms

SL COUPE/ROADSTER COMFORT



THE SL'S ORTHOPEDICALLY DESIGNED SEAT INCORPORATES MULTIPLE LAYERS OF PADDING MOUNTED ON A MAGNESIUM SEAT FRAME WITH STEEL SPRINGS.

SOME OF THE MOST SOPHISTICATED ACCOUTREMENTS ever fitted to a production car suggest that this automobile is meant for more than hard driving. Examples: A steering wheel that adjusts for height *and* extension. Remote infrared locking and unlocking of doors, windows and stowage compartments, including the trunk. A unique magnesium-frame seat that advances the cause of occupant restraint by firmly anchoring the seat belt entirely on the seat itself.

This remarkable seating device is controlled by means of a seat-adjustment/memory system that modifies seat position by means of a seat-shaped switch. Three-position memory stores not only seat position but headrest height, seat-belt height, steering wheel position and adjustment of all three rear-view mirrors as well.

INTERIOR DIMENSIONS	
HEADROOM IN/MM	37.1/943[1]
LEGROOM IN/MM	42.4/1078
HIPROOM IN/MM	53.2/1352
SHOULDER ROOM IN/MM	55.4/1408

[1] WITH HARDTOP

SPECIFICATIONS	300 SL	500 SL
BODY TYPE	2-PASSENGER COUPE/ROADSTER	2-PASSENGER COUPE/ROADSTER
ENGINE TYPE	GASOLINE, IN-LINE, 6-CYLINDER, DOHC, 3.0 LITER	GASOLINE, V-TYPE, 8-CYLINDER, 2/DOHC, 5.0 LITER
NET POWER HP/KW @ RPM	228/170 @ 6300	322/240 @ 5500
NET TORQUE LB-FT/N-M @ RPM	201/272 @ 4600	332/450 @ 4000
DISPLACEMENT CU IN/CM³	180.6/2960	303.5/4973
COMPRESSION RATIO	10.0:1	10.0:1
TRANSMISSION	5-SPEED AUTO., OR 5-SPEED MAN. FULLY SYNCHRONIZED	4-SPEED AUTOMATIC
REAR AXLE RATIO	3.69:1 AUTOMATIC/3.46:1 MANUAL	2.65:1
FUEL CAPACITY: US GAL-RES/LTRS-RES	21.1-2.6/80-10.0	21.1-2.6/80-10.0

BROAD EXPANSES OF FINE BURL WALNUT AND SUPPLE LEATHER COMPLEMENT THE PURPOSEFUL DESIGN OF THE SL PASSENGER CABIN. PLUSH CARPETING LINES THE FOOTWELLS.

THE CLIMATE CONTROL SYSTEM INCORPORATES AN ADVANCED FILTRATION SYSTEM THAT REMOVES EVEN MICROSCOPIC PARTICLES FROM INCOMING AIR.

The one thing as satisfying as the driving experience is the ownership experience

MERCEDES-BENZ OWNERSHIP

OVER THE YEARS, MERCEDES-BENZ OWNERS HAVE STATED their intent to buy the same make again to an extraordinary degree. Such staunch loyalty may be the most revealing insight of all about Mercedes-Benz. It suggests that owners are unusually satisfied not only with the car, but with the day-to-day process of living with it.

Mercedes-Benz buyers can count on an extraordinary purchase experience: Mercedes-Benz ranked number one in sales satisfaction in both 1989 and 1990.*

Mercedes-Benz owners can rely on service quality rated second to none by independent surveys. They are covered for the first 50,000 miles or 48 months–whichever comes first–by a comprehensive limited warranty. They are served, after normal dealer service hours, by a Roadside Assistance program. Seven days a week and holidays. Providing flat tire changing with customer's spare, 2-3 gallons of fuel for empty tanks and dead-battery boost, at no charge.

The Mercedes commitment to owner satisfaction includes thousands of people across America–in dealerships, field offices, parts centers and the home office.

If you own a Mercedes-Benz, this quality of care will come as no surprise; if you are looking forward to your first Mercedes, it will be a pleasant surprise indeed.

YOUR CALL TO ROADSIDE ASSISTANCE WILL BE TAKEN BY A MERCEDES-BENZ TECHNICAL CONSULTANT. MANY PROBLEMS ARE RESOLVED BY PHONE.

*SEE NOTE ON INSIDE BACK COVER FOR SOURCE INFORMATION

Tailoring a Mercedes to satisfy your personal requirements

MERCEDES-BENZ OPTIONAL EQUIPMENT

ASR, optionally available on S-Class and SL models, except diesels and the 300 SL with manual transmission, can help maintain acceleration stability. ASD, an automatic locking differential, is available on diesels and the 300 SL manual. A dashboard indicator illuminates when either system is active.

From the 300 SE to the 560 SEC, the S-Class line allows for a broad range of choice. If you prefer to further personalize your car, Mercedes-Benz offers a number of useful extra-cost optional features.

For 1991, this list includes the ASR and ASD automatic traction control systems. You'll find a detailed description of both systems on page 4. ADS damping is optionally available on both SL models. This fully automatic, electronically controlled four-wheel system improves both ride comfort and road holding in many circumstances. Two settings are provided.

The electrically adjustable rear seat, standard on 560 SEL, is optional on other SEL models. The 560 SEL's heated rear seat is optional on all S-Class sedan models. Heated front seats are standard on 560 SEL and 560 SEC, optional on all other models. An electropneumatically adjustable orthopedic backrest is optional on all models.

The passenger-side air bag is optional on 300 SE, 300 SEL, 350 SD Turbo and 350 SDL Turbo, standard on all other S-Class models.

Mercedes-Benz coupe and sedan owners who live in warm climates might appreciate the availability of an electrically operated rear window sunshade that can help reduce cabin overheating.

Top row: electrically adjustable rear seat, heated rear bench seat, window lift. Electrically operated rear window sunshade.

Bottom row: Passenger-side air bag, electropneumatic orthopedic backrest. Heated front seat.

*The J. D. Power & Associates Vehicle Dependability Index Study of owners found Mercedes-Benz cars to be the most trouble free of all cars surveyed. This research was based on things gone wrong in the past 12 months to four- to five-year-old 1985 model vehicles. The Complete Car Cost Guide, a 1990 IntelliChoice publication that predicts cost of ownership over a five-year period based on 1990 vehicles, forecasts the Mercedes-Benz 190 E 2.6 and the S-Class Sedans will be the least expensive to own of all cars in their price range. Research conducted by the Highway Loss Data Institute in 1988 and 1989 found that Mercedes-Benz S-Class Sedans have the lowest injury claim rate of the 300 models included in the study. Urban Science Applications, Inc. found in 1990 that for the ten-year period from model-year 1978 to model-year 1987 – the latest for which figures were available – the cars of Mercedes-Benz as a line held their value better than those of any other make. In the 1989 J. D. Power & Associates Sales Satisfaction Index, Mercedes-Benz led for the second straight year in quality of the entire buying experience at a Mercedes dealership. In the 1990 J. D. Power & Associates New Car Initial Quality Study, the 300 Class ranked first and the S-Class third in the luxury category.

Optional Equipment

	300 SE	350 SD	300 SEL	350 SDL	420 SEL	560 SEL	560 SEC	300 SL	500 SL
ASD-Automatic Locking Differential	—	O	—	O	—	—	—	O[3]	—
ASR-Automatic Slip Control	O	—	O	—	O	O	O	O[4]	O
ADS-Adaptive Damping System	—	—	—	—	—	—	—	O	O
Electric sliding sunroof, with rear pop-up feature	O[1]	O[1]	O[1]	O[1]	O[1]	S	S	—	—
Electrically heated front seats	O	O	O	O	O	S	S	O	O
Electrically heated rear seats	O	O	O	O	O	S	—	—	—
Front seats with reinforced frames	O[1]	O[1]	O[1]	O[1]	O[1]	O[1]	O[1]	—	—
Front seats with electro-pneumatically adjusted orthopedic backrests	O[2]	O[2]	O[2]	O[2]	O[2]	O[2]	O[2]	O[2]	O[2]
Four-place seating package with rear storage console	—	—	O	O	O	O	S	—	—
Metallic paint	O[1]	O[1]	O[1]	O[1]	O[1]	O[1]	O[1]	O[1]	O[1]
Passenger-side air bag and knee bolster with lockable center console	O	O	O	O	S	S	S	S	S
Rear seat, electrically adjustable	—	—	O	O	O	S	—	—	—
Rear window sunshade, electrically operated	O	O	O	O	O	O	O	—	—
Upholstery, velour	O[1]	O[1]	O[1]	O[1]	O[1]	O[1]	O[1]	—	—

1 NO CHARGE
2 LEFT AND RIGHT SEATS, EACH OPTIONALLY AVAILABLE
3 MANUAL TRANSMISSION ONLY
4 AUTOMATIC TRANSMISSION ONLY

S STANDARD
O OPTIONAL
— NOT AVAILABLE

Mercedes-Benz of North America, Inc.
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Montvale, New Jersey 07645

1991 MERCEDES-BENZ S-CLASS