

MERCEDES-BENZ

1994 E-CLASS





## E-CLASS



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## THE E 500



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\* Available in early 1994 as a 1995 model.

The seven distinct automobiles of the Mercedes-Benz E-Class are engineered to satisfy

a broad range of driving demands and individual desires. Yet each of these diverse

vehicles must first uphold the singularly stringent Mercedes-Benz standards of reli-

ability, durability and safety engineering. Standards which, for more than a century,

have made the automobiles of Mercedes-Benz like no other cars in the world. Designed

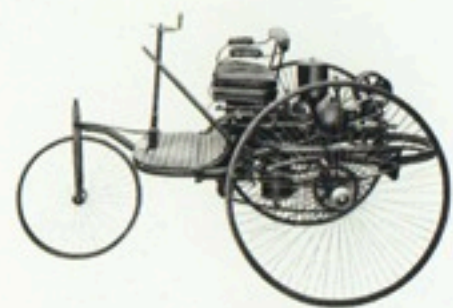
to comprise the most complete portfolio of automotive competency anywhere, the

Mercedes-Benz E-Class cars offer an ownership experience of lasting satisfaction.



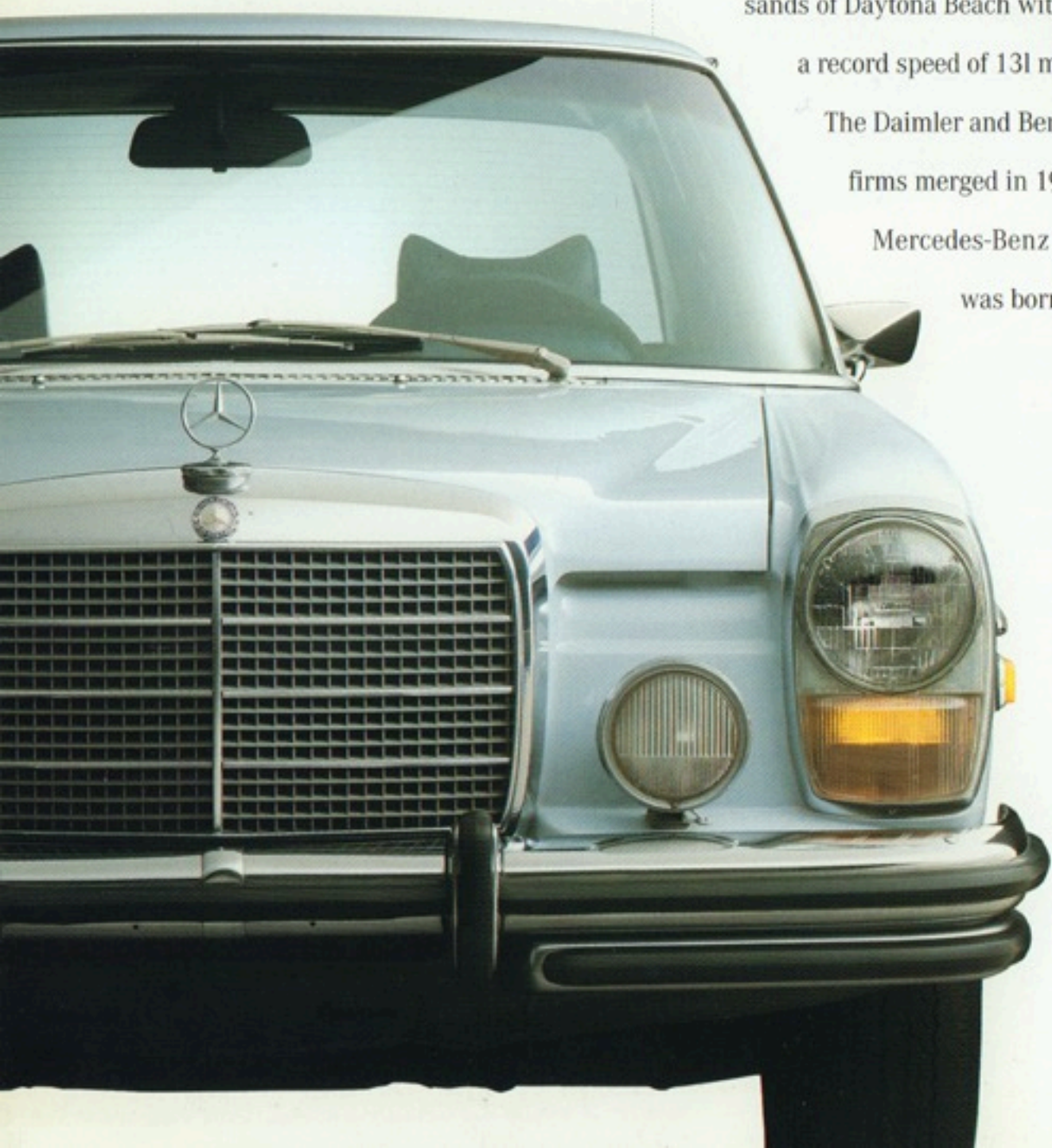






#### --- The World's First Practical Automobile

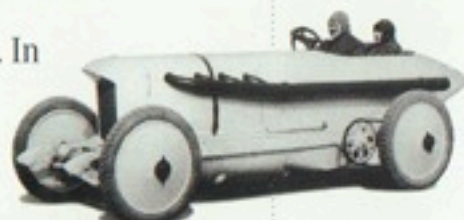
The Mercedes-Benz E-Class is descended from a tradition as old as the car itself. Karl Benz and Gottlieb Daimler – working just 60 miles apart on separate experiments – produced the world's first practical automobiles in the year 1886.



## A LEGACY OF AUTOMOTIVE EXCELLENCE.

#### --- Two Companies, One Firm Belief

Both men established separate companies, each with its own engineering success. In 1910, the Blitzen Benz scorched the sands of Daytona Beach with a record speed of 131 mph. The Daimler and Benz firms merged in 1926; Mercedes-Benz was born.



#### --- 10,000 Patents

Mercedes-Benz patented the first 4-wheel independent suspension, the predecessor of today's multilink rear suspension, in 1931. It's one of more than 10,000 patents Mercedes has obtained over the years.



#### --- The First Diesel-Powered Passenger Car

In 1936, Mercedes-Benz introduced the 260D – the first production diesel automobile. Today, the tradition of the Mercedes diesel continues with the new E300 Diesel.



#### --- Design Innovation

The 1955 Mercedes-Benz 300SL shook the automotive world with engineering advances such as fuel injection. A super-light space frame required a special 'gullwing' door design.



#### --- The Invention Of The Crumple Zone

Mercedes-Benz safety testing led to another patent in 1951. The design used front and rear crumple zones to protect the rigid passenger cabin – an idea which serves as the basis for passive safety systems now adopted by virtually every other production automobile.



#### --- Design Integrity

The design features found throughout a Mercedes-Benz are the result of a carefully considered evolution of form. From the shape of the steering wheel to the silhouette of a sedan, each design is disciplined by function, not merely fashion. The result is automobiles of logic and integrity, retaining aesthetic value over time.



#### --- First Roadside Assistance

The Mercedes-Benz Roadside Assistance Program was the first program of its kind by an automotive manufacturer in the United States, and is still one of the most comprehensive programs available.

#### --- Setting The Safety Standard

Mercedes-Benz production cars have often led in the introduction of advanced safety systems. The Antilock Braking System (ABS) and the Supplemental



Restraint System (SRS) were pioneered on Mercedes-Benz automobiles. In model year 1989, the S-Class included some of the first cars to have both driver and front-passenger air bag Supplemental Restraint Systems as standard equipment. By 1990, ABS was a part of every Mercedes. The innovative automatic roll bar with integrated head restraints on the 1994 E320 Cabriolet (above) is yet another example of a unique regard for occupant safety. Of course, no occupant protection system is fully effective without the proper use of seat belts.



#### --- Into The Future

Mercedes-Benz concept vehicles like the C 112 are rolling laboratories to test new ideas. Tomorrow's production cars may feature innovations found on the C 112 today, including an aluminum body and cybernetic steering.



#### --- First CFC-Free Car

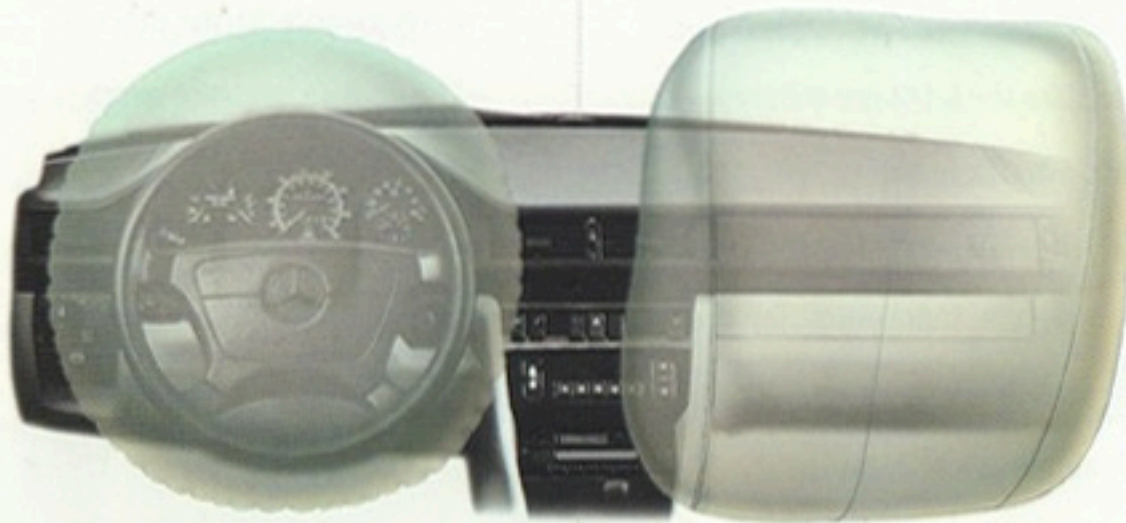
With the introduction of the 1992 S-Class, Mercedes-Benz became the first car company to create a production car that used no ozone-depleting CFCs in its manufacturing process. The climate control system in all 1994 E-Class models uses no CFCs as refrigerant for the air conditioning.





#### A Systematic Approach To Safety

The various safety features of an E-Class automobile are a carefully integrated system that begins with the use of the 3-point seat belts. For 1994, all Mercedes-Benz models feature



a Supplemental Restraint System (SRS) that includes driver and front-passenger air bags as standard equipment.

#### Beyond Dual Air Bags

Designed to deploy in certain front-impact collisions which exceed the preset deployment threshold, the air bags fully inflate in milliseconds, and rapidly deflate after they deploy. The illustration above depicts the SRS at maximum deployment.



The Mercedes SRS includes more than just air bags. Front seat belts feature Emergency Tensioning Retractors (ETR). In frontal impacts that exceed a preset threshold, the ETRs deploy, instantaneously tightening the seat belts to restrict the forward movement of the front-seat occupants. Padded knee bolsters fitted on the lower part of the dashboard are designed to help prevent front-seat occupants from sliding under their seat belts.

## A PROFOUND CONCERN FOR OCCUPANT SAFETY.

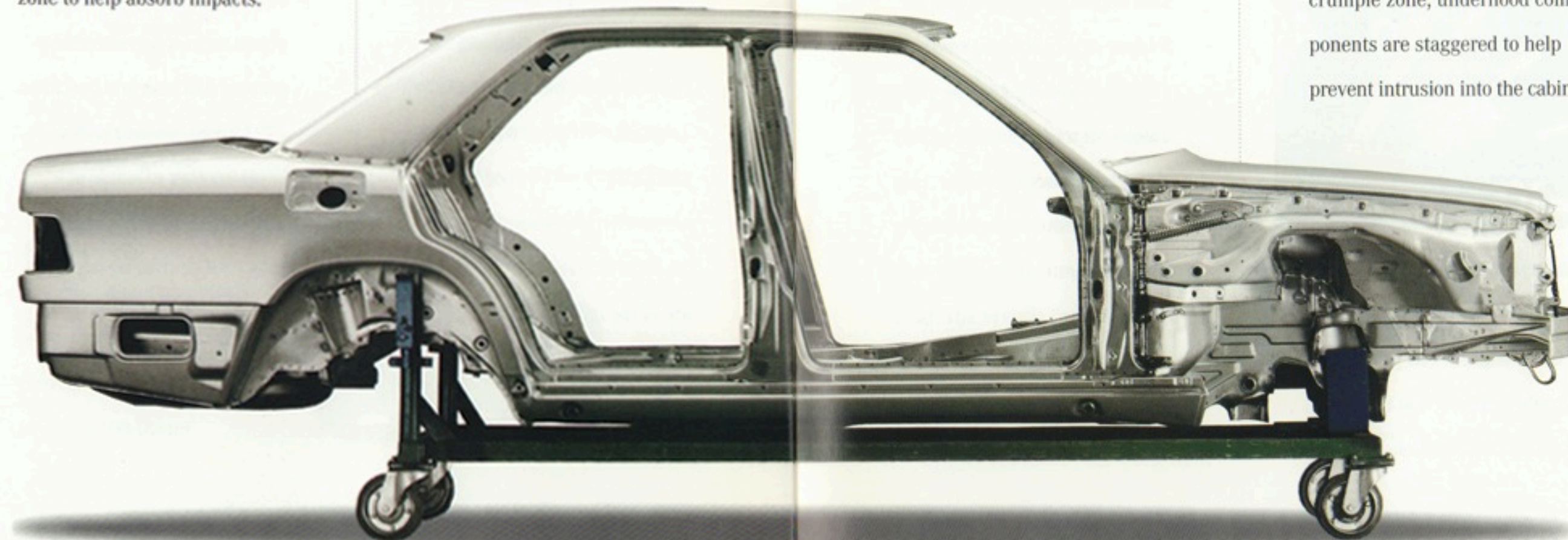
#### Structural Integrity

A battery of systematic crash tests has resulted in a monocoque body that is lightweight, yet strong. A rigid cabin shell is guarded by front and rear crumple zones which help absorb the energy of front and rear-end impacts, reducing the forces which reach the passengers. The full-size spare tire is located in the rear crumple zone to help absorb impacts.



#### Crash-Tested Seats

Mercedes-Benz even tests its seats with occupant protection in mind. The E-Class front seat backs are designed to withstand a 30-mph (48 km/h) car-to-car rear collision.



#### Out Of Harm's Way

In certain frontal collisions, the lower portion of the steering column is designed to deform to help reduce the steering wheel's rearward movement into the cabin. Also, the brake pedal assembly is designed to pivot forward, to help reduce injury to the driver's feet.



#### An Emphasis On Frontal Offset Crash Tests

According to Mercedes-Benz research, a frontal *offset* collision is the likeliest type of serious impact in real life. So Mercedes has designed an offset collision test in which only part of the front of the vehicle strikes the test barrier, resulting in a much greater concentration of energy. A high-tensile strength front crossmember helps distribute the impact forces across the entire width of the car, while fork-shaped longitudinal members help to divert some impact forces over, under and around the passenger cabin. Within the front crumple zone, underhood components are staggered to help prevent intrusion into the cabin.





## RESPONSE THAT'S QUICK, QUIET AND CONTROLLED.

### Durable Precision

The engines that power E-Class automobiles are among the most sophisticated ever placed in passenger cars. Yet their innovative technology is backed by rugged simplicity. The ingenious tuned intake runners of the manifold (below), yield enhanced efficiency and more precise performance. And the engine's dual overhead camshafts are driven by a durable chain, not rubber belts.



### Deep Reserves Of Power

High-performance engines like those of the E-Class need to *breathe* — the deeper and faster, the better the performance. Four valves per cylinder, a technology found on all E-Class engines, help allow for deep breathing, and ultimately, help deliver a robust reserve of power right when it's needed.

### Widening The Torque Band

Multivalve engines tend to produce much of their torque at higher rpm. To give E-Class gasoline-powered engines torque-rich response at lower rpm, where most normal driving occurs, the engines feature automatic intake-cam adjustment. At engine speeds of around 1,500 rpm, timing of the intake valves is advanced.



The result? Even at the slower rpm of everyday driving, the E-Class engines can provide throttle response that is immediate and substantial.



### The Transfer Of Power

E-Class engines are matched to a close-ratio 4-speed automatic transmission. To ensure a silky-smooth transfer of power, the transmissions are geared to the engine's torque curve. Power loss between shifts is minimal, helping to give the E-Class cars quick and confident acceleration. And the unique Mercedes-Benz notched shift gate allows the driver the opportunity to engage in spirited manual-style shifting.

### A System Of Controls

Controlling the dynamic forces acting on an E-Class automobile requires a system of carefully balanced components, including powerful disc brakes and an Antilock Braking System (ABS).



### The Patented Multilink

The rear suspension of every Mercedes-Benz is a patented design breakthrough in wheel control. Five separate links preserve the geometric relationship between the tire and the road. The system creates handling so precise and a ride so smooth that other car makers are still trying to emulate it.

### A Turn For The Better

A power-assisted recirculating-ball steering system translates driver input with smoothness and accuracy, and provides a commanding feel of the road.

### Traction Control

To enhance control during acceleration, optional traction control systems are available. On the E300 Diesel,\* Automatic Locking Differential (ASD) is the optional system. Automatic Slip Control (ASR) is optional on all other E-Class models.\*\*

\* Available in early 1994 as a 1995 model.  
\*\* ASR is standard on the E500.





#### --- Demanding Standards

The painstaking care given to every Mercedes-Benz creates automobiles that can withstand the test of time. The development from prototype to final assembly is a process driven by the demanding standards of Mercedes-Benz reliability, durability and quality. Standards that every E-Class automobile is engineered to uphold.



## AUTOMOBILES ENGINEERED AND BUILT TO LAST.

#### --- Constant Scrutiny

Every E-Class Mercedes-Benz is the result of both innovation and evolution. Details of its design were scrutinized to find even more reliable engineering solutions. A double bulkhead helps shield electronic controls from exposure to engine heat. And the engine undergoes intense testing before it is placed in the car. Each engine is thoroughly bench tested, and a certain number of tested engines are torn down to verify longer-term performance.



#### --- An Intolerance For Imprecision

An E-Class engine is built with precision more common to race cars than passenger cars. Pistons are individually hand-matched to cylinders to help ensure microfine tolerances are met. This precise fit results in improved power and efficiency, while reducing both emissions and engine wear.

#### --- Seats Designed To Endure

Whether it's tanned leather or our exclusive M-B Tex, the seating material in an E-Class Mercedes has been rigorously tested for durability. A special machine rubs the upholstery through 8,000 cycles. A seat edge is pressure-tested 100,000 times. And leather seats are subjected to more than one million test sittings. The result is a seat built to fight not only driver fatigue, but its own as well.



#### --- Hand-Craftsmanship And High-Tech Robotics

Mercedes-Benz automobiles are produced with the aid of advanced robotics, yet there is still much hand-finishing work involved. Many body panel seams are hand-smoothed, and wood trim and upholstery are painstakingly hand-finished. And to pass on the tradition of hand-craftsmanship, apprentices study the old-world ways from the seasoned master artisans of Mercedes-Benz.

#### --- Testing The Extremes

Mercedes conducts more than 15 million miles of testing on its vehicles each year to probe the limits of reliability. In the lab, performance is tested in a deep freeze. In Death Valley,



prototypes are subjected to temperatures sometimes in excess of 125 degrees Fahrenheit (52 degrees Celsius) to prove the performance of engine cooling, air conditioning and lubrication systems.



#### --- A Badge Of Pride

The Mercedes-Benz standard of quality, reliability and durability produces automobiles of lasting value and satisfaction. Each year, Mercedes awards badges to owners whose cars reach 250,000 km, 500,000 km or 1,000,000 km.

#### --- An Unshaken Commitment To Lasting Quality

To gauge the durability of a Mercedes-Benz design, prototypes undergo grueling sessions on 'shake machines' that simulate 200,000 test track miles for every 70 hours of actual testing. This gives Mercedes-Benz engineers crucial data to determine the stress level of the total system.





THE  
E 300 DIESEL  
SEDAN\*

In this refined E-Class

sedan, you'll discover one

of the automobile world's

engineering marvels: a

Mercedes-Benz diesel.

\* Available in early 1994 as a 1995 model.





## THE REWARDS OF E-CLASS EFFICIENCY.



The E 300 Diesel is a luxury sedan of uncommon efficiency. Inherent in its in-line 6-cylinder engine configuration, in its aerodynamic form, and in the ergonomic logic of its controls is a driving experience of poise and precision.

It's easy to forget that a Mercedes-Benz E-Class sedan is first and foremost a machine. The satisfaction it affords, the comfort, security and pride of ownership it offers seem to take their inspiration from something more spiritual than mechanical.

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Yet it was a series of technical exercises — including a series of groundbreaking safety advances — that produced the E-Class sedan shown here: the E 300 Diesel. It is the result of an unwavering Mercedes-Benz engineering goal: to reconcile the conflicting agendas of safety, reliability, durability and performance in the most efficient possible manner.

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This is a machine that wastes little effort in the discharge of its duties. Its in-line 6 cylinder engine is inherently smooth and full of stamina, achieving performance that is at once responsive and *responsible*. Suspension systems operate with geometric precision, translating your steering input into an economy of motion — without sacrificing the coveted Mercedes-Benz ride quality.

The cabin of an E 300 Diesel Sedan is equally efficient. Slip into the driver's seat and you

will instantly sense the ergonomic logic at work. This is an environment designed not to bedazzle, but to help minimize distraction and fatigue while maximizing critical driver control. Aerodynamic efficiency is at work, too; turbulent air is made to slip quietly across the car's surface, leaving the occupants inside blissfully undisturbed.

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And finally, consider the effect of these efficiencies over time. Projected 5-year ownership costs of several E-Class sedans have consistently been among the lowest of any automobiles in their price class.\*

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The E 300 Diesel Sedan fulfills the highest mission of a Mercedes-Benz: to translate technical precision into an ownership experience of enduring satisfaction.



### E300 DIESEL

Combining the qualities of an E-Class sedan with the durability and efficiency of diesel technology, this is a Mercedes-Benz like no other.

\* The Complete Car Cost Guide, IntelliChoice, Inc., 1991-1993.



## THE NEW MERCEDES-BENZ DIESEL.

The new E 300 Diesel is powered by a new 3.0-liter in-line 6-cylinder engine. The latest in a series of Mercedes-Benz diesels dating to the introduction of the first diesel-powered production car in 1936, the E 300 Diesel brings with it another Mercedes-Benz first. It is the first diesel-powered car to reap the benefits of 4-valve-per-cylinder technology.

The Mercedes-Benz E 300 Diesel delivers spirited response without a turbocharger. The new diesel engine breathes deeply through 24 valves, its performance enhanced across a wide range of engine speeds. At low engine speeds, the multivalve technology helps provide a smooth idle and strong low-end torque. As engine speed increases, the intake valves help the engine breathe more deeply, optimizing both torque and combustion. The dividends are both immediate and deferred. This highly sophisticated 'breathing' mechanism increases both power and fuel economy, while cutting emissions.

With an exhaust gas recirculation system (EGR) and a special catalytic converter, the

134-horsepower diesel engine cuts hydrocarbons and carbon monoxide by as much as 70 percent. As a result, the new Mercedes-Benz E 300 Diesel Sedan is the only diesel-powered passenger car that meets the emissions certification standards of all 50 states, even California and New York.

Fuel efficiency is exceptional for a luxury sedan; the E 300 Diesel owner may enjoy a highway driving range of approximately 800 miles (1,300 km) per tank on average. Of course, Mercedes-Benz diesel-powered automobiles enjoy a well-deserved reputation for going the distance. Well-maintained, routinely serviced Mercedes-Benz diesel-powered cars with several hundred thousand miles on the odometer are not uncommon.

The E 300 Diesel Sedan meets the stringent emissions restrictions of all 50 states. A diesel catalyst (below) uses the principles of oxidation to reduce non-particulate emissions.



The new 3.0-liter 6-cylinder diesel benefits from four valves per cylinder and dual overhead camshafts — one for the intake valves, the other for the exhaust. Compared to conventional two-valve designs, four valves increase airflow and improve combustion for more power, better economy, and lower emissions.





## THE INTUITIVE LOGIC OF ERGONOMICS.

The efficiencies of Mercedes-Benz E-Class engineering can best be appreciated from within an equally efficient environment: the spacious interior of an E 300 Diesel Sedan.

You sense it the moment you slide behind the wheel, and everything instantly seems to fit. The intuitive logic of ergonomic design is at work, silently accommodating your natural instincts. Seat adjustments — fore and aft, seat back angle, cushion height and tilt, and head restraint height — provide tailored comfort at the touch of a switch. Your expansive view is kept clear by a single eccentric-sweep wiper that clears 86 percent of the windshield surface. It and other functions are controlled by a steering column stalk that puts precise controls within reach of your fingertips.

Your seat provides gentle support, yet the firmness necessary for hours of alert driving is present, too. Thick side bolsters help hold you in place. And a wedge-shaped squab under the seat cushion helps prevent front-seat occupants from 'submarining' — the tendency to slide under the seat belts and into the footwell in a severe collision.

Beneath the cushions, a network of seat springs is precisely tuned to match the

car's suspension. And each front seat back is supported by a rigid steel subframe that's designed to be strong enough to withstand a 30-mph (48 km/h) car-to-car rear impact.

Set the automatic climate control system. It helps to maintain a constant preselected temperature throughout the cabin, virtually eliminating driver distraction. And as in all 1994 Mercedes-Benz automobiles, the system's air conditioning is CFC-free. By now,



you may sense another efficiency at work — the hushed whisper of air moving past the cabin along its pre-ordained aerodynamic path. Listen to the quiet hum of the engine, or feel free to generate soundwaves of your own choosing. The 6-speaker Active Bass music system is standard, and is prewired for an optional compact disc changer.

The E 300 Diesel features an AM/weatherband and FM stereo radio and cassette player, a 6-speaker Active Bass system, seek and scan functions, Dolby® noise reduction and anti-theft coding. A 10-speaker high-performance sound system is optional.



The ingenious Mercedes seat-adjustment switch, shaped like the seat itself, allows for precise control with minimal effort.



Standard upholstery on the E 300 Diesel is M-B Tex. Durable, easy to maintain and vented to breathe, M-B Tex also provides you with year-round comfort.





**ENGINE AND DRIVETRAIN**

DOHC 24-valve in-line 6-cylinder diesel engine  
 Tuned-resonance intake manifold  
 Mechanical fuel injection • Compression ignition  
 Displacement: 182.2 cu in/2,996 cm<sup>3</sup>  
 Net power: 134 hp @ 5,000 rpm • Net torque: 155 lb-ft @ 2,600 rpm  
 Compression ratio: 22.0:1  
 4-speed automatic transmission • Rear axle ratio: 2.87:1  
 Acceleration: 0-60 mph in 12.6 seconds (0-100 km/h in 13.4 seconds)\*

**STEERING AND SUSPENSION**

Power-assisted recirculating-ball steering with hydraulic steering damper  
 Independent damper strut front suspension with separate coil springs,  
 triangular lower control arms, antidive geometry, antiroll bar  
 Independent multilink rear suspension with geometry for antilift, antisquat  
 and alignment control, coil springs, antiroll bar,  
 single-tube gas-pressurized shock absorbers

**BRAKES**

2-circuit power-assisted 4-wheel disc brakes • Antilock Braking System (ABS)

**WHEELS AND TIRES**

6.5J x 15" aluminum-alloy wheels  
 195/65R15 91H steel-belted radial tires

**EXTERIOR FEATURES**

Dual heated electrically operated outside mirrors • Sliding electric sunroof  
 with rear pop-up feature • Halogen headlamps and front foglamps  
 Rear foglamp • Heated windshield washer system  
 Electrically heated rear window • Central locking of doors, trunk and fuel  
 filler, with key-operated window and sunroof closing capability  
 Automatic electric AM/FM/cellular antenna

**INTERIOR FEATURES**

Supplemental Restraint System (SRS) with an air bag, knee bolster and  
 Emergency Tensioning Retractor (ETR) for both driver and front passenger  
 3-point outboard seat belts with adjustable front shoulder-belt anchors  
 and automatically adjusting rear shoulder-belt anchors  
 M-B Tex upholstery • Leather-wrapped steering wheel and gearshift knob  
 10-way electrically adjustable front seats • Remote-retractable rear  
 head restraints • Power windows with front one-touch-down control  
 Automatic climate control • Cruise control • Antitheft alarm system  
 Delayed-shutoff courtesy light • Entrance lamps • Front reading lamp  
 Illuminated visor vanity mirrors • Zebrano wood trim  
 Analog speedometer, tachometer • Fuel, coolant temperature and  
 oil pressure gauges • Resettable trip meter  
 Analog quartz chronometer • Digital outside temperature indicator

**SOUND SYSTEM**

Active Bass sound system with 6 speakers  
 AM/weatherband and FM stereo radio • Autoreverse cassette player  
 Automatic speed-dependent volume adjustment  
 Prewiring for optional CD changer and cellular phone

**OPTIONAL EQUIPMENT**

Integrated cellular telephone • Integrated compact disc changer  
 Automatic Locking Differential (ASD) • Leather upholstery • Metallic paint  
 Electrically telescoping steering column • 2-position memory for driver's seat  
 Orthopedic front seats • Electrically heated front seats  
 Headlamp wipers and heated washers • Electric rear-window sunshade  
 Rear-seat reading lamps • High-performance sound system with 10 speakers  
 For information on available Option Packages, please see page 75.

**DIMENSIONS**

Exterior	E 300 Diesel
Wheelbase (in/mm)	110.2 / 2,800
Length (in/mm)	187.2 / 4,755
Height (in/mm)	56.3 / 1,431
Width (in/mm)	68.5 / 1,740
Track, front (in/mm)	59.1 / 1,501
Track, rear (in/mm)	58.7 / 1,491
Turning circle (ft/m)	37.0 / 11.3
Coefficient of drag	0.31
Curb weight (lbs/kg)	3,485 / 1,580
Interior	
Headroom, front (in/mm)	36.9 / 938
Headroom, rear (in/mm)	36.9 / 937
Legroom, front (in/mm)	41.7 / 1,058
Legroom, rear (in/mm)	33.5 / 851
Trunk capacity (cu ft/m <sup>3</sup> )	14.6 / 0.414

The E 300 Diesel Sedan will be available in early 1994 as a 1995 model.  
 \* Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model,  
 environmental and road surface conditions, driving style, altitude above sea level and vehicle load.



THE E320  
AND E420  
SEDANS

Few cars, and even  
fewer passenger sedans,  
so skillfully balance the  
conflicting demands  
of driving.







The E 320 and E 420 Sedans are highly accomplished automobiles, even by the standards of Mercedes-Benz. Balancing the complete range of E-Class capabilities, they offer a level of automotive competency that is a benchmark for all other luxury sedans.

Headlamp wipers with heated washers are optional on the E 320 Sedan.

## TWO SEDANS. ONE UNWAVERING PHILOSOPHY.

Every automobile is to some degree a compromise. The challenge is to achieve a balanced portfolio of automotive capabilities.

The Mercedes-Benz E 320 and E 420 Sedans strike this balance as few automobiles ever before. Acceleration, handling, ride comfort, reliability, ergonomics, aerodynamics — in every area of performance, these automobiles provide a level of achievement which has made them the pride of their owners and the envy of the automotive world.

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If you have yet to sample either of these sedans on the road, it's here you'll discover what these cars are really all about. Your integration with the car feels totally complete. A reassuring sense of substance and solidity pervades the cabin. Yet the driver is not, as in many luxury sedans, isolated from all feeling of the road. Driving is once again a calm, coherent act. There's a seamless flow of power from your right foot. You activate each control with little effort, your reflexes adroitly synchronized with the car.

Despite their potent engines, these E-Class sedans are not merely an exercise in power.

Their performance is matched by powerful 4-wheel disc brakes augmented by ABS. The full measure of E-Class luxury appointments do more than indulge, they inspire. The unnerving imprecision you've experienced in lesser sedans is absent here, replaced by the reassuring exactitude of Mercedes-Benz engineering.

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This driving pleasure — pure, almost natural — is the result of a carefully balanced equation.

These are automobiles true to the tenets of the century-old Mercedes-Benz engineering philosophy: the best automobile is the most complete automobile.

### E 320

A sedan of refined driving character, the E 320 possesses a balance of luxury and performance unique in the automotive world.



### E 420

The responsiveness of a 275-horsepower V-8, the pure quality of an E-Class Mercedes-Benz — you will find few equals to the E 420 Sedan.







An E 320 Sedan's 6-cylinder engine improves torque at low engine speeds by using a tuned-resonance intake manifold that controls airflow with a butterfly valve. At low rpm, the butterfly valve permits the airflow to accelerate, thereby generating more torque.

## A NEW REALM OF MECHANICAL REFINEMENT.

The E 320 and E 420 Sedans are powered by two of the most advanced engines ever placed in a production Mercedes-Benz. Using sophisticated control systems and painstaking methods of construction, these engines elevate their respective configurations to a new realm of mechanical refinement. Velvety-smooth, profoundly powerful and responsive, they give these sedans a driving character unique among luxury cars.

The E 320 Sedan's 3.2-liter in-line 6-cylinder engine is both ruggedly built and precisely managed. The cast-iron engine block is extremely rigid and resistant to vibration. Computer-balanced counterweights ensure that the crankshaft spins smooth and true. Precise monitoring of engine functions is via HFM, a reliable electronic control unit that regulates ignition, fuel injection, antiknock and idle speed for optimum performance. The HFM system uses a hot-film sensor to measure the air flowing through the engine intake, allowing fine-tuning of the air/fuel mixture to produce surprising fuel efficiency. The point of all this esoteric engineering? Not to sound impressive on paper, but to be impressive on the road.

The E 420 Sedan's V-8 engine is a 4.2-liter, 32-valve all aluminum-alloy design producing

an awe-inspiring output of 275 horsepower and 295 lb-ft of torque. Equipped with a 4-speed automatic transmission, this translates into a luxury sedan capable of achieving acceleration on a par with many sports cars: test-track zero to 60 is about 7.1 seconds.\*

The E 420's V-8 ingeniously provides iron-clad durability in aluminum form. Rather than settle for the compromise solution of inserting cast-iron sleeves in the cylinders, as most other car makers do, Mercedes-Benz etches the aluminum-alloy cylinder walls to expose a surface impregnated with pure silicon crystals. Chrome-plated piston rings glide over these rock-hard crystals with hardly a trace of wear. This unusual silicon-exposing process allows virtually the same durability as iron with the weight savings of aluminum.



The E 320's 3.2-liter in-line 6-cylinder engine uses double overhead cams, four valves per cylinder, and a host of innovations to produce 217 horsepower. Zero-to-60 mph test clocking is about 8.0 seconds.\*

The E 420 is powered by a sophisticated 275 horsepower 32-valve aluminum-alloy V-8. This 3,745-pound sedan achieves 60 mph in about 7.1 seconds.\*

\* 0-100 km/h in 8.3 seconds for the E 320 Sedan, and 7.5 seconds for the E 420 Sedan.  
E 420 Sedan shown at right.







Hydraulic engine mounts, located between the engine and frame, are just one part of the systematic approach Mercedes-Benz uses to intercept noise and vibration and help preserve ride comfort and handling control.

## BALANCING THE FORCES OF PHYSICS.

There's no one, single explanation for the way a Mercedes-Benz conducts itself over the road.

The calm driving demeanor and confident response of an E 320 or E 420 Sedan is the result of a *systematic* effort to balance the conflicting forces of physics.

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The entire monocoque body is a rigid platform designed to resist the twisting, jolting punishment dished out by the dynamics of driving and by the pavement itself. This is a body built to endure not merely the roads of this country, but of 170 others. Welded

at more than 4,500 points, it has greatly reduced the opportunity for squeaks and rattles to gain a foothold. You drive in a civilized environment, free from the distraction of unwelcome sounds. Little except the hum

of the engine permeates the cabin. Even the steering wheel in your hands adds to the feeling of solidity. The lower portion of the steering system is fitted with a hydraulic damper to further absorb shock.

The suspension system itself is a paragon. The result of designs patented by Mercedes-Benz,

this unique independent suspension has been widely imitated but never equalled — perhaps because others fail to share the systematic engineering approach of its maker. Simply put, the front suspension has a gas-pressurized damper strut with a separate coil spring. Separating the components produces two benefits. Suspension travel is longer, resulting in a more comfortable ride, and the position of the damper strut closer to the wheel creates precise directional stability.

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At the rear of the car, its patented multilink suspension contends with the push, pull, and jounce of aggressive driving. By precisely controlling wheel movement, the suspension system's five separate links virtually eliminate unwanted steering effects. The 'self-steer' tendencies of the rear wheels are significantly reduced, replaced by a direct response to your steering input.

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You may not wish to absorb yourself in the logic of this engineering. You may simply drive either of these magnificent sedans and revel in the pure emotional delight.

Patented by Mercedes-Benz, the damper-strut front suspension differs significantly from the more conventional MacPherson strut. The spring and strut are separate units, allowing the strut to be placed closer to the wheel for more responsive handling, a more comfortable ride, and better directional stability.







The control center of an E-Class sedan: designed to eliminate distraction, a logically arrayed instrument panel gives the driver all vital operating data at a glance. Positioned thoughtfully on the center console, stereo sound system and climate controls can be operated from a normal belted-in driving position. The emphasis on safety even extends to the wood veneer trim; in critical areas, the wood trim is laminated with a layer of aluminum to help it resist splintering in a severe collision.

Burl walnut shown is standard on the E420 Sedan.



## AN INTERIOR DESIGNED TO INDULGE YOUR SENSES.

Entering the interior of an E 320 or E 420 Sedan for the first time is not an event easy to strike from one's memory. Clearly, you have entered an environment designed to welcome visitors with elegance and comfort, and reward more permanent occupants with years of faithful attention.

You will be greeted by the aroma of fine leather. The cabin is lavished in yards of soft leather hand-tailored to each seat and door panel. Its appearance is rich and handsome; each seam is sewn with a regard for impossibly straight, smooth lines; each inch of material is uniformly thick and textured. (Mercedes-Benz quality is a studied affair. Apprentices learn the old-world ways from master craftsmen.)

Your eye may carry to the generous fittings of polished wood inlaid into the dash, the console, and along the door panels, both front and rear. The wood itself was carefully chosen from dozens of candidates. The E 320 is fitted with zebrano, a wood noted for its striking horizontal grain. Deeply lacquered burl walnut graces the E 420.

You may recall an item intentionally left out — noise. The passenger cabins of these sedans

are uncommonly quiet, the result of acoustics testing that systematically sought to reduce the level of interior noise.

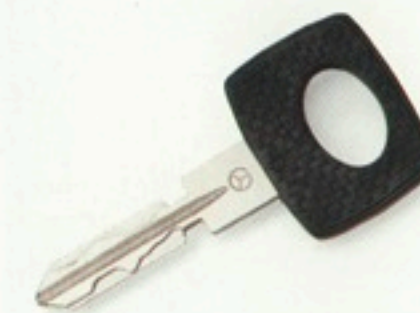
Of course, should you wish the accompaniment of music, a system of ten high performance sound speakers, each placed to produce lifelike reproduction, is standard on the E 420 and optional on the E 320. The system includes prewiring for the optional trunk-mounted compact disc changer.

Mercedes-Benz has also prewired each of its models to accommodate an optional cellular telephone. Specifically designed for the E-Class, the phone system is interfaced with the audio system. While a call is in progress, the audio system is automatically muted. For security and convenience, the cellular phone handset in the E 320 and E 420 Sedan is placed inside the center console armrest. A microphone integrated into the overhead control unit allows for the convenience of hands-free operation during conversation.\*

\* For safety reasons, the driver should not use the cellular telephone while the vehicle is in motion. We encourage the driver to stop the vehicle in a safe location before answering or placing a call.  
\*\* Electrically adjustable steering column optional on E 320 Sedan.

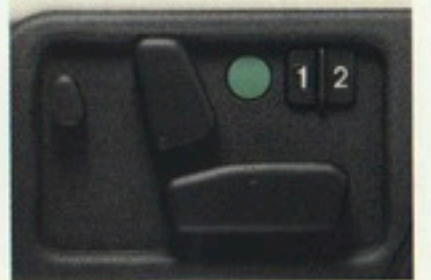


Ten speakers, strategically located throughout the cabin, translate 100 watts of power into rich and faithful audio reproduction. (Optional on E 320 Sedan.)



The central locking system locks and unlocks all doors, the trunk lid and fuel-filler port. A twist of the key can close the sunroof and any open windows from outside the car. The standard anti-theft alarm system, which also includes the radio, is activated whenever the car is locked with the key.

E 420 Sedan shown with optional cellular telephone.



The patented seat-shaped control allows you to move the front seats and head restraints by touch. A memory function, standard on the E 420 and optional on the E 320, can be preset to recall two positions for the driver's seat, headrest and steering column.\*\*







Look closely, and you'll see that the beautiful leather upholstery in an E 320 or E 420 Sedan isn't limited just to the seating surface. The entire seat, even the map pocket, has been covered in leather selected for its uniform grain and thickness.



The wood veneer trim — zebrano in the E 320, burl walnut in the E 420 — is worked, polished, finished and fitted by artisans dedicated to a standard of craftsmanship unique to Mercedes-Benz.



The carpeting is both beautiful and long wearing; it also serves to insulate the cabin from road and engine noise.





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**ENGINE AND DRIVETRAIN**

**E 320**

DOHC 24-valve in-line 6-cylinder engine  
HFM sequential multiport fuel injection and ignition with antiknock feature  
Variable intake-valve timing • Tuned-resonance intake manifold  
Control Area Network (CAN) data management system  
Displacement: 195.2 cu in/3,199 cm<sup>3</sup>  
Net power: 217 hp @ 5,500 rpm • Net torque: 229 lb-ft @ 3,750 rpm  
Compression ratio: 10.0:1  
4-speed automatic transmission • Rear axle ratio: 2.65:1  
Acceleration: 0-60 mph in 8.0 seconds (0-100 km/h in 8.3 seconds)\*

**E 420**

Twin-DOHC 32-valve V-8 engine • Aluminum-alloy block and cylinder head  
LH sequential multiport fuel injection • Electronic ignition  
Antiknock control • Variable intake-valve timing  
Control Area Network (CAN) data management system  
Displacement: 256.1 cu in/4,196 cm<sup>3</sup>  
Net power: 275 hp @ 5,700 rpm • Net torque: 295 lb-ft @ 3,900 rpm  
Compression ratio: 11.0:1  
4-speed automatic transmission • Rear axle ratio: 2.24:1  
Acceleration: 0-60 mph in 7.1 seconds (0-100 km/h in 7.5 seconds)\*

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**STEERING AND SUSPENSION**

Power-assisted recirculating-ball steering with hydraulic steering damper  
Independent damper strut front suspension with separate coil springs,  
triangular lower control arms, antidive geometry, antiroll bar  
Independent multilink rear suspension with geometry for antilift, antisquat  
and alignment control, coil springs, antiroll bar,  
single-tube gas-pressurized shock absorbers

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**BRAKES**

2-circuit power-assisted 4-wheel disc brakes • Antilock Braking System (ABS)

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**WHEELS AND TIRES**

6.5J x 15" aluminum-alloy wheels  
195/65R15 91H steel-belted radial tires

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**EXTERIOR FEATURES**

Dual heated electrically operated outside mirrors • Sliding electric sunroof  
with rear pop-up feature • Halogen headlamps and front foglamps  
Headlamp wipers and heated washers (E 420) • Rear foglamp  
Heated windshield washer system • Electrically heated rear window  
Central locking of doors, trunk and fuel filler, with key-operated window and  
sunroof closing capability • Automatic electric AM/FM/cellular antenna

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**INTERIOR FEATURES**

Supplemental Restraint System (SRS) with an air bag, knee bolster and  
Emergency Tensioning Retractor (ETR) for both driver and front passenger  
3-point outboard seat belts with adjustable front shoulder-belt anchors  
and automatically adjusting rear shoulder-belt anchors  
Leather upholstery • Leather-wrapped steering wheel and gearshift knob  
10-way electrically adjustable front seats • Electrically telescoping  
steering column (E 420) • 2-position memory for driver's seat, including  
steering column (E 420) • Remote-retractable rear head restraints  
Power windows with front one-touch-down control • Automatic climate control  
Cruise control • Antitheft alarm system • Delayed-shutoff courtesy light  
Entrance lamps • Front reading lamp • Illuminated visor vanity mirrors  
Zebrano wood trim (E 320) • Burl walnut trim (E 420)  
Electronic analog speedometer, tachometer • Fuel, coolant temperature and  
oil pressure gauges • Resettable trip meter  
Analog quartz chronometer • Digital outside temperature indicator

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**SOUND SYSTEM**

Active Bass sound system with 6 speakers (E 320) • High-performance  
sound system with 10 speakers (E 420)  
Automatic speed-dependent volume adjustment  
AM/weatherband and FM stereo radio • Autoreverse cassette player  
Prewiring for optional CD changer and cellular phone

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**OPTIONAL EQUIPMENT**

Integrated cellular telephone • Integrated compact disc changer  
Automatic Slip Control (ASR) • Hydropneumatic rear-axle level control  
Metallic paint (E 320) • Orthopedic front seats • Electrically heated  
front seats • Electric rear-window sunshade • Rear-seat reading lamps  
Electrically telescoping steering column (E 320) • 2-position memory for  
driver's seat (E 320) • High-performance sound system (E 320)  
Sportline Package (E 320) • Headlamp wipers and heated washers (E 320)  
For information on available Option Packages, please see page 75.

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**DIMENSIONS**

Exterior	E 320 Sedan	E 420 Sedan
Wheelbase (in/mm)	110.2 / 2,800	110.2 / 2,800
Length (in/mm)	187.2 / 4,755	187.2 / 4,755
Height (in/mm)	56.3 / 1,431	56.3 / 1,431
Width (in/mm)	68.5 / 1,740	68.5 / 1,740
Track, front (in/mm)	59.1 / 1,501	59.5 / 1,511
Track, rear (in/mm)	58.7 / 1,491	58.9 / 1,497
Turning circle (ft/m)	37.0 / 11.3	37.0 / 11.3
Coefficient of drag	0.31	0.31
Curb weight (lbs/kg)	3,525 / 1,600	3,745 / 1,700
Interior		
Headroom, front (in/mm)	36.9 / 938	36.9 / 938
Headroom, rear (in/mm)	36.9 / 937	36.9 / 937
Legroom, front (in/mm)	41.7 / 1,058	41.7 / 1,058
Legroom, rear (in/mm)	33.5 / 851	33.5 / 851
Trunk capacity (cu ft/m <sup>3</sup> )	14.6 / 0.414	14.6 / 0.414

\* Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, altitude above sea level and vehicle load.



THE  
E 320  
STATION  
WAGON

Balancing versatile  
cargo room with the  
engineering refinement  
of a Mercedes-Benz,  
the E 320 Station Wagon  
is like no other wagon  
in the world.





## THE E-CLASS REFINEMENTS IN WAGON FORM.

It may seem, at first, a curious interpretation of E-Class engineering.

After all, station wagons

have rarely been the sort of vehicles that foster driving pleasure. Yet the Mercedes-Benz E320 Station Wagon is capable of over-the-road response as refined as any sedan, even an E-Class sedan. The fact that it also happens to be a wagon is purely a matter of practicality, a virtue that's never conflicted with the Mercedes-Benz notion of luxury.

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An E320 Wagon's first duty is, of course, to uphold the Mercedes-Benz standard of passive safety engineering. Its steel-girded crumple-zone body structure is designed to help absorb energy from offset-frontal as well as full-frontal collisions. A Supplemental Restraint System (SRS) – which includes an air bag for both the driver and front-seat passenger, Emergency Tensioning Retractors (ETR) and knee bolsters – is standard.

An E320 Station Wagon must also meet the same exacting standards of *active safety*

that are applied to every Mercedes-Benz automobile. Steering and braking response are exemplary. Handling agility is remarkable, due in part to the E320 Wagon's nearly equal front-to-rear weight distribution. And the ride quality is smooth and well controlled, a quality assured by the load-leveling suspension system. This system automatically adjusts to maintain the rear-axle height with differing cargo loads.

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Preserving the E-Class comfort inside is nearly as automatic. Standard amenities on the E320 Station Wagon include 10-way electronically adjustable front seats, a 6-speaker Active Bass sound system, and automatic climate control.

The E320 Wagon's 3.2-liter in-line 6-cylinder engine is both potent and poised. With 217 horsepower and 229 lb-ft of torque, you'll have reassuring reserves of power in virtually any driving situation.





## SATISFYING THE SPONTANEOUS NEED FOR SPACE.

There is one important point concerning the Mercedes-Benz E 320 Wagon that you may wish to consider here and now: the car's practicality is known to inspire acts of pure *whimsy*. Antiques that you happen upon while on a Sunday drive have a way of coming home with you. You could easily find yourself down at the nursery, loading a dozen flats of impatiens into the cargo space. Or when half the team needs a ride home from practice, you might suddenly hear yourself saying, "Sure, no problem."

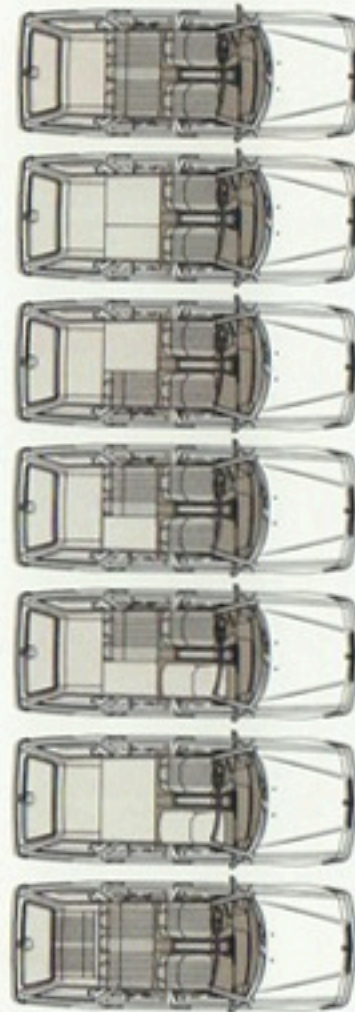
A folding, rear-facing third seat is standard equipment; it increases passenger room to a total of seven. With the seat folded flat, the E 320 Station Wagon is a 5-passenger car.

In the 5-seat configuration, cargo capacity is 42.3 cubic feet (1.2 m<sup>3</sup>), and expands to a total

of 76.8 cubic feet (2.18 m<sup>3</sup>) when both portions of the rear seat are folded down. With the front passenger seat reclined, you can carry some long items that span from the dashboard to the tailgate. And the E 320 Wagon's cavernous cargo area is easy to get at. Its carefully designed rear pillar angle permits the large tailgate to swing open, even when another car has parked close behind you. Closing the tailgate does not require extra effort or an emphatic slam. Just latch the door gently and an electro-mechanical closing assist mechanism does the rest, drawing the tailgate firmly closed.

Another helpful feature of the tailgate is the rear window wiper. A real plus when driving in inclement weather, the wiper clears 74 percent of the back window for excellent visibility. The 2-speed rear wiper is standard equipment; the wiper is automatically activated when reverse gear is selected and the front wiper is on. Should you require additional luggage capacity, the E 320 Station Wagon features a sturdy, protective-coated roof rack with adjustable and removable crossbars.

As many as seven different seating configurations offer a wide range of opportunities for carrying bulky or long items and practically any combination of passengers and their cargo. A rear-facing third seat is standard.



Like every E-Class model, the E 320 Station Wagon is a superb road machine. Its instrumentation and control systems are designed with the actively involved driver in mind.





### ENGINE AND DRIVETRAIN

DOHC 24-valve in-line 6-cylinder engine  
 HFM sequential multiport fuel injection and ignition with antiknock feature  
 Variable intake-valve timing • Tuned-resonance intake manifold  
 Control Area Network (CAN) data management system  
 Displacement: 195.2 cu in/3,199 cm<sup>3</sup>  
 Net power: 217 hp @ 5,500 rpm • Net torque: 229 lb-ft @ 3,750 rpm  
 Compression ratio: 10.0:1  
 4-speed automatic transmission • Rear axle ratio: 2.65:1  
 Acceleration: 0-60 mph in 8.2 seconds (0-100 km/h in 8.6 seconds)\*

### STEERING AND SUSPENSION

Power-assisted recirculating-ball steering with hydraulic steering damper  
 Independent damper strut front suspension with separate coil springs, triangular lower control arms, antidive geometry, antiroll bar  
 Independent multilink rear suspension with geometry for antilift, antisquat and alignment control, coil springs, antiroll bar, hydropneumatic shock absorbers • Automatic rear-axle level control

### BRAKES

2-circuit power-assisted 4-wheel disc brakes • Antilock Braking System (ABS)

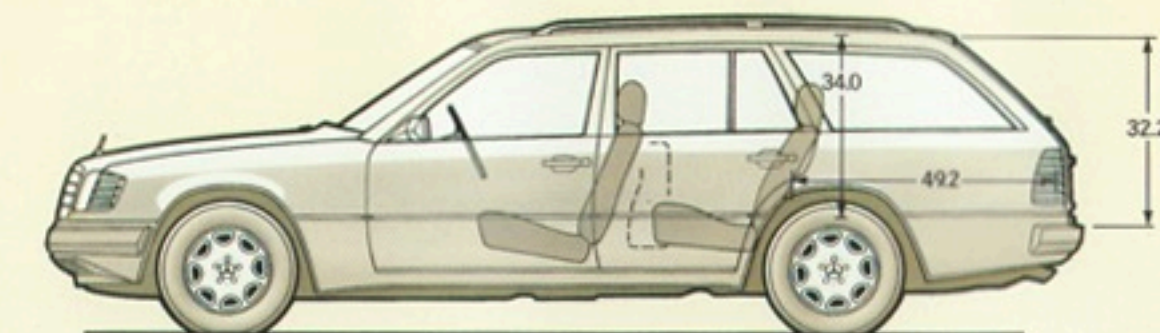
### WHEELS AND TIRES

6.5J x 15" aluminum-alloy wheels  
 195/65R15 91H steel-belted radial tires

### EXTERIOR FEATURES

Dual heated electrically operated outside mirrors • Sliding electric sunroof with rear pop-up feature • Halogen headlamps and front foglamps  
 Rear foglamp • Heated windshield washer system  
 Electrically heated rear window • Rear wiper with constant and intermittent speeds, automatic activation in reverse gear when front wiper is on  
 Central locking of doors, tailgate and fuel filler, with key-operated window and sunroof closing capability • Electromechanical tailgate closing assist  
 Protective-coated roof rack with adjustable/removable crossbars  
 Automatic electric AM/FM/cellular antenna

\* Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, altitude above sea level and vehicle load.



### INTERIOR FEATURES

Supplemental Restraint System (SRS) with an air bag, knee bolster and Emergency Tensioning Retractor (ETR) for both driver and front passenger  
 3-point outboard seat belts with adjustable front shoulder-belt anchors  
 M-B Tex upholstery • Leather-wrapped steering wheel and gearshift knob  
 10-way electrically adjustable front seats • 60/40-split fold-down rear seat with three adjustable/removable head restraints • Fold-down rear-facing third seat with 3-point seat belts  
 Power windows with front one-touch-down control • Automatic climate control  
 Cruise control • Antitheft alarm system • Delayed-shutoff courtesy light  
 Entrance lamps • Front reading lamp • Illuminated visor vanity mirrors • Zebrano wood trim  
 Analog speedometer, tachometer • Fuel, coolant temperature and oil pressure gauges • Resettable trip meter  
 Analog quartz chronometer • Digital outside temperature indicator

### SOUND SYSTEM

Active Bass sound system with 6 speakers  
 AM/weatherband and FM stereo radio • Autoreverse cassette player  
 Prewiring for optional cellular phone

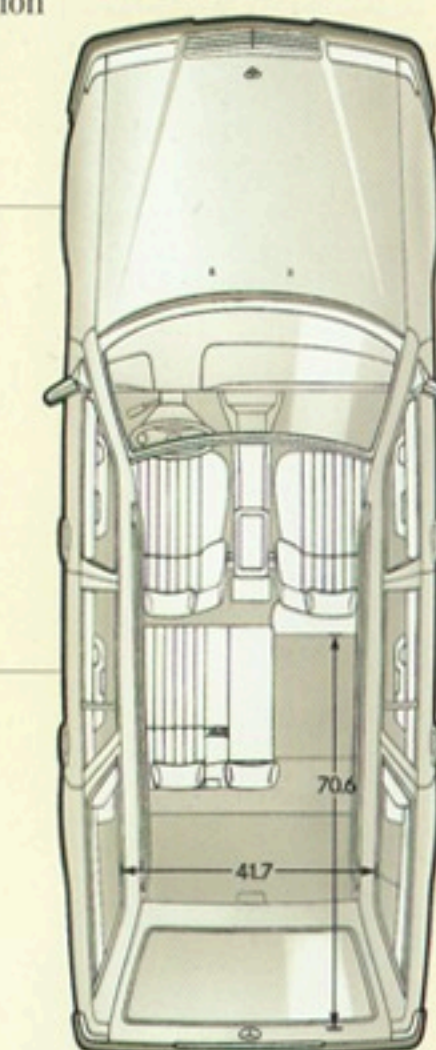
### OPTIONAL EQUIPMENT

Integrated cellular telephone • Automatic Slip Control (ASR)  
 Metallic paint • Orthopedic front seats • Electrically heated front seats  
 2-position memory for driver's seat • Leather upholstery • Electrically telescoping steering column • Headlamp wipers and heated washers  
 Retractable partition net and luggage cover • For information on available Option Packages, please see page 75.

### DIMENSIONS

Exterior	E 320 Wagon
Wheelbase (in/mm)	110.2 / 2,800
Length (in/mm)	188.2 / 4,780
Height, with roof rack (in/mm)	59.8 / 1,520
Width (in/mm)	68.5 / 1,740
Track, front (in/mm)	58.9 / 1,497
Track, rear (in/mm)	58.6 / 1,488
Turning circle (ft/m)	37.0 / 11.3
Coefficient of drag	0.34
Curb weight (lbs/kg)	3,750 / 1,700
Interior	
Headroom, front (in/mm)	37.4 / 950
Headroom, rear (in/mm)	36.6 / 930
Legroom, front (in/mm)	41.7 / 1,058
Legroom, rear (in/mm)	33.9 / 860
Cargo capacity** (cu ft/m <sup>3</sup> )	42.3 / 1.199
Cargo capacity† (cu ft/m <sup>3</sup> )	76.8 / 2.176

\*\* Second seat up, third seat folded. † Second and third seats folded.





THE E 320  
COUPE AND  
CABRIOLET

Automobiles of rare  
character and refined  
performance, the E 320  
Coupe and Cabriolet  
embody E-Class  
excellence in its most  
exquisite forms.







A certain breed of driver takes to the road for the pure pleasure of it. It's for such drivers that the E 320 Coupe and Cabriolet were created. Blending sporting flair with traditional elegance, these are surely among the most graceful and sensuous 2-door, 4-passenger models Mercedes has yet built.



In an age when many luxury cars seem to be nothing more than mere marketing opportunities, the coupes and cabriolets of Mercedes stand apart. Automobiles like the E 320 Coupe and E 320 Cabriolet exist for one reason only: because Mercedes-Benz exists.

Look around; you are not likely to find another manufacturer building cars quite like these. The truth is, only a handful of car makers and coach builders *ever* built cars like these. Descended from some of the most highly coveted Mercedes-Benz models — the 280SE Coupe and Cabriolet of the 1960s — the E 320 Coupe and Cabriolet are true 4-place touring machines. Theirs is a rare character, rewarding the occupants with superb comfort, performance, and safety engineering.

## AUTOMOBILES FOR SHEER DRIVING PLEASURE.

Both the E 320 Coupe and E 320 Cabriolet are powered by a sophisticated 3.2-liter, in-line

6-cylinder engine. Its response to your right foot is immediate and liquid-smooth; 217 horsepower and 229 lb-ft of torque are translated into brisk acceleration — not just from a standstill but at cruising speed — through a 4-speed automatic transmission. For a more direct role in selecting the gears, the Mercedes-Benz notched shift gate provides a unique opportunity for manual-style shifting.

The exhilarating quickness of these cars is accompanied by the active safety capability of their superb braking, steering and suspension systems. And by a regard for occupant protection that has long distinguished the cars of Mercedes-Benz. The safety engineering of the E 320 Coupe and Cabriolet is especially noteworthy, even by the standards of Mercedes-Benz.

### E 320 COUPE

A true 4-place grand touring car, the Coupe blends high performance and personal luxury as only a Mercedes-Benz can.



### E 320 CABRIOLET

Open-car driving at its most sophisticated, the Cabriolet follows a long tradition of elegant, spirited 4-place Mercedes convertibles.



## AN INTERIOR CRAFTED TO YOUR SPECIFICATIONS.

The E 320 Coupe and E 320 Cabriolet are not reserved in their role as luxury cars. Every detail, every appointment of their 4-place cabins has been crafted to indulge the senses. The results are interiors whose comfort and convenience features seem almost custom-fit, as if the Mercedes-Benz craftsmen had followed your personal specifications to the letter.

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Touch the ingenious seat switches, and the front seats adjust precisely to your input. The driver's seat switch will even recall either of two preset seat and steering wheel positions at your command. Front seat backs with individually inflatable air chambers can be ordered for added orthopedic support.

specially tuned, precisely placed springs and counterweights designed to cancel out vibrations which could resonate from the trunk, windshield frame and engine compartment, and help counter the torsional vibrations of the body. And the engine mounts are designed to offset engine vibrations.

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To further enhance the riding comfort of the E 320 Cabriolet, a wind deflector can be placed in position behind the front seats when the rear seats are unoccupied. During top-down driving, the wind deflector blocks out annoying wind turbulence.

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The E 320 Coupe provides the rare delight of driving a true hardtop coupe. The absence of a visible B-pillar creates a feeling of openness that makes this among the most pleasurable grand touring machines in the world.

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Traveling in an E-Class Coupe or Cabriolet, the ambiance is serene. You have no doubts that the purpose of your trip is not simply to arrive at a new destination, but to have savored every moment en route.



Front seat belts are offered to driver and front-seat passenger by means of automatic electric presenters which retract once the belts are fastened.

In the E 320 Coupe, both front and rear seats have center storage consoles with folding armrests. The front console is prewired for the optional cellular telephone handset.



The E 320 Coupe (shown below) and E 320 Cabriolet are true 4-place automobiles. Rear-seat passengers enjoy a measure of individual comfort and convenience that makes even long trips a lasting pleasure.







The luxuriously appointed E 320 Coupe and E 320 Cabriolet interiors are a study in comfort and craftsmanship. Hand-finished and specially selected burl walnut veneer graces the cabin. Climate and audio controls are conveniently located on the center console. Each seat is entirely covered in soft, hand-fitted leather. Safety engineering is paramount: dual air bags, padded knee bolsters, and Emergency Tensioning Retractors (ETR) for the front seat belts are standard.





Just release two flip-down locking levers, touch a button and the insulated soft top automatically raises or lowers in about 20 seconds. It can also be operated manually, if necessary.

## REINFORCED STRUCTURE, REASSURING SECURITY.

To create a Mercedes convertible is not a casual exercise. The desire for driving pleasure is balanced by sound safety engineering. In this regard, the E-Class Cabriolet represents an important advance; the level of safety engineering and structural integrity is remarkable for an open-top car.

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To satisfy the Mercedes-Benz standard of crashworthiness, each E 320 Cabriolet's monocoque body receives substantial reinforcement. The entire windshield frame is strengthened. The floor, transmission tunnel, door structure and convertible top storage area are all designed to provide extra rigidity. A cast aluminum brace behind the instrument panel provides added resistance against torsional forces.

The E 320 Cabriolet's safety engineering also focuses on maintaining compartment

integrity in rollover accidents. In the event of an impending rollover and in certain frontal, side and rear impacts, a roll bar is set to deploy in 3/10ths of a second. The roll bar is concealed within the rear-seat head restraints, which should always be raised when there are rear-seat passengers.

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The roll bar can improve the level of rollover protection compared to an open vehicle without one, but no system, regardless of how sophisticated, can eliminate the chance of injury in an accident. Always wear your seat belt.

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The pillarless design of the E 320 Coupe has a light, open feel. Yet sophisticated engineering served to reinforce the roof structure for improved impact protection.

The head restraints for the rear-seat passengers conceal a U-shaped tubular steel roll bar that is designed to automatically deploy within 0.3 seconds of sensing an impending rollover accident. The effectiveness of any Mercedes-Benz occupant protection feature relies on the proper use of the 3-point seat belts.







SAN FRANCISCO CORP  
AGENCY  
--ROPE AT MANUFACTURE'S PR

113



### ENGINE AND DRIVETRAIN

DOHC 24-valve in-line 6-cylinder engine  
 HFM sequential multiport fuel injection and ignition with antiknock feature  
 Variable intake-valve timing • Tuned-resonance intake manifold  
 Control Area Network (CAN) data management system  
 Displacement: 195.2 cu in/3,199 cm<sup>3</sup>  
 Net power: 217 hp @ 5,500 rpm • Net torque: 229 lb-ft @ 3,750 rpm  
 Compression ratio: 10.0:1  
 4-speed automatic transmission • Rear axle ratio: 2.65:1  
 Acceleration (Coupe): 0-60 mph in 8.0 seconds (0-100 km/h in 8.2 seconds)\*  
 Acceleration (Cabriolet): 0-60 mph in 8.5 seconds  
 (0-100 km/h in 8.9 seconds)\*

### STEERING AND SUSPENSION

Power-assisted recirculating-ball steering with hydraulic steering damper  
 Independent damper strut front suspension with separate coil springs,  
 triangular lower control arms, antidive geometry, antiroll bar,  
 Independent multilink rear suspension with geometry for antilift, antisquat  
 and alignment control, coil springs, antiroll bar  
 single-tube gas-pressurized shock absorbers

### BRAKES

2-circuit power-assisted 4-wheel disc brakes • Antilock Braking System (ABS)

### WHEELS AND TIRES

6.5J x 15" aluminum-alloy wheels  
 195/65R15 91H steel-belted radial tires

### EXTERIOR FEATURES

Dual heated electrically operated outside mirrors  
 Sliding electric sunroof with rear pop-up feature (Coupe only)  
 Electrically operated soft top (Cabriolet)  
 Pop-up roll bar with integrated head restraints (Cabriolet)  
 Halogen headlamps and front foglamps  
 Headlamp wipers and heated washers • Rear foglamp  
 Heated windshield washer system • Electrically heated rear window  
 Central locking of doors, trunk and fuel filler, with key-operated window  
 closing capability (includes sunroof closing capability on Coupe)  
 Automatic electric AM/FM/cellular antenna

### INTERIOR FEATURES

Supplemental Restraint System (SRS) with an air bag, knee bolster and  
 Emergency Tensioning Retractor (ETR) for both driver and front passenger  
 3-point seat belts • Automatic front seat-belt presenters  
 Leather upholstery • Leather-wrapped steering wheel and gearshift knob  
 10-way electrically adjustable front seats • Electrically telescoping steering  
 column • 2-position memory for driver's seat, including steering column  
 Automatic front seat back latches • Individual rear seats • Rear storage  
 console (Coupe only) • Remote-retractable rear head restraints  
 Power windows with front one-touch-down control • One-button/two-touch  
 automatic lowering of all side windows (Cabriolet)  
 Automatic climate control • Cruise control • Antitheft alarm system  
 Delayed-shutoff courtesy light • Entrance lamps • Front reading lamp  
 Illuminated visor vanity mirrors • Burl walnut trim  
 Analog speedometer, tachometer • Fuel, coolant temperature and oil  
 pressure gauges • Resettable trip meter  
 Analog quartz chronometer • Digital outside temperature indicator

### SOUND SYSTEM

High-performance sound system • Automatic speed-dependent volume  
 adjustment • 10 speakers (Coupe) • 6 speakers (Cabriolet)  
 AM/weatherband and FM stereo radio • Autoreverse cassette player  
 Prewiring for optional CD changer and cellular phone

### OPTIONAL EQUIPMENT

Integrated cellular telephone • Integrated compact disc changer  
 Automatic Slip Control (ASR) • Hydropneumatic rear-axle level control  
 Orthopedic front seats • Electrically heated front seats  
 Sportline Package (Coupe) • Electric rear-window sunshade (Coupe)  
 For information on available Option Packages, please see page 75.

### DIMENSIONS

Exterior	E 320 Coupe	E 320 Cabriolet
Wheelbase (in/mm)	106.9/2,715	106.9/2,715
Length (in/mm)	183.9/4,670	183.9/4,670
Height (in/mm)	55.5/1,420	54.8/1,391
Width (in/mm)	68.5/1,740	68.5/1,740
Track, front (in/mm)	59.1/1,501	59.1/1,501
Track, rear (in/mm)	58.7/1,491	58.7/1,491
Turning circle (ft/m)	36.1/11.0	36.1/11.0
Coefficient of drag	0.31	0.33
Curb weight (lbs/kg)	3,525/1,600	4,025/1,825
Interior		
Headroom, front (in/mm)	36.0/914	37.6/954
Headroom, rear (in/mm)	35.5/902	36.8/934
Legroom, front (in/mm)	41.9/1,063	41.9/1,063
Legroom, rear (in/mm)	29.6/752	24.8/629
Trunk capacity (cu ft/m <sup>3</sup> )	14.4/0.410	8.1/0.233

\* Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, altitude above sea level and vehicle load.





E 500 SPORT SEDAN

There is a determination on the part of Mercedes-Benz

to, in the current vernacular, 'push the envelope.'

It's a spirit that owes to the fact that the company

founders pushed the envelope of self-propulsion to the

point where they'd created the first practical motor

## THE E 500 SPORT SEDAN: 'A STANDARD BY WHICH WE WILL MEASURE ALL AUTOMOBILES.'\*

car. It owes to the fact that this company has, for the

better part of a century, placed its innovative engi-

neering under the harsh light of motorsport compe-

tition. And into the limelight of 10,000 victory stands.

It is this kind of effort, unquestioned and uncompromised,

that led to the creation of the E 500 Sport Sedan.

\* Automobile Magazine







The evolution of the E 500's engine included endurance racing at LeMans, where it proved itself without peer. First introduced in a Mercedes-Benz SL sports car, this 5.0-liter, 32-valve DOHC V-8 engine proved too seductive not to find its way into a sedan. The E 500: 315 hp at 5,600 rpm, 347 lb-ft of torque at 3,900 rpm. Zero-to-60-mph test track time: about 6.3 seconds.\*

\* 0-100 km/h in approximately 6.5 seconds.

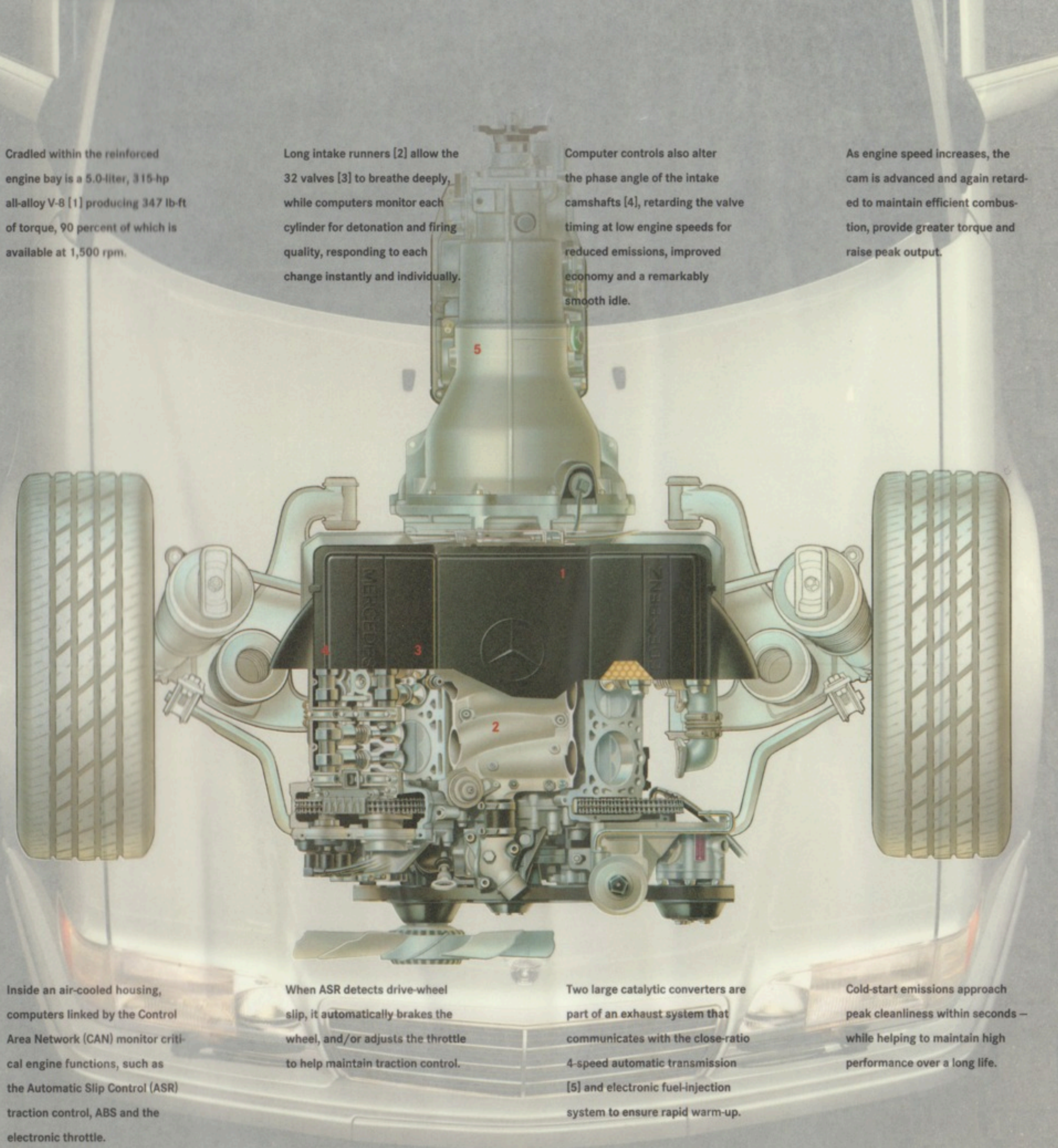


Cradled within the reinforced engine bay is a 5.0-liter, 315-hp all-alloy V-8 [1] producing 347 lb-ft of torque, 90 percent of which is available at 1,500 rpm.

Long intake runners [2] allow the 32 valves [3] to breathe deeply, while computers monitor each cylinder for detonation and firing quality, responding to each change instantly and individually.

Computer controls also alter the phase angle of the intake camshafts [4], retarding the valve timing at low engine speeds for reduced emissions, improved economy and a remarkably smooth idle.

As engine speed increases, the cam is advanced and again retarded to maintain efficient combustion, provide greater torque and raise peak output.



Inside an air-cooled housing, computers linked by the Control Area Network (CAN) monitor critical engine functions, such as the Automatic Slip Control (ASR) traction control, ABS and the electronic throttle.

When ASR detects drive-wheel slip, it automatically brakes the wheel, and/or adjusts the throttle to help maintain traction control.

Two large catalytic converters are part of an exhaust system that communicates with the close-ratio 4-speed automatic transmission [5] and electronic fuel-injection system to ensure rapid warm-up.

Cold-start emissions approach peak cleanliness within seconds — while helping to maintain high performance over a long life.



MERCEDES-BENZ

Created within the reinforced  
engine bay is a 2.0-liter, 312-hp  
V6 24-valve producing 111  
lb-ft of torque. Of support to  
this is a 6-speed, 100-hp

electronic throttle.  
traction control, ABS and the  
the Automatic Slip Control (ASC)  
cal engine functions, such as  
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LeMans, where it proved  
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Benz SL sports car, this

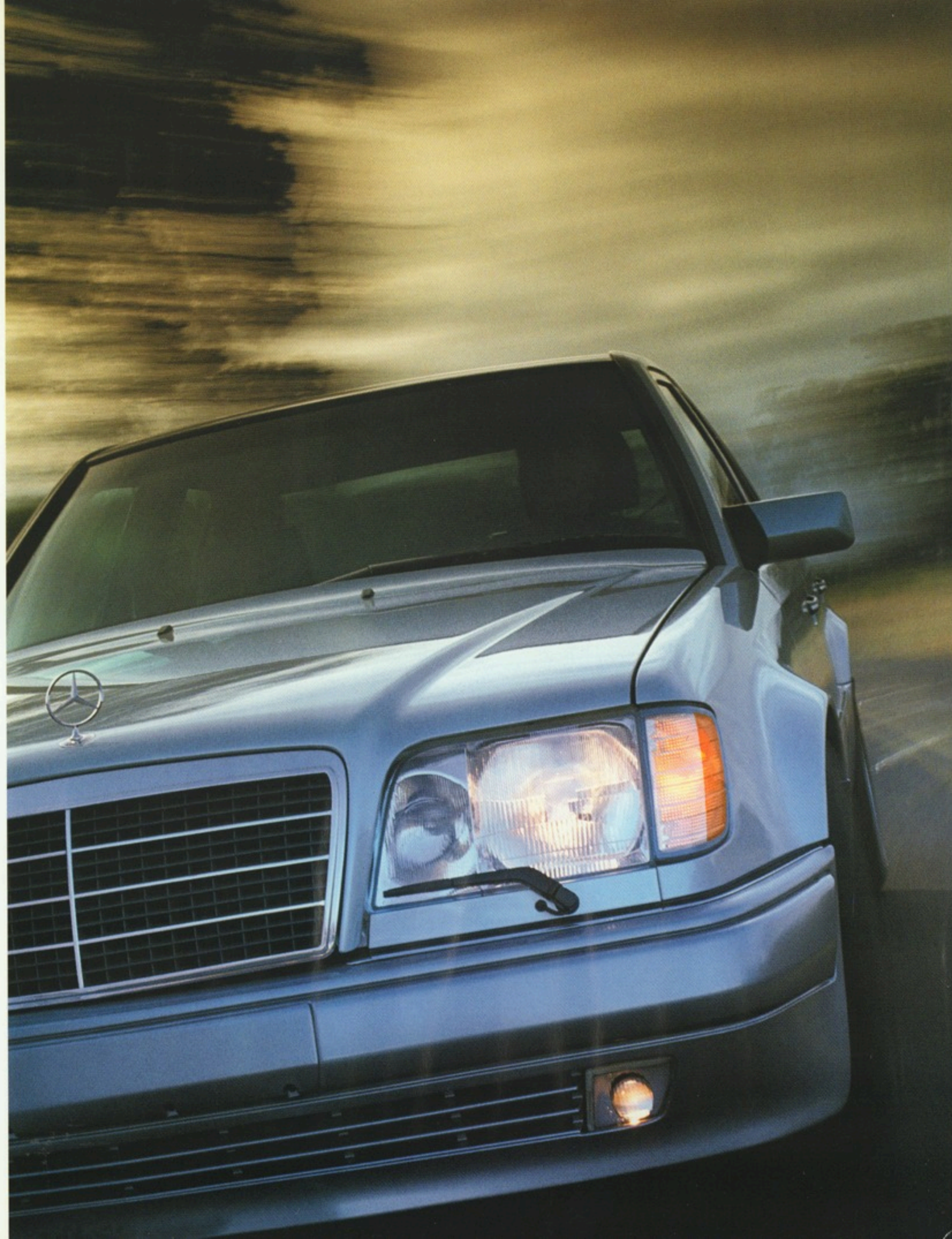
5.0-liter, 32-valve DOHC  
3.2-liter, 200-hp  
3.0-liter, 150-hp  
2.8-liter, 125-hp  
2.6-liter, 105-hp  
2.4-liter, 95-hp  
2.2-liter, 85-hp  
2.0-liter, 75-hp  
1.8-liter, 65-hp  
1.6-liter, 55-hp  
1.4-liter, 45-hp  
1.2-liter, 35-hp  
1.0-liter, 25-hp  
0.8-liter, 15-hp  
0.6-liter, 10-hp  
0.4-liter, 5-hp  
0.2-liter, 2-hp

\* 0-100 km/h in approximately  
6.5 seconds.





*The experience of driving an E 500 for the first time may come as a surprise. It's not a car that requires you to hold a master's degree in performance driving. It is a car for serious travel, stable and secure. Turn the steering wheel, and it tracks through corners quickly and without question. Its ride quality is unlike anything ever felt in a high-performance machine — a velvet hammer. Only when you glance down at the speedometer do you realize the speed at which this civilized excitement has occurred.*



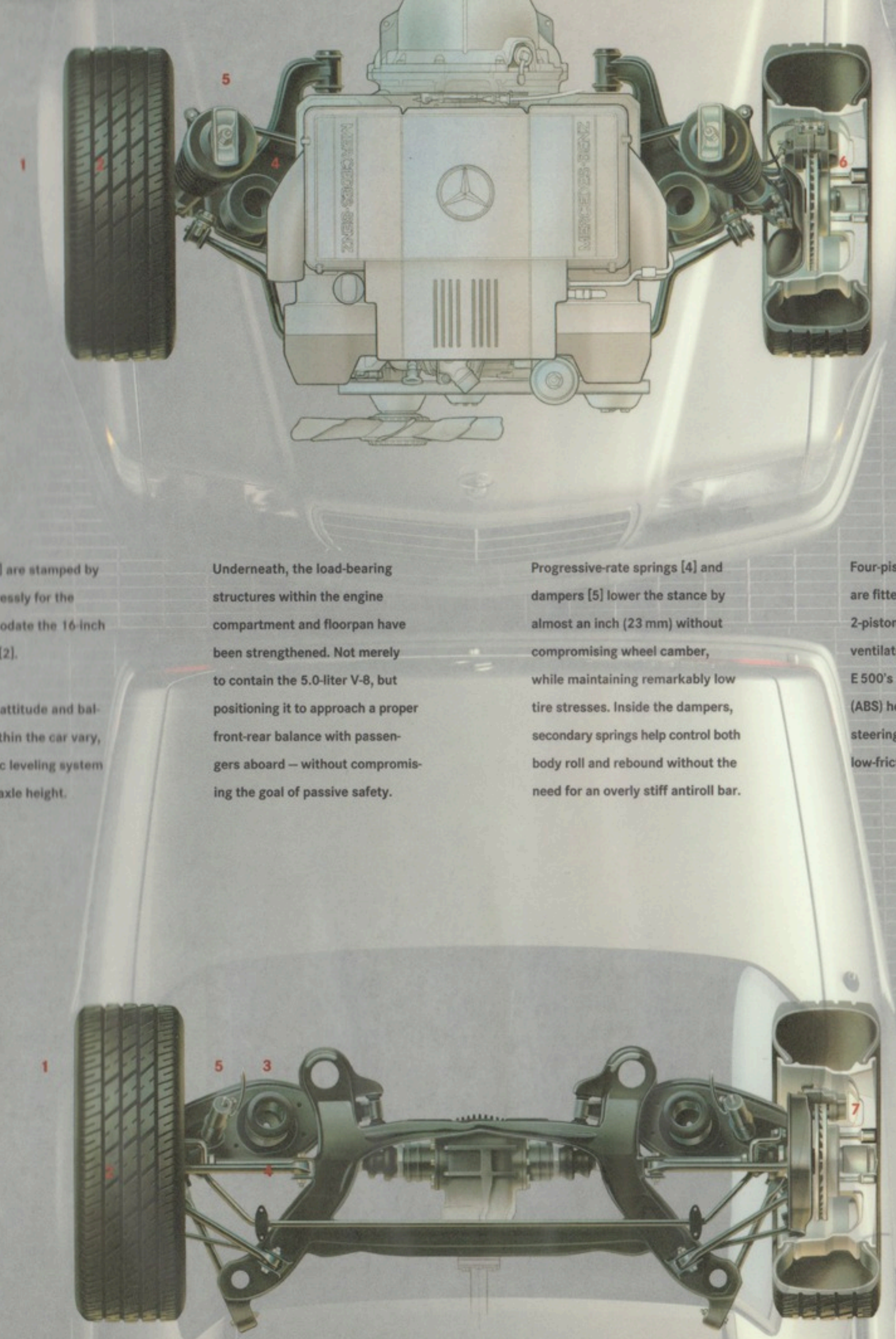
Flared fenders [1] are stamped by dies created expressly for the E 500 to accommodate the 16-inch wheels and tires [2].

To help maintain attitude and balance as loads within the car vary, a hydropneumatic leveling system [3] controls rear-axle height.

Underneath, the load-bearing structures within the engine compartment and floorpan have been strengthened. Not merely to contain the 5.0-liter V-8, but positioning it to approach a proper front-rear balance with passengers aboard — without compromising the goal of passive safety.

Progressive-rate springs [4] and dampers [5] lower the stance by almost an inch (23 mm) without compromising wheel camber, while maintaining remarkably low tire stresses. Inside the dampers, secondary springs help control both body roll and rebound without the need for an overly stiff antiroll bar.

Four-piston fixed brake calipers [6] are fitted to ventilated front discs; 2-piston fixed calipers [7] grasp ventilated discs at the rear. The E 500's Antilock Braking System (ABS) helps the driver maintain steering control when braking on low-friction surfaces.





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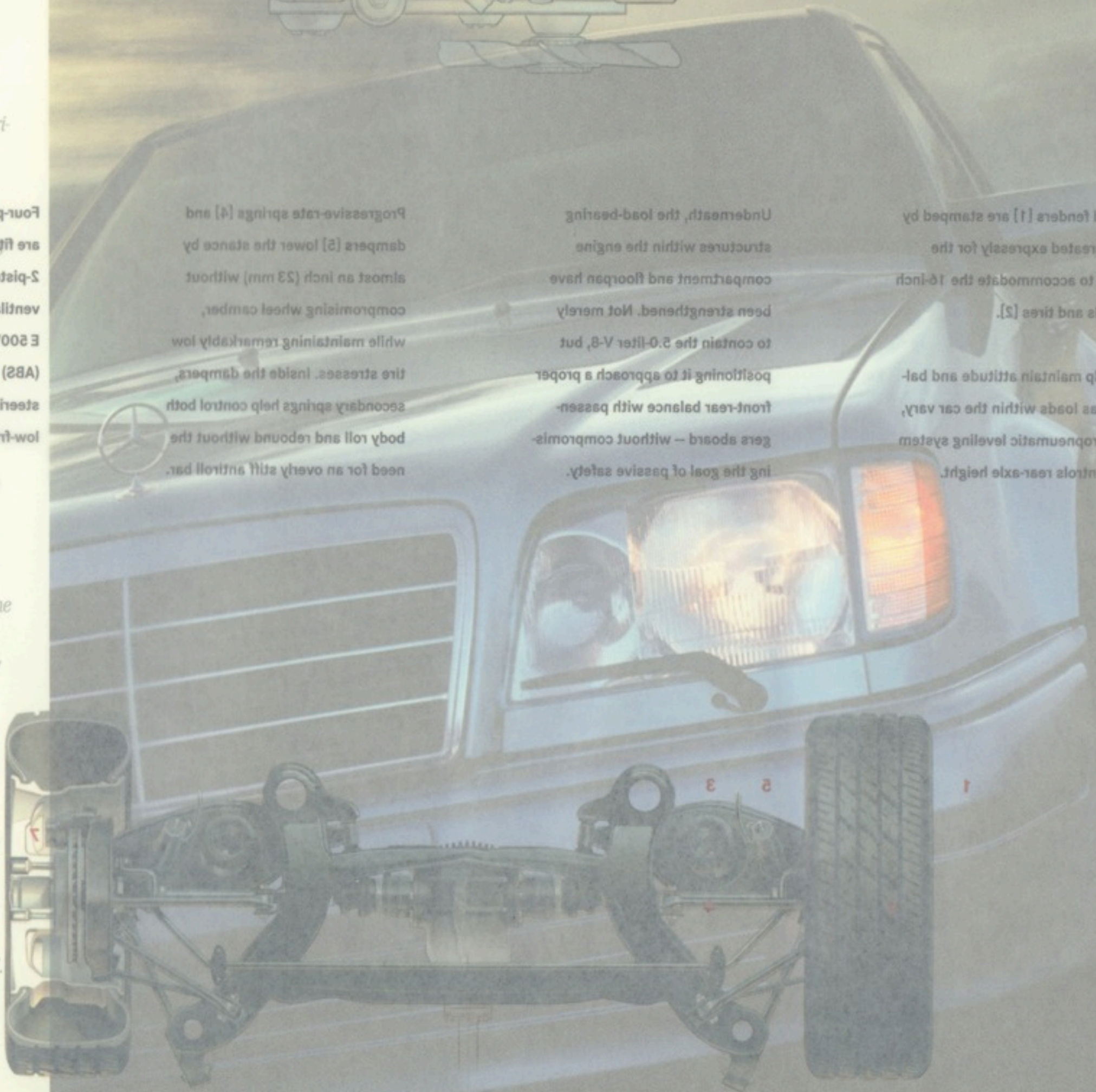
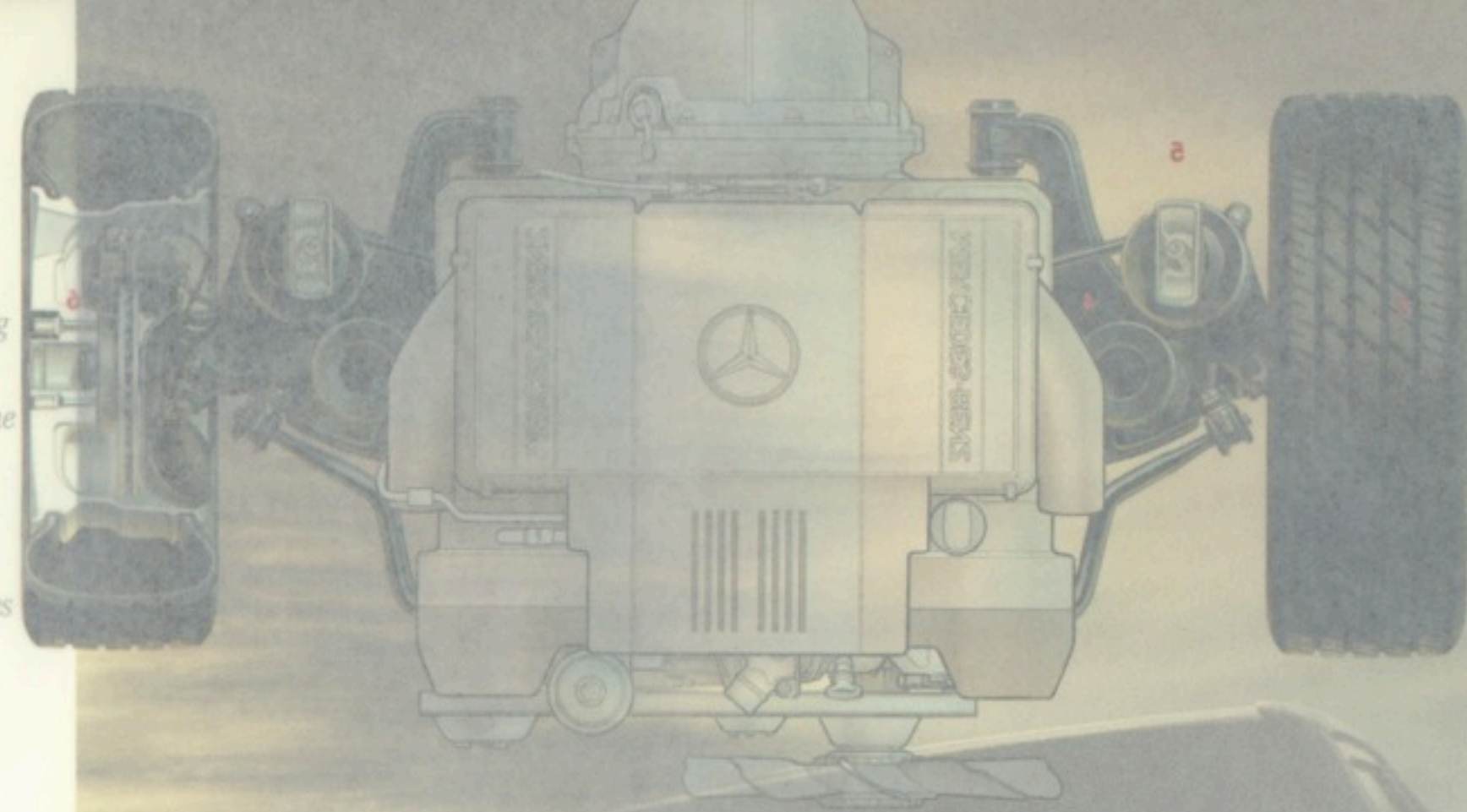
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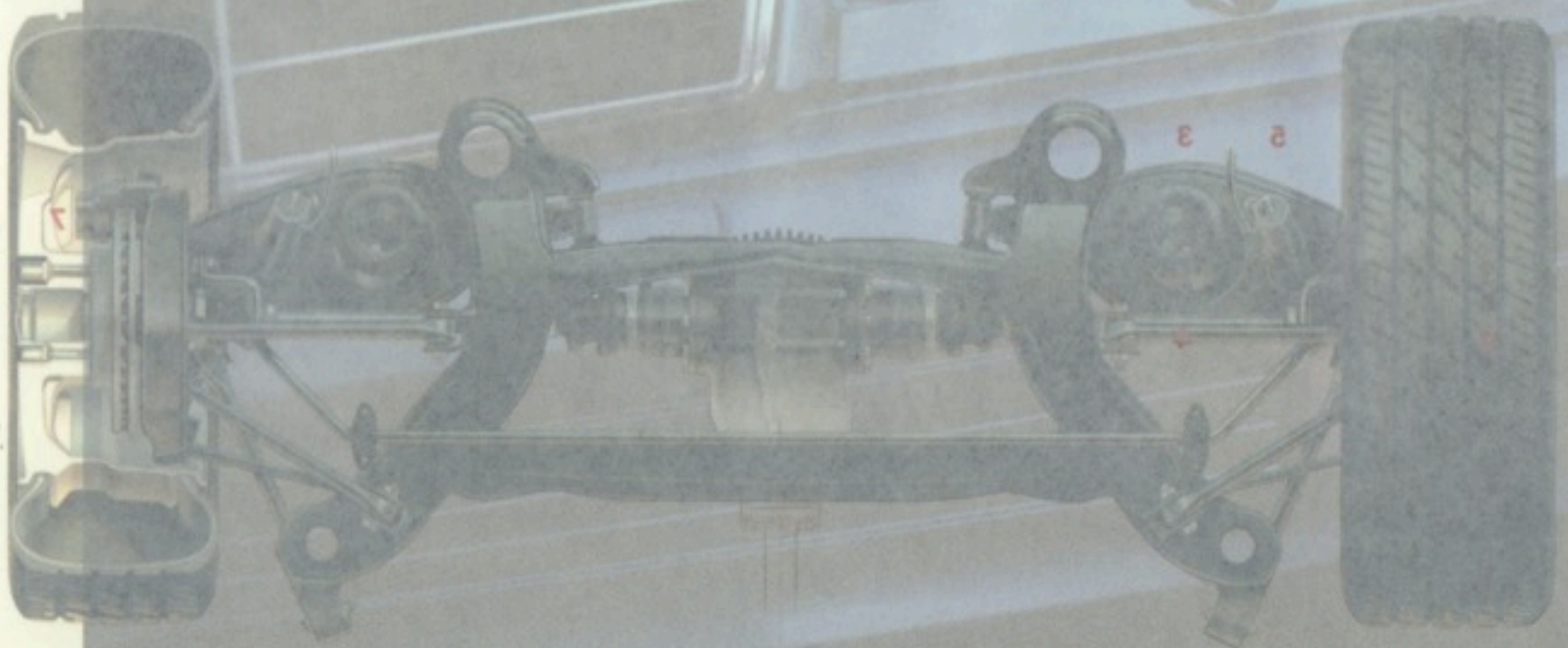
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[3] controls rear-axle height.





*The E 500 is far from  
being a spartan, all  
business and no pleasure  
performance sedan.*

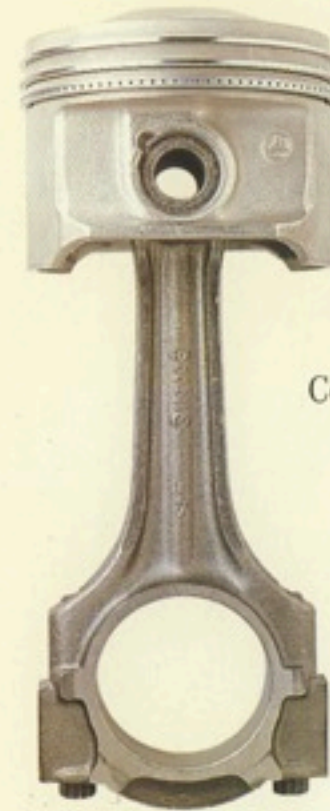
*It is still very much a  
Mercedes-Benz, catering  
to comfort and convenience. Its 4-place seating is richly upholstered in leather, and burl walnut is laid into the dash, doors and front and rear center consoles.*

*Occupant protection is uncompromised; driver and front-passenger*

*Supplemental Restraint Systems (SRS) include an air bag, knee bolsters and Emergency Tensioning Retractors (ETR).*







### ENGINE

Twin-DOHC 32-valve V-8 engine  
 Aluminum-alloy block and cylinder head  
 LH sequential multiport fuel injection  
 Electronic ignition  
 Antiknock control • Variable intake-valve timing  
 Control Area Network (CAN) data management system  
 Displacement: 303.5 cu in/4,973 cm<sup>3</sup>  
 Net power: 315 hp @ 5,600 rpm  
 Net torque: 347 lb-ft @ 3,900 rpm  
 Compression ratio: 10.0:1

### DRIVETRAIN

4-speed automatic transmission  
 Automatic Slip Control (ASR)  
 Rear axle ratio: 2.82:1  
 Acceleration: 0-60 mph in 6.3 seconds  
 (0-100 km/h in 6.5 seconds)\*

### STEERING

Power-assisted recirculating-ball steering  
 with hydraulic steering damper

### SUSPENSION

Independent damper strut front suspension with separate coil springs, triangular lower control arms, antitive geometry, antiroll bar • Independent multilink rear suspension with geometry for antilift, antisquat and alignment control, coil springs, antiroll bar, hydropneumatic shock absorbers • Automatic rear-axle level control

### BRAKES

2-circuit power-assisted 4-wheel disc brakes  
 Antilock Braking System (ABS)

### WHEELS AND TIRES

8J x 16" aluminum-alloy wheels  
 225/55ZR16  
 steel-belted radial tires

\* Stated rates of acceleration are based upon manufacturer's track results and may vary depending upon model, environmental and road surface conditions, driving style, altitude above sea level and vehicle load.

### EXTERIOR FEATURES

Dual heated electrically operated outside mirrors • Sliding electric sunroof with rear pop-up feature  
 Halogen headlamps with auxiliary high beams • Ellipsoidal front foglamps  
 Headlamp wipers and heated washers  
 Rear foglamp • Heated windshield washer system  
 Electrically heated rear window • Central locking of doors, trunk and fuel filler, with key-operated window and sunroof closing capability  
 Automatic electric AM/FM/cellular antenna

### INTERIOR FEATURES

Supplemental Restraint System (SRS) with an air bag, knee bolster and Emergency Tensioning Retractor (ETR) for both driver and front passenger  
 3-point outboard seat belts with adjustable front shoulder-belt anchors and automatically adjusting rear shoulder-belt anchors • Leather upholstery  
 Leather-wrapped steering wheel and gearshift knob  
 10-way electrically adjustable front seats  
 Electrically telescoping steering column  
 2-position memory for driver's seat, including steering column • Remote-retractable rear head restraints • Electrically heated front seats • Power windows with front one-touch-down control • Automatic climate control • Electric rear-window sunshade  
 Cruise control • Antitheft alarm system  
 Delayed-shutoff courtesy light • Entrance lamps  
 Front reading lamp • Rear-seat reading lamps  
 Illuminated visor vanity mirrors • Burl walnut trim

### INSTRUMENTATION

Analog speedometer • Tachometer • Fuel, coolant temperature and oil pressure gauges  
 Resettable trip meter • Analog quartz chronometer • Digital outside temperature indicator

### SOUND SYSTEM

High-performance sound system with 10 speakers • Automatic speed-dependent volume adjustment • AM/weatherband and FM stereo radio • Autoreverse cassette player  
 Prewiring for optional CD changer and cellular phone

### OPTIONAL EQUIPMENT

Integrated cellular telephone  
 Integrated CD changer

### DIMENSIONS

Exterior	E 500 Sport Sedan
Wheelbase (in/mm)	110.2 / 2,800
Length (in/mm)	187.2 / 4,755
Height (in/mm)	55.4 / 1,408
Width (in/mm)	70.7 / 1,796
Track, front/rear (in/mm)	60.4 / 1,533
Track, front/rear (in/mm)	60.0 / 1,523
Turning circle (ft/m)	38.4 / 11.7
Coefficient of drag	0.32
Curb weight (lbs/kg)	3,855 / 1,750
Interior	
Headroom, front (in/mm)	37.5 / 953
Headroom, rear (in/mm)	36.9 / 937
Legroom, front (in/mm)	41.5 / 1,055
Legroom, rear (in/mm)	33.5 / 851
Trunk capacity (cu ft/m <sup>3</sup> )	13.7 / 0.390



## MERCEDES-BENZ Service Center



The Sign and Drive feature lets you use Mercedes-Benz Roadside Assistance to change a flat tire with your existing spare tire, jump-start a dead battery or add some fuel to an empty tank, free of charge. You simply sign and drive away.<sup>3</sup>

## SATISFACTION BEYOND THE CAR ITSELF.

Mercedes-Benz has never believed that its relationship with its owners ends with the car itself. Satisfying the customer was an obsession long before most car companies even had customers. In fact, the very name of the company stems from an effort to satisfy the request of one of its first customers, a man named Emil Jellinek. It seems he wished only that the company might name a model he had purchased in quantity after his 12-year-old daughter, Mercedes.

Today, the Mercedes-Benz desire to satisfy its owners continues. In the commitment expressed by the Mercedes-Benz 4-year, 50,000-mile limited warranty.<sup>1</sup> In the extensive training of Mercedes-Benz Sales Consultants. In the personal attention of Mercedes-Benz Signature Service. And in the vast inventory of genuine Mercedes-Benz parts provided by nearly 400 authorized Mercedes-Benz dealers nationwide.



The ongoing effort to meet your needs has led to the creation of the Mercedes-Benz

Customer Assistance Center. Adjacent to the headquarters of Mercedes-Benz of North America in Montvale, New Jersey, it is set up to handle your inquiries as quickly as possible. The center also handles all calls to the Mercedes-Benz Roadside Assistance Program. The first manufacturer-sponsored roadside assistance plan introduced in the U.S., it is still one of the most comprehensive roadside assistance programs available today.<sup>2</sup>

The Mercedes-Benz Roadside Assistance Program includes Trip Interruption Service. If a breakdown covered by the MBNA limited new car warranty occurs more than 100 miles from home, renders your Mercedes inoperable or unsafe to drive, and requires an overnight stay, you will be reimbursed for up to \$300 for documented and actual expenses per day for up to three days for meals, lodging and substitute transportation while your car is being serviced at an authorized Mercedes-Benz dealership.

Mercedes-Benz Roadside Assistance (1-800-222-0100) is available 24 hours a day, 365 days a year, to anyone in the United States driving a Mercedes-Benz automobile, regardless of the car's age or mileage.



<sup>1</sup> Please see your dealer for details of the Mercedes-Benz New Car Limited Warranty.

<sup>2</sup> Roadside Assistance repairs may involve charges for services and parts.

<sup>3</sup> For full details of Sign and Drive services as well as the Roadside Assistance Program, please see your dealer. Depending on the circumstances, these services may be provided by Cross Country Motor Club, courtesy of Mercedes-Benz Roadside Assistance.



## OPTIONAL E-CLASS EQUIPMENT.



### Integrated CD Changer

A factory prewired, dealer-installed CD changer holds six compact discs for hours of continuous music. Operated via the standard radio controls, the compact disc changer is discreetly mounted in the trunk. (Not available on E 320 Station Wagon model.)



### Heated Front Seats

Electrically heated front seats are an appreciated addition to any E-Class Mercedes-Benz. They feature normal or rapid heating modes and automatic shutoff. (Standard on E 500.)



### Partition Net and Luggage Cover

Available on the E 320 Wagon, a retractable partition net helps prevent cargo from shifting forward. It fits between the rear seat and the cargo area. The retractable luggage cover hides valuables from view.

### Dual Rear-Seat Reading Lamps

Reading lamps are available for rear passengers in all E-Class sedans. (Standard on E 500.)



### Traction Control Systems

On gasoline-powered E-Class cars, available Automatic Slip Control (ASR) electronically detects rear wheel slip and counters it by reducing the throttle and/or applying the brakes to one or both rear wheels. (ASR is standard on the E 500.) Automatic Locking Differential (ASD) is available on the E 300 Diesel Sedan. When ASD detects rear wheel slip, the computer-controlled locking differential redistributes power away from the slipping rear wheel. ASD operates automatically at speeds below 19 mph (30 km/h) to help reduce wheelspin.



### Integrated Cellular Phone

A factory prewired cellular phone system has been created exclusively for Mercedes-Benz. Designed for hands-free operation during conversation,\* the phone is integrated with the audio system; features include automatic radio mute and an antenna integrated within the radio's power antenna.

### Electric Rear-Window Sunshade

A mesh sunshade helps keep rear-seat passengers cool. (Standard on E 500, not available on Wagon or Cabriolet.)



\* For safety reasons, the driver should not use the cellular telephone while the vehicle is in motion. We encourage the driver to stop the vehicle in a safe location before answering or placing a call.  
\*\* Six speakers on E 320 Cabriolet.

### High-Performance Sound System

A high-output, 10-speaker sound system is optional on the E 300 Diesel and E 320 Sedan. (Not available on Wagon; standard on all other E-Class models.\*\*)

### Electro-Pneumatic Adjustable Front Seat Backs

Orthopedically designed seat backs inflate to provide support where you need it most. (Not available on E 500 or with Sportline Package.)

### Leather-Upholstered Interior

Optional on the E 300 Diesel and E 320 Wagon. Standard on all other E-Class models.

*The following items are optional on the E 300 Diesel, E 320 Sedan and E 320 Wagon, and standard on all other E-Class models.*

### Electrically Telescoping Steering Column

### Two-Position Driver's Seat Memory

### Headlamp Wipers With Heated Washers



### OPTION PACKAGES

*Some of the optional equipment available on E-Class models is also offered in these conveniently grouped Option Packages.*

#### Package E1

Designed for additional comfort and security in the cold or wet, Package E1 combines traction control (ASD or ASR, depending on model), headlamp wipers and washers (where not already equipped), and heated front seats. Package E1 is available on the E 300 Diesel, all E 320 models and the E 420 Sedan.

#### Package E2

Available on the E 300 Diesel Sedan and E 320 Sedan, Package E2 features an electrically adjustable steering column, 2-position driver's seat memory, and a 10-speaker high performance stereo sound system.

#### Package E3

Available on the E 320 Wagon, Package E3 consists of an electrically adjustable steering column, 2-position driver's seat memory, and a retractable partition net and luggage cover.



Sportline is an option package designed to enhance the sporting flavor of the E 320 Sedan and Coupe. Sport seating and low-profile tires complement a chassis specially tuned for the driving enthusiast.

## THE E-CLASS SPORTLINE PACKAGE.

### Four Individual Seats

The Sportline interior begins with four individual sport seats, divided by wood-trimmed front and rear center consoles. Deeper seat contours, firmer side bolsters and specially tailored perforated leather upholstery provide comfort and increased support. The reduced-diameter steering wheel is wrapped in leather. At the driver's right hand, the contoured, leather-covered shift knob features an inlaid Sportline badge.

Note: Orthopedic seats are not available with the Sportline Package.

### A Chassis Tuned For Sport

The soul of the E 320 Sportline sedan or coupe is its specially tuned suspension. The suspension includes progressive-rate springs that provide increasingly firmer control as the dynamic forces of cornering take effect. The springs also lower the ride height, for a more athletic stance. Higher-rate dampers provide greater feedback and more direct response over a variety of road surfaces, while maintaining a controlled yet comfortable ride.



### Sport-Tuned Steering

Enthusiast drivers will enjoy Sportline's faster steering ratio. Total number of turns lock-to-lock is reduced to 3.0, providing quicker response to the driver's steering input.



### A Special Footprint

Sportline's responsiveness is further augmented by 7.0-inch wide alloy wheels and low profile 205/60R15 tires.



### C-CLASS



C 220 4-cylinder Sedan  
C 280 6-cylinder Sedan

### E-CLASS



E 300 Diesel 6-cylinder Sedan\*  
E 320 6-cylinder Sedan  
E 420 V-8 Sedan



E 320 6-cylinder Station Wagon



E 320 6-cylinder Coupe



E 320 6-cylinder Cabriolet



E 500 V-8 Sport Sedan

### S-CLASS



S 350 Turbodiesel 6-cylinder Sedan  
S 320 6-cylinder Sedan



S 420 V-8 Long-wheelbase Sedan  
S 500 V-8 Long-wheelbase Sedan



S 500 V-8 Coupe

### SL-CLASS



SL 320 6-cylinder Coupe/Roadster  
SL 500 V-8 Coupe/Roadster

### V-12 MODELS



S 600 V-12 Long-wheelbase Sedan



S 600 V-12 Coupe



SL 600 V-12 Coupe/Roadster

\* Available in early 1994 as a 1995 model.





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