

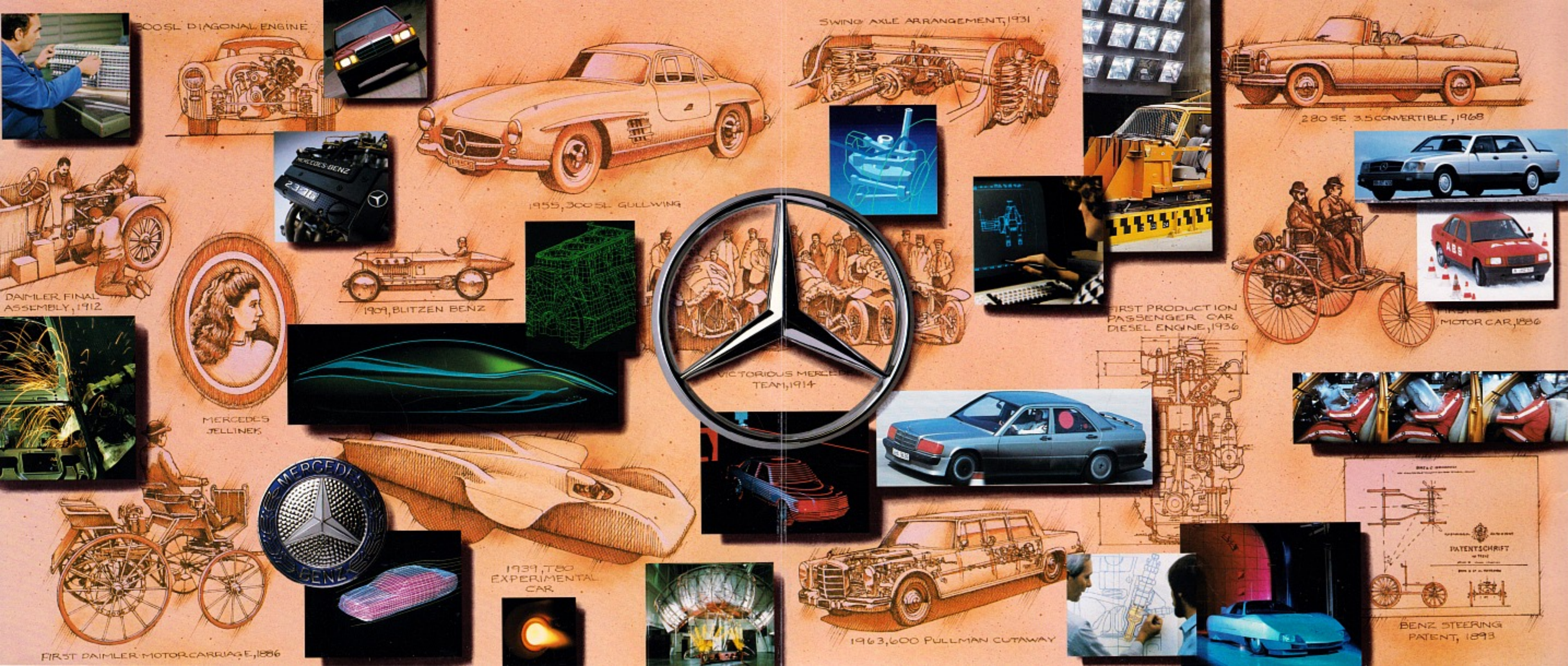
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Mercedes-Benz

1986

by Daimler





MERCEDES-BENZ
ACCELERATES
INTO ITS SECOND
CENTURY WITH
THE STANDARDS
OF ITS FIRST
CENTURY INTACT

MERCEDES-BENZ BEGINS ITS SECOND HUNDRED YEARS



WITHIN WEEKS OF each other in the year 1886, two German engineers working less than sixty miles apart, in Cannstatt and Mannheim, separately achieved the goal that had tantalized but eluded mankind for centuries. They built and ran the first two practical self-propelled vehicles in history. The age of the automobile was born. Built on the efforts of these two engineers, Gottlieb Daimler and Carl Benz, was first the motorcar and then the automotive dynasty known today as Mercedes-Benz.

The 1986 Mercedes-Benz model line dramatically climaxes one hundred years of experience in designing and building automobiles in the spirit of Daimler and Benz. The ten cars that carry the Mercedes-Benz banner into the first year of its second century honor Gottlieb Daimler and Carl Benz—and the best traditions of the dynasty that their efforts created—in the simplest and truest way. They are by every rational measurement the best automobiles to ever come from Mercedes-Benz.



MERCEDES-BENZ
HAS NEVER LET
ITSELF IGNORE OR
FORGET THE TRUE
FUNCTION OF THE
AUTOMOBILE. AND
NEVER WILL.

ENGINEERED LIKE NO OTHER CAR IN THE WORLD



Engineers at Mercedes-Benz believe not in the quick solution to technical challenges but the correct solution.

A MACHINE MEANT to efficiently convey people from one place to another: this refreshingly simple definition of the primary function of the automobile allows Mercedes-Benz engineers a refreshing degree of freedom in their work.

They can shrug off such ephemerality as annual styling changes. They need waste no time contriving artificial novelty. What will perform best in the status arena never eclipses what will perform best on the road. Today as for the

past century, the engineers of Mercedes-Benz are free to concentrate on designing and developing and building the most efficient possible automobile.

The singular character of the Mercedes-Benz cars described on these pages reflects this clarity and intensity of purpose. Each is an exercise in engineering excellence, meant to compete not only against rival makes in the marketplace but against sterner competition: the standards and achievements of Mercedes-Benz.

OF THE SEVEN DIFFERENT engines utilized throughout the Mercedes-Benz line for 1986, six are new. Seldom has so much fresh technology graced a single Mercedes-Benz model year.

■ FOR 1986, THE NOTED Mercedes-Benz light-alloy V-8 engine design returns in a more powerful form than ever: as a 5.6-liter version in the 560SEL Sedan, 560SL Coupe/Roadster and 560SEC Coupe and as a 4.2-liter version in the 420SEL Sedan. Advanced mechanical/electronic fuel injection exemplifies their technical sophistication. Power output is matched by few production automobiles built outside of Europe.

■ THE ENGINEERS DEVELOPED entirely new six-cylinder three-liter gasoline and turbodiesel engines to power the new 300E Sedan and the new 300D and 300SDL Turbo Sedans. The gasoline version's test track maximum approaches 140 mph. The new diesel truly *is* a new diesel: not only smoother and quieter but quicker than ever before. And fully encapsulated within the car, so that it is almost inaudible even while idling.

■ THE NEW 190E 2.3-16 SEDAN conceals one of the more purely exotic Mercedes-Benz engines of recent history under its hood: a four-cylinder, fuel-injected, 2.3-liter, 16-valve tiger generating over 72 horsepower per liter of displacement for 167 horsepower at 5,800 rpm, maximum.

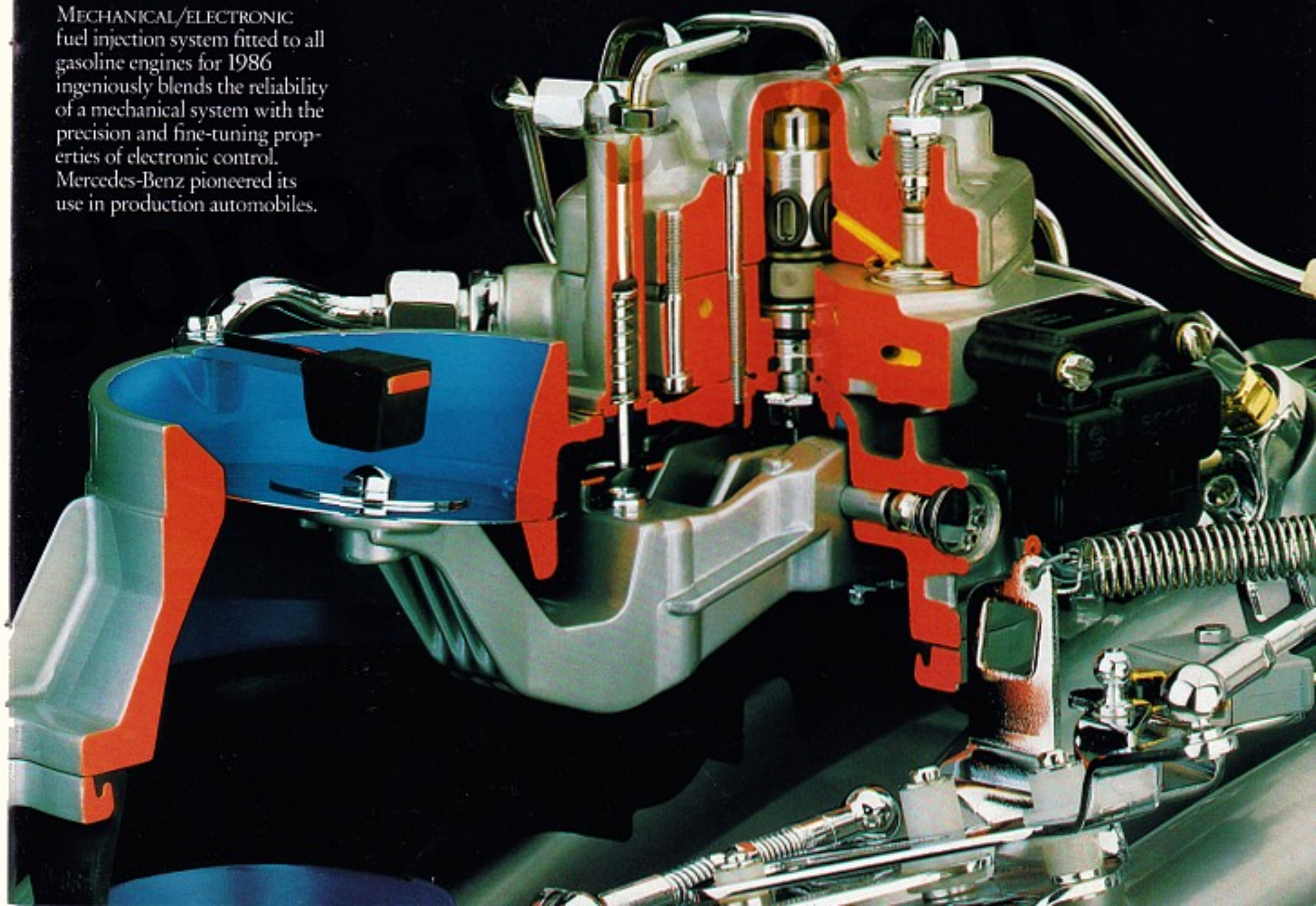
■ THE 190D 2.5 SEDAN utilizes a new five-cylinder, 2.5-liter diesel power plant as deceptively responsive as it is straightforwardly efficient. Its 190E 2.3 twin utilizes a four-cylinder, 2.3-liter, mechanically/electronically fuel-injected engine that is carried over from 1985 intact. The engineers of Mercedes-Benz know when to make changes—and, as in the case of this superbly successful unit—when to resist.

■ A FOUR-SPEED TORQUE converter automatic transmission is fitted in all models as standard. In addition a fully synchronized five-speed manual transmission is also available on the 190D 2.5* 190E 2.3, 190E 2.3-16 and 300E Sedans.

*Five-speed manual not available in California.



MECHANICAL/ELECTRONIC fuel injection system fitted to all gasoline engines for 1986 ingeniously blends the reliability of a mechanical system with the precision and fine-tuning properties of electronic control. Mercedes-Benz pioneered its use in production automobiles.



EVERY MERCEDES-BENZ IS engineered for a synthesis of superb roadholding and civilized riding qualities. Handling ease and responsiveness makes each a true driver's car—without penalizing passenger comfort.

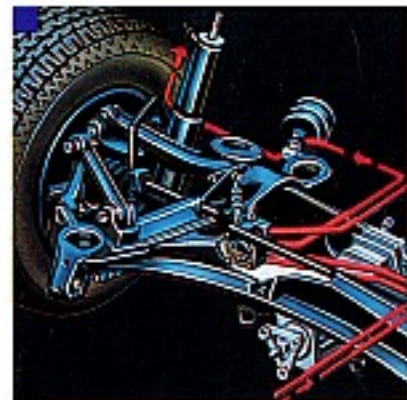
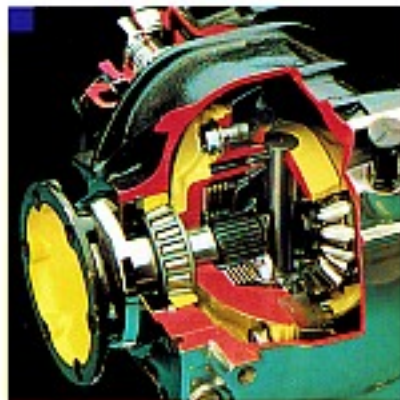
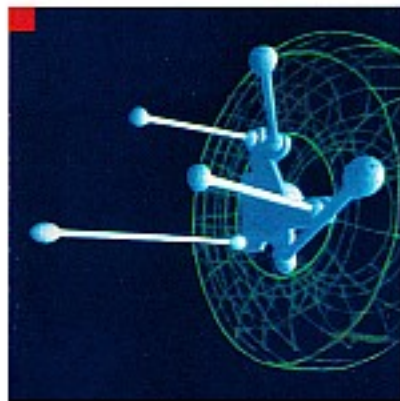
■ "THE MOST SOPHISTICATED steel suspension system ever put into volume production," in one journal's estimation, underpins the 190 and 300 Class sedans and the 190E 2.3-16. Its heart is the Mercedes-Benz multilink rear suspension—so named because each rear wheel is located by five individual links set in rubber bushings of varying resiliency. Handling traits, as one result, are as near to neutral as has ever been achieved in a Mercedes-Benz.

■ FULLY INDEPENDENT suspension systems of high sophistication distinguish all other Mercedes-Benz models for 1986. Note that front and rear anti-sway bars, gas-pressurized shock absorbers, and light-alloy wheels are fitted to every car in the line. Limited-slip differential is standard on all V-8's and the 190E 2.3-16. Hydro-pneumatic level control

at the rear axle, to help keep the car riding on an even keel under varying loads, is standard on the 560SEL, 560SEC and 190E 2.3-16.

■ FOUR-WHEEL DISC BRAKES are, of course, the standard braking arrangement on every Mercedes-Benz. The remarkable Mercedes-Benz Anti-lock Braking System (ABS) is additionally provided as standard equipment on every model except the 190E 2.3 and 190D 2.5, where it is available as an extra-cost option. ABS uses split-second electronic speed to sense and then block imminent wheel lockup in sudden braking on slippery surfaces—helping the driver retain steering control as he smoothly decelerates.

■ EVERY MERCEDES-BENZ IS fitted with power-assisted recirculating-ball steering so accurate that you may not at first believe it *is* power steering. Steering is exquisitely precise; to help damp the jolts from bumps encountered by the front wheels, a miniature *shock absorber* is built into the steering system.



EACH LINK IN THE MULTILINK independent rear suspension is placed at the optimum pivot point and mounted on rubber bushings of varying elasticity for high levels of wheel control, resiliency, noise absorption and vibration damping.



EVERY REASONABLE DRIVER and passenger amenity is built into Mercedes-Benz automobiles as a matter of course. These include automatic climate control, electric windows, AM and FM stereo radio with tape cassette player, and a central locking system.

■ MOST MODELS PROVIDE electric front seat adjustment and some, electric rear seat adjustment as well. A new electric steering wheel adjustment is standard in many 1986 models; note that in the new 300E and 300D Sedans, the driver can operate a switch that pneumatically retracts the rear seat head restraints to improve his rearward visibility when the seat behind is unoccupied.

■ THE DRIVER PRESIDES OVER a functional cockpit with every control operable without having to move from the normal belted-in position. Electronic cruise control helps ease extended highway driving.

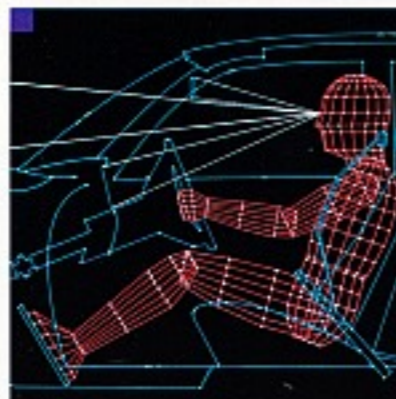
■ THE DRIVER'S SEAT IS A SOLID biomechanical support system built on a foundation of steel springs under several padded

layers. It is designed to support the human body in critical areas against the onset of fatigue in prolonged sitting; no sofa-like softness. Interior quarters in all Mercedes-Benz automobiles are carpeted wall to wall in plush fine-textured velour and tastefully trimmed with genuine wood, cut and fitted by hand.

The sporting 190E 2.3-16 is fitted with twin front and rear bucket-type seats upholstered in black leather. Four-place seating package is an extra-cost option on the 300 SDL, 420SEL and 560SEL Sedans.

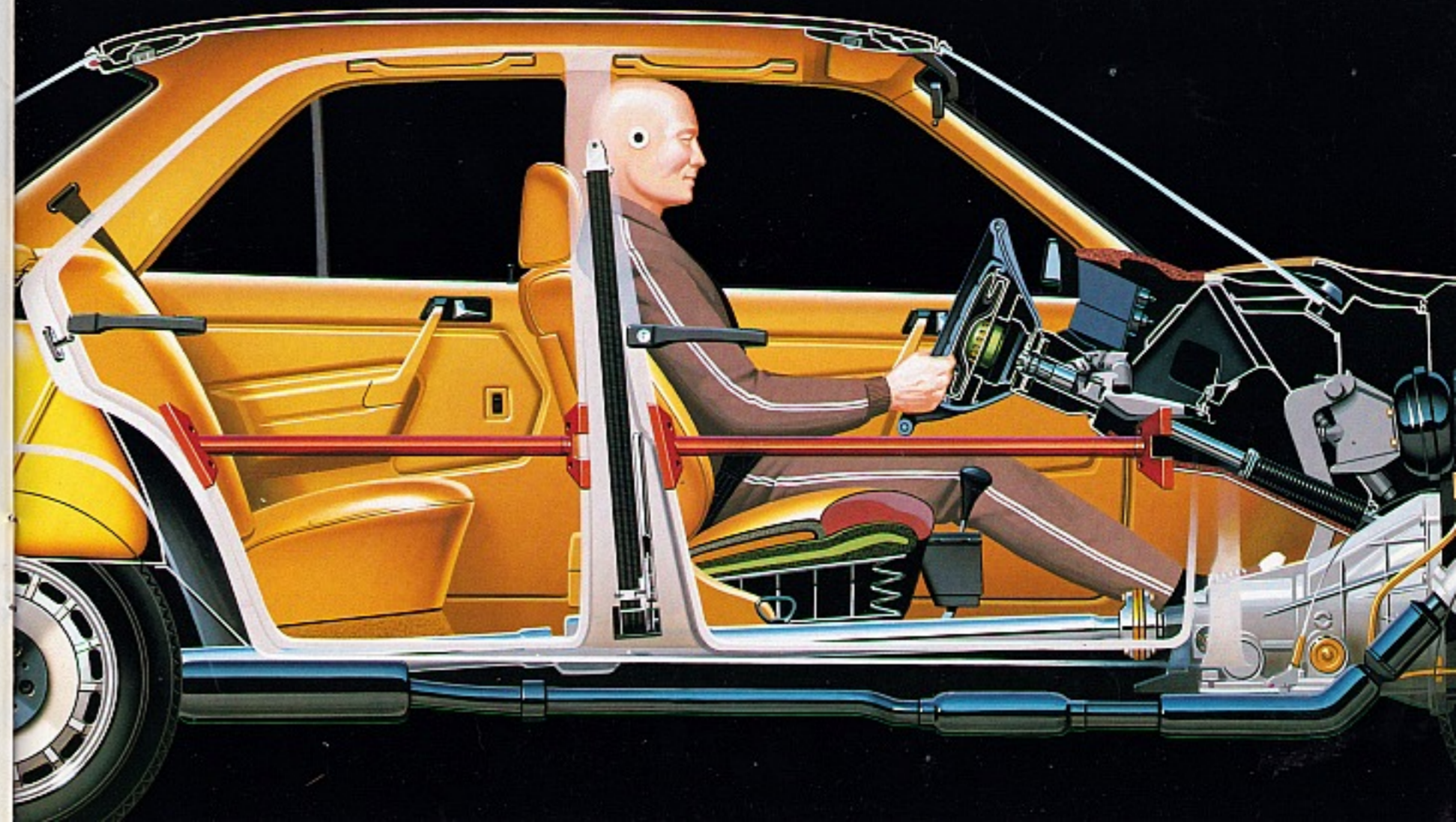
■ EVERY MERCEDES-BENZ IS fitted with the Mercedes-Benz Supplemental Restraint System (SRS), featuring a driver's-side air bag and knee bolster.

Emergency tensioning retractors are incorporated in the front three-point seat belts of all models. In the event of a major frontal impact, they are meant to automatically tighten the belts and thus enhance front occupant restraint.



FROM A STEERING COLUMN designed to yield under the force of an oblique or frontal impact, to roof pillars designed with rollovers in mind, to driver

foot pedals devised to swing forward and away in a major frontal impact—a Mercedes-Benz interior is a safety-minded interior.



THE BODY OF EVERY MERCEDES-BENZ is a monocoque or "unit" structure welded at thousands of individual points. The end result is an automobile body of impressive rigidity and strength.

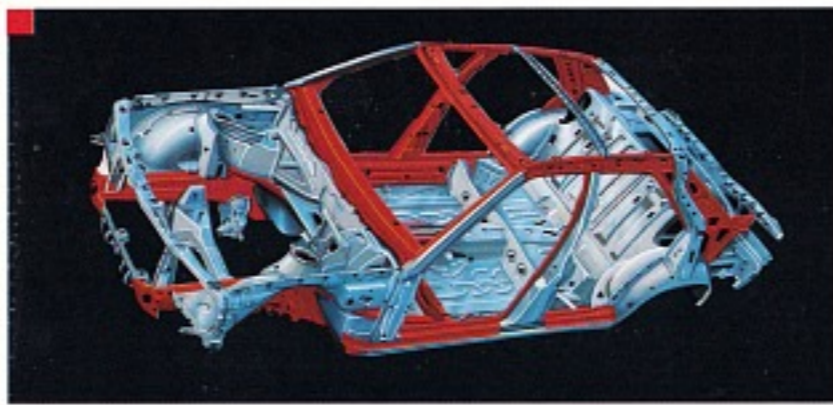
■ THE MONOCOQUE PRINCIPLE underlies a basic Mercedes-Benz safety principle. Front and rear body sections are carefully designed and built to progressively *yield* in the event of a major impact—absorbing kinetic energy and reducing the full effect of its force on the passenger shell within. Meanwhile, the fuel tank is located deep inboard and away from the rear bumper, and shielded by steel bulkheads.

■ EXTENSIVE SAFETY RESEARCH and numerous controlled crash tests precede approval of final design. The Mercedes-Benz that has not survived a battery of such tests is a Mercedes-Benz not yet fit for production.

■ MERCEDES-BENZ ASSEMBLY methods unite the consistency of robotic welders with the skill of trained human hands. The means may vary; the aim of Mercedes-Benz quality standards does not.

■ RICH AND MICROMETRICALLY uniform final paint coats are only the most visible protective steps against corrosion. The body is also zinc-phosphated, dipped in a primer bath, and extensively undercoated. Its welded seams are swabbed with hand-applied PVC; hidden body cavities are injected with moisture-resistant wax. Doors and other body elements are stamped from steel already coated at the rolling mill with a special layer of zinc.

■ DURING DEVELOPMENT OF a new model, Arctic conditions are duplicated in a special "freeze chamber"; below-zero performance is also evaluated in Scandinavia and even in Bemidji, Minnesota. At the other end of the temperature scale, testing extends to Africa and forays into Death Valley, here in North America.



MERCEDES-BENZ—AN EARLY pioneer in aerodynamics—today operates not one but two wind tunnels. Efficient aerodynamics aid engine performance, high speed stability, riding quiet, interior ventilation, and even fuel conservation.

190E 2.3 SEDAN



PREPARE YOURSELF
FOR SOMETHING
MORE THAN A
SPORTS SEDAN—
BUT NOTHING LESS
THAN A PUREBRED
MERCEDES-BENZ

The 190E 2.3's radical multilink independent rear suspension helped create the best-handling passenger car yet introduced by Mercedes-Benz. It could, in the words of one automotive journalist, "...challenge some of the finest sports sedans in the world on just about any road you choose." Directional stability and roadholding are, in a word, uncanny. Handling behavior is virtually neutral.

There is a technical reason for this: the 190E 2.3's suspension links permit shifts in rear-wheel camber of no more than *one-third of one degree*. It also helps

preserve Mercedes-Benz standards of riding comfort—a remarkable achievement, given the 190E 2.3's taut 104.9-inch wheelbase and trim 2,745-lb.



curb weight. Its 2.3-liter engine is both potent and refined, qualities normally considered mutually exclusive with a four-cylinder layout. In concert with the four-speed automatic transmission, this power plant can quickly propel this four-door sedan to the legal U.S. highway speed limit. And quicker still with the five-speed manual transmission. Powerful disc brakes are fitted to all four of the 190E 2.3's wheels. You may wish to combine their tenacious stopping power with the Mercedes-Benz Anti-lock Braking System (ABS), an intelligent extra-cost option, indeed.



190D 2.5 SEDAN



ADVANCED DIESEL
PASSENGER CAR
TECHNOLOGY, FROM
THE ENGINEERS
WHO PIONEERED
DIESEL PASSENGER
CAR TECHNOLOGY

It is fitting indeed that the fiftieth anniversary of the world's first production diesel passenger car, the Mercedes-Benz 260D Sedan of 1936, should be marked by a new Mercedes-Benz diesel engineering coup for 1986. The 190D—already the most functionally efficient Mercedes-Benz of modern times, and perhaps the single most advanced diesel passenger car yet developed—gains a new five-cylinder, 2.5-liter engine. And thus becomes quicker, quieter, and smoother-running than you might have ever expected a diesel-powered efficiency wizard to be.

That extra cylinder helps add power in the low to mid rpm ranges where it is most in demand. Traditional diesel engine vibrations are dulled to



insignificance. Likewise traditional diesel engine noise: the engine is actually *encapsulated* to all but smother the last vestiges of "diesel clatter"—even at idle. Handling is superb. "Trying to get the multilink suspension to break loose in a corner," states one journalist, "is a challenge—it simply sticks."

Almost 42 inches of legroom are provided for the driver and front passenger, the same accommodation you will find in senior Mercedes-Benz sedans. Overall cabin volume is a generous 84.2 cubic feet; this, within a wheelbase of just 104.9 inches.



190E 2.3-16 SEDAN



THE OUTSTANDING
PERFORMANCE-SEDAN
OF OUR TIME IS
DESIGNED ON THE
PRINCIPLE THAT
PERFORMANCE ALONE
IS NOT ENOUGH

It would require a driver with a soul of stone *not* to glory in the abilities of the 190E 2.3-16. In this performance-minded age, it is arguably the world's reigning performance sedan. That alone is enough to prompt almost visceral excitement, followed by an irresistible urge to get behind the wheel.

But it should not obscure the true engineering achievement that this remarkable machine represents: it is no mere speed merchant but a superbly well-rounded, thoroughly practical, highly versatile automobile. That masterfully subtle balance

of automotive virtues, in brief, which has always defined a Mercedes-Benz and set it apart. What this balance has created is not only a superior performance



automobile, but a superior automobile by every criterion. One whose charm will not wear off with its novelty but only deepen over time.

Owing in large part to the radical enhancement of engine "breathing" that a 16-valve configuration promotes, the 190E 2.3-16's four-cylinder, 2.3-liter power plant produces over 72 horsepower per liter of displacement for a maximum of 167 hp at 5,800 rpm. Such power is sufficient to propel this 3,030-lb. vehicle on the test track from zero to 60 mph in 8.6 seconds and reach 137 mph maximum.



300 E SEDAN



SO ACCOMPLISHED
IS THIS NEW SIX-
CYLINDER SEDAN
THAT ITS SUPREME
PERFORMANCE MAY
ALMOST SEEM A
SIDE EFFECT

The 300E is a classic example of a new Mercedes-Benz model: designed and developed in an eight-year search for functional improvement, wherever technological progress allowed. It utilizes the quickest and strongest Mercedes-Benz six-cylinder engine in recent history. Mercedes-Benz has never built a better-handling sedan. It is a paragon of leading-edge aerodynamics outside and a paragon of intelligent human accommodation inside.

An Anti-lock Braking System (ABS) and a Supplemental Restraint System (SRS), not even

available on most other cars, are standard on this car. "It is unusually quiet over its entire range;" reports *Auto, Motor und Sport* of the 300E's potent new in-line three-liter, six-cylinder



engine; "there is no noticeable vibration; it has impressive pulling power." The Mercedes-Benz multilink rear suspension system, cited as "the most sophisticated steel suspension ever put into volume production" by one journal, effectively neutralizes the phenomenon of rear wheel steering; if the cliché about "cornering on rails" is true of any automobile, it is true of this one. The effect on your sense of driving security is obvious. The car's steel skin is an aerodynamic envelope (coefficient of aerodynamic drag: 0.31) smoother and less wind-resistant than certain sports cars.



300D TURBO SEDAN



MERCEDES-BENZ
LIFTS THE DIESEL
TO A LEVEL WHERE
IT IS ALMOST TOO
SMOOTH, TOO
QUICK, TOO QUIET
TO BE A DIESEL

The 300D Turbo Sedan is one of the two entirely new Mercedes-Benz designs being introduced for the 1986 model year. Its appearance, and a check of the major specifications, reveal that it is identical in most essentials to the 300E Sedan described on the preceding pages—a significant forward technological step, in brief.

But the engineers have implanted a markedly different automotive personality within these similarities. The 300D is, in its own right, one of the singular Mercedes-Benz engineering achievements for 1986 or

any year: a diesel-powered sedan fit to compare with gasoline-powered cars for performance. For running smoothness and quiet. For driving ease and driving pleasure. Yet dedicated to levels of efficiency and durability synonymous with



Mercedes-Benz diesel passenger cars. For this Mercedes-Benz diesel car like none before, the engineers created a diesel engine like none before: six cylinders, three liters, turbocharged. It helps move the 300D quicker than even long-standing diesel advocates might have ever dreamed. The engine is almost completely encapsulated within thick acoustic paneling that extends even under the car.

You drive the 300D Turbo Sedan not like a diesel but like a Mercedes-Benz; the newest and best-handling Mercedes-Benz available today.



300 SDL TURBO SEDAN



SLIP INSIDE AND
SETTLE BACK AND
SAVOR THE DEEP
PLEASURES OF THE
MOST SUPREMELY
CIVILIZED DIESEL
EVER DESIGNED

Propelled by a powerful new six-cylinder turbocharged engine, set on a 121.1-inch wheelbase, fitted with the Anti-lock Braking System (ABS) and the Supplemental Restraint System (SRS) and myriad other significant Mercedes-Benz technical advances—the 300SDL is conceivably the ultimate diesel automobile.

It is also one of the more *quietly* capable automobiles in the world, gasoline or diesel. That new three-liter turbodiesel engine owes much of its soothing smoothness to the inherent balance of an in-line six-cylinder

configuration. It is the most *powerful* diesel passenger car engine of the past half century. Front and rear legroom provides comfort even for six-footers. The rear seat measures nearly five feet in width. All this comfort is borne over the road in a



manner more akin to a sports sedan than a traditional luxury automobile. The 300SDL Turbo Sedan is engineered to move from Point A to Point B—whatever may lie between—with maximum ease and minimum drama. The braking system is engineered to a level that the automobile industry is invited to emulate.

Four disc brakes are linked with the Mercedes-Benz Anti-lock Braking System (ABS). So enhanced is the braking system that it helps preserve driver control—even in sudden braking, in a curve, on a wet surface.



420 SEL SEDAN



A NEW V-8 SEDAN
JOINS THE LINE
AND FURTHERS THE
MERCEDES-BENZ
REPUTATION FOR
HIGHLY CIVILIZED
PERFORMANCE

Making its debut in 1986, the new 420SEL Sedan is testimony to technological progress: powered by a 4.2-liter V-8 engine of considerably less displacement than the noted 500SEL, it nonetheless manages to outperform that mighty Mercedes-Benz sedan in many key areas. Meanwhile, it offers the same ample living space and plentiful creature comforts. And for all its devotion to occupant well-being, it is quick and agile over the road—a driver's car incarnate.

A long-wheelbase chassis affords three feet of rear-seat legroom. Rear passengers luxuriate in a

bench-type seat almost five feet wide. There are 36.6 inches of rear headroom. Even with all this, a commodious 15.2 cubic feet of trunk space is provided for your luggage. Livable as it is,



the 420SEL remains primarily a driver's car with its deepest pleasures found behind the wheel. The 420SEL's massive power and torque output so lightly tax this V-8 engine that it makes a barely audible murmur, even under brisk acceleration.

The gently power-assisted recirculating-ball steering system feels almost too precise to be power assisted. Touches like leather seat upholstery and hand-finished interior wood trim round out an interior environment as refined, as civilized, as Mercedes-Benz standards demand it must be.



560SEL SEDAN



THIS FLAGSHIP SEDAN RANKS AS THE ULTIMATE HIGHWAY CAR, ON VIRTUALLY ANY HIGHWAY IN THE WORLD

Reposing in the rear seat of the 560SEL Sedan, basking in near limousine spaciousness and an atmosphere of blissful peace and quiet, with almost every conceivable amenity at hand, it may seem difficult to think of this as anything but one of the most supremely livable automobiles ever built.

From the driver's seat of the 560SEL, feeling yourself guiding more than two tons of automotive machinery over the road with gratifying accuracy, yet fingertip ease. Hard acceleration pressing you back against your seat as if you were on a

departure run in an executive jet, it may seem difficult to think of this as anything but one of the most deeply responsive automobiles ever built. A true driver's car.



Both impressions are correct. The 560SEL merges the virtues of high comfort and high performance as has no Mercedes-Benz sedan in the company's one hundred years. And, arguably, as has no other sedan over the same time span. The 560SEL's light-alloy V-8, newly enlarged from 5.0 to 5.6 liters, is a massively capable engine with massive reserves.

The 560SEL is quickly and smoothly decelerated by a braking system that couples four disc-type brakes with the Mercedes-Benz Anti-lock Braking System (ABS).



560SL COUPE/ROADSTER



HOW IS A CLASSIC
TRANSFORMED
INTO A LEGEND?
BY INFUSING IT
WITH FORTY-SIX
PERCENT MORE
HORSEPOWER

The legendary SL Coupe/Roadster has earned its unique niche in the motoring world by blending two rich automotive themes: the lure of a lithe and eager top-down sporting machine and the reassurance of a strong, secure, supremely livable Mercedes-Benz.

For 1986, the most confirmed SL advocates will revise their opinion upward. A new strain has been added. The classic SL formula has been enriched. The 560SL is all the things it was before—and now, in addition, one of the world's more truly formidable performance auto-

mobiles. Its new 5.6-liter V-8 light-alloy engine makes this the mightiest SL in history. Suspension refinements fore and aft help align roadholding perfor-



mance with engine performance. "For a V-8-engined luxury roadster weighing more than a ton and a half," it was once written of the SL, "it is absurdly agile." This revived SL should feel even more so. A more livable space for two persons is difficult to conceive.

Fully automatic climate control, electronic AM and FM stereo radio with cassette player, bi-pressure central locking system, electric windows—virtually every amenity found in the senior Mercedes-Benz sedans of today is also found within the 560SL.



560 SEC COUPE



FOR 1986, ONE OF THE MOST EXOTIC COUPES ON THE ROAD BECOMES ONE OF THE MOST POWERFUL COUPES ON THE ROAD

The performance of the sleek four-passenger Mercedes-Benz coupe that *Car and Driver* has termed "a large, lusty automobile of staggering range and versatility" is even lustier for 1986. The 500SEC is now the 560 SEC, beneficiary of a major engine displacement increase and such technical modifications as improved mechanical/electronic fuel injection, new electronic ignition and engine breathing refinements.

The consequent upsurges in power and torque, and consequent downturns in mechanical stress and engine noise, lift the

560SEC into a realm of motor-ing ease approached by only a handful of automobiles in the world today. It is exhilaratingly swift, soothingly quiet, and utterly composed. That graceful two-door coupe shape affords generous and practical space for



four adults, each ensconced in his or her own anatomically contoured bucket-type seat. The interior is sumptuously appointed with supple leather seat upholstery, plus velour carpeting on every inch of the floor and even on the rear shelf, and burlled walnut trim.

Snaking curves, potholed or frost-heaved or rutted back roads—the car seldom if ever feels overmatched by the terrain. That sturdy yet supple suspension "ignores bad pavement," states *Car and Driver*, "as if it were a destroyer crossing a sailboat's wake."



MERCEDES-BENZ
BELIEVES THAT AN
AUTOMOBILE CAN
BE NO BETTER
THAN THE SYSTEM
OF OWNER CARE
THAT SUPPORTS IT

THE GOAL: THE MOST ELABORATELY CARED-FOR CAR OWNER IN THE WORLD



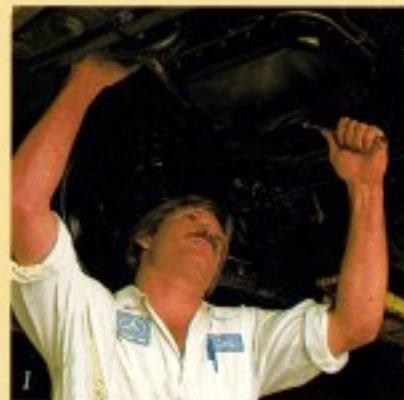
Mercedes-Benz and its authorized dealers believe the standards of owner care should match the standards of the car.

MERCEDES-BENZ AND its authorized dealers believe that owner satisfaction should only begin with the purchase of a car. It is their intention that your experience as a Mercedes-Benz owner measure up in every way to the standards of the automobile itself, and keep doing so long after the day you take delivery.

That intent is tangibly expressed. From Mercedes-Benz Roadside Assistance, to a 48-month or 50,000-mile limited warranty, to technician training programs

and constant factory service bulletins, to a computerized nationwide parts distribution system, to such unique concepts as Signature Service—the resources for delivering on that commitment to owner satisfaction are as remarkable as the commitment itself.

The world is full of promises for superb automobiles. Mercedes-Benz is committed to the idea of a superb automobile—augmented by a superb automobile ownership experience.



1 At authorized Mercedes-Benz dealers, trained Mercedes-Benz specialists work on your car.

2 Personal pride is reflected in technician's personal signature with Signature Service.

3 Mercedes-Benz awards these badges to owners whose cars have documented high mileage. Demand is brisk.

4 Even at 49,999 miles or 3 years and 11 months, the limited new-car warranty remains fully in effect.

*5 Mercedes-Benz Roadside Assistance can bring a trained technician to your side after normal service hours with a single phone call.**

*Cost of technician's assistance is based on dealer's hourly service rate, plus parts and a \$25 service charge.

All illustrations and specifications contained in this brochure are based on the latest product information available at time of publication. Mercedes-Benz reserves the right to make changes at any time, without notice, in colors, materials, equipment, and models. Any variations in colors shown are due to reproduction variations of the printing process. Illustrations of test situations may include automobiles without U.S. equipment. All interior photographs show leather seat upholstery.

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