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Marketing Communications Division
MC-86-362-350

DIMENSIONS AND MEASUREMENTS
Dimensions made in accordance with SAE specifications. Front and rear legroom derived with front seat adjusted to designed driving position for 95th percentile male occupant. Front and rear headroom dimensions are for automobiles equipped with electric sliding roof.

with SAE J1349 for kilowatts. Horsepower values are by standard conversion.
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MERCEDES-BENZ 1987

S-CLASS



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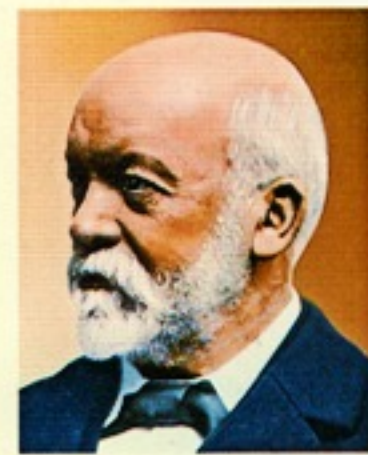


ONE HUNDRED AND ONE YEARS OF STUBBORN CONSISTENCY

The company that today builds Mercedes-Benz automobiles traces its roots back to the birth of the automobile itself. Gottlieb Daimler and Karl Benz, the two men whose enterprises were later to merge and thus form Daimler-Benz A.G., are the two men universally credited with invention of the world's first practical gasoline-powered motor vehicles, in 1886.



What is most notable about the first one hundred and one years of Daimler-Benz is not its age but its consistency. These two stubborn engineers viewed the automobile as a machine, a means of transporting its occupants efficiently from one place to another. And all automotive progress as improving, refining, burnishing that efficiency.



Above: Gottlieb Daimler, 1834-1900. Below: Karl Benz, 1844-1929. The patent granted to his 3-wheeled Motorwagen on January 29, 1886 was to be the official birth certificate of the automobile.

Their successors over the years and decades never wavered in their pursuit of this goal. The illustrious Mercedes-Benz record of technological innovation is the record of their success. Today, a new generation of stubborn Mercedes-Benz engineers—utilizing technology and knowledge undreamed of by their predecessors—continues the pursuit of ever greater automotive efficiency more zealously than ever before.



That unswerving consistency of purpose shows itself in Mercedes-Benz automobiles themselves. "A Mercedes is a Mercedes," the saying goes. It is another way of saying that the strong, clear, uncompromising automotive character symbolized by the Three-Pointed Star represents an enduring philosophy. Of enduring appeal.

A Mercedes-Benz research department numbering eleven thousand technicians and scientists is engaged in continuing, intensive exploration of the future of the automobile. From experiments with hydrogen and gas turbine engines to ceramic engine components. From the exercise of building a tiny "city car" prototype to studying the feasibility of radar warning.

Simultaneously, development engineers are at work on the next generation of Mercedes-Benz cars. In the wind tunnel, on the test track, in a unique safety research complex, on the roads of subarctic Scandinavia and subtropical Africa.

Design work on a new Mercedes-Benz model begins seven to ten years before the first production model rolls off the line. Five million miles of test-driving, plus approximately seventy thousand hours of engine testing, are almost routine in this exhaustive process.

Production is preceded by pilot production: a run to tune the assembly and finishing process as finely as the engineers have tuned the car's design. Most automobile makers have gone to robotics in recent years—and so has Mercedes-Benz. One difference may be that Mercedes-Benz never deserted hand workmanship in the process.



Mercedes-Benz engineers are conditioned to think in terms of the next decade, not simply the next model year.

Such foresight yields exercises such as this four-passenger research vehicle—a thoughtful probe into possible future solutions.

One in every 14 workers on the factory floor is an inspector, there to supervise the efforts of both robots and craftsmen. Many of the most skilled such craftsmen are graduates of an in-house apprentice program, where Mercedes-Benz techniques—and standards—are inculcated at an early age.

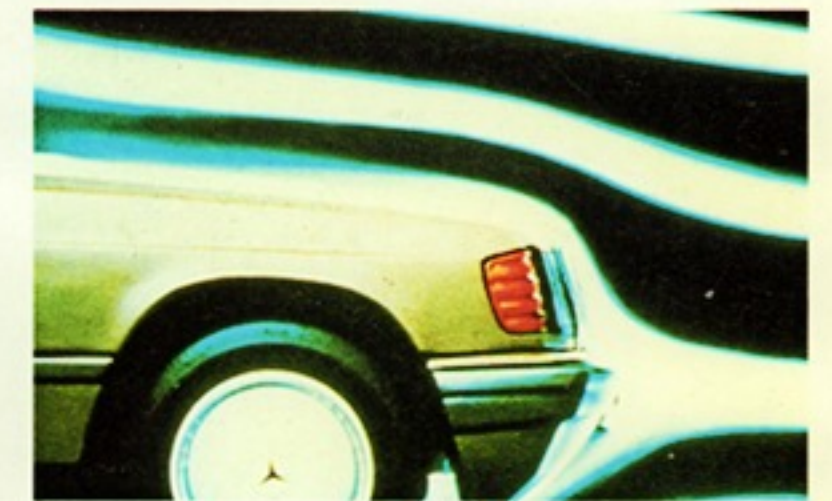
The personal motto of Gottlieb Daimler was "Das Beste oder Nichts"—"the best or nothing." It became, and remains today, the motto of Daimler-Benz. And it is a motto whose spirit lives on today in every Mercedes-Benz. As a new Mercedes-Benz passes its final inspections and is released for shipment, it receives a fitting final touch—a small white certificate, carefully mounted inside the windshield in the lower right corner. "Product of Daimler-Benz A.G.," it reads. Over the facsimile signature of Gottlieb Daimler. □



Left: Flanked by two tiny apprentice-built exercises—each capable of more than 2,000 miles per gallon—is the Mercedes-Benz C-111/3 research vehicle, a turbo-diesel capable of 200 mph. Below left: Mercedes-Benz has recently begun research work in its unique driving simulator, a sophisticated computer-generated artificial driving environment where traffic scenarios can be staged, monitored and analyzed in total safety.



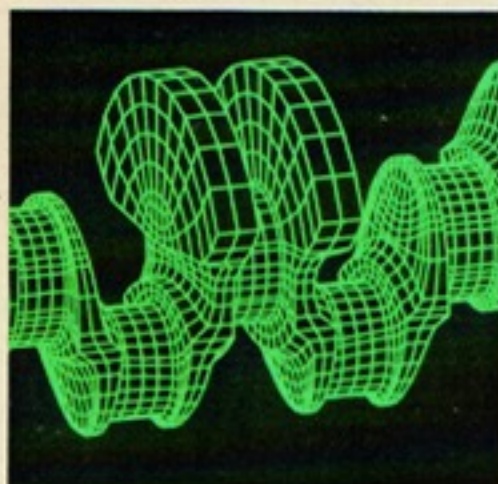
At Mercedes-Benz, research extends even into basic aspects of automotive science. The skills and talents of eleven thousand people are mobilized in an ongoing effort to ensure that tomorrow's Mercedes-Benz maintains today's technological momentum—that it will continue to reflect a broad understanding of automotive possibilities, as those possibilities change and expand over time.



Above: Wind tunnel development work has helped Mercedes-Benz passenger cars attain aerodynamic drag coefficients among the lowest recorded for production automobiles. Right, the current Three-Pointed Star emblem dates from 1926 and the merger of the separate Benz and Daimler dynasties.



MERCEDES-BENZ: ENGINEERED LIKE NO OTHER CAR IN THE WORLD



Computer Aided Design (CAD) analysis helps Mercedes-Benz engineers to design sculptured surface data of high quality.

Performance, handling, comfort, efficiency, durability, reliability—if the true measure of an automobile is its ability to strike the best balance of these and myriad other key attributes, scoring as high as possible in as many as possible, then it is arguable that the best-balanced car in the world today is Mercedes-Benz.

A Mercedes-Benz is engineered to perform not only a few specialties superbly well, but to perform every vital function superbly well. Avoiding extremes in any single area, pursuing high competence overall. A

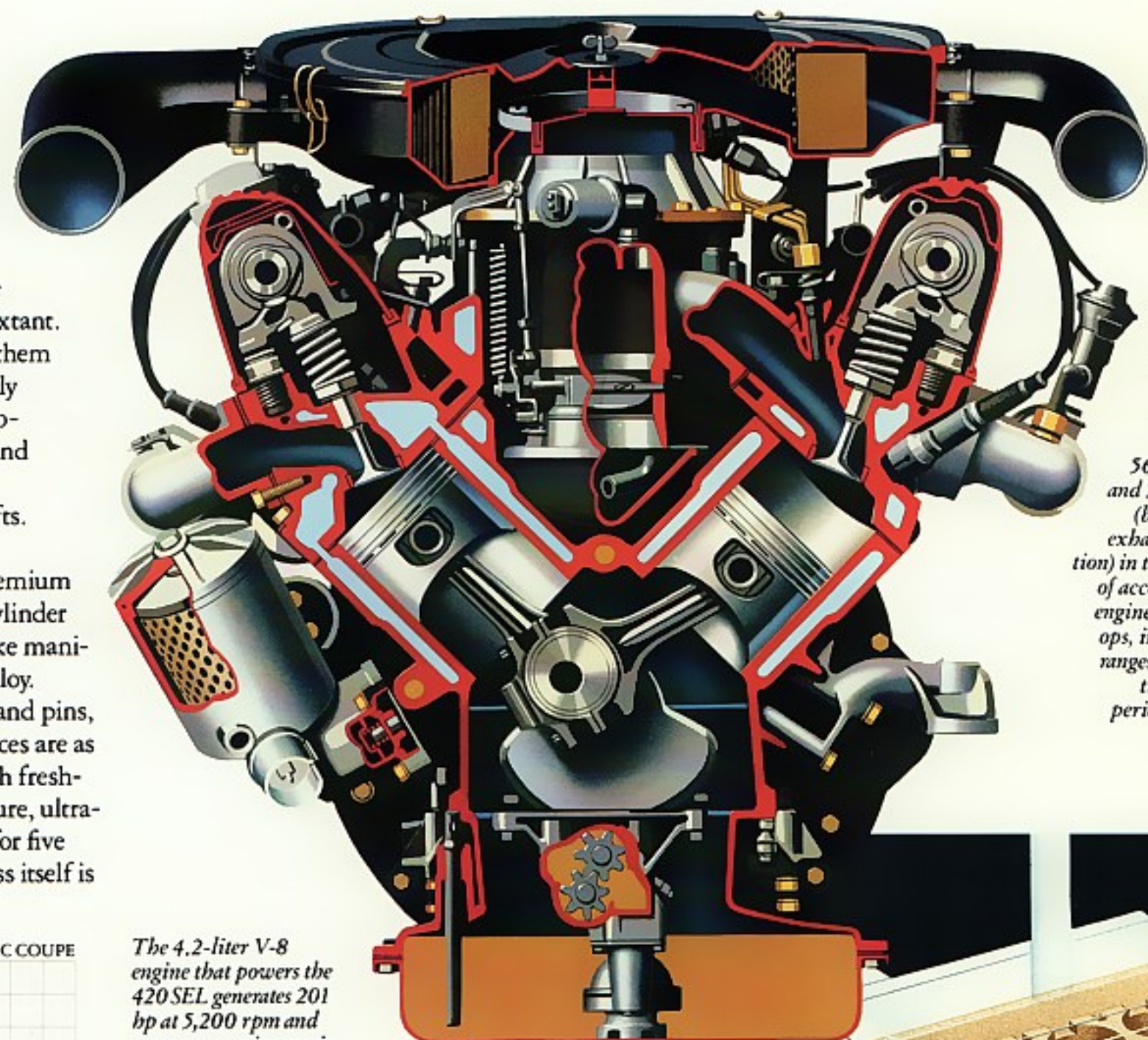
Mercedes-Benz is engineered to be quick, yet efficient. Agile, yet comfortable. Exciting, yet rigorously safety-minded. Technologically sophisticated, yet doggedly reliable. It is perhaps the most formidable engineering challenge possible. And it reflects perhaps the most clear-minded engineering philosophy possible: The engineers of Mercedes-Benz—today as for the past century—view the automobile not as a fashion statement, not as an art form, not as an emotional outlet. It is to them no more and no less than a machine meant to convey its occupants from one place to another with maximum possible efficiency.

The priorities, in brief, are in order. The engineers need not waste time on annual styling changes, or in contriving artificial novelty. They can concentrate exclusively on what will perform best on the road. On building the most efficient possible machine. Using the most advanced possible technology, applying the most finely honed engineering skills, adhering to the most stubborn standards, they have achieved a result that is evident in every one of the fourteen Mercedes-Benz models for 1987. Each is not simply well-engineered—but engineered like no other car in the world.

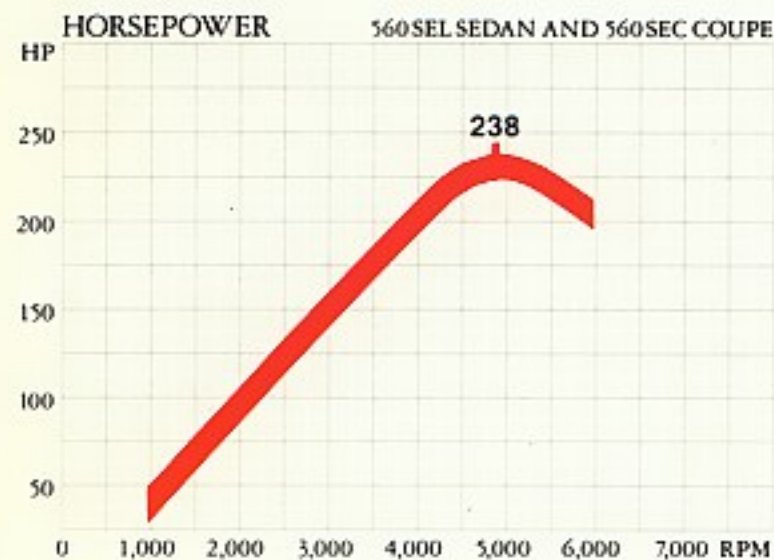


The Mercedes-Benz light-alloy gasoline V-8 engine, in *Road & Track's* words "the essence of smooth, quiet running," is built in large-displacement 5.6 and 4.2-liter variants that power the 560-series models and the 420 SEL. They are among the most potent production engines extant. Extreme technological sophistication makes them unusually civilized performers. Ignition is fully electronic. Fuel is injected via a unique electro-mechanical system, adding electronic speed and precision to a sophisticated mechanical basis. Valve actuation is by overhead camshafts.

This remarkable V-8 design places a high premium on the efficiency of light weight: the block, cylinder heads, valve covers, transmission casing, intake manifold and other components are cast in light alloy. Each hand cast light-alloy piston, with rings and pins, weighs just 1.67 lbs. Engine assembly tolerances are as fine as one-hundredth of one millimeter. Each freshly cast V-8 block is cooled at room temperature, ultrasonically probed, X-rayed, and heat-treated for five hours. The "closed deck" block casting process itself is

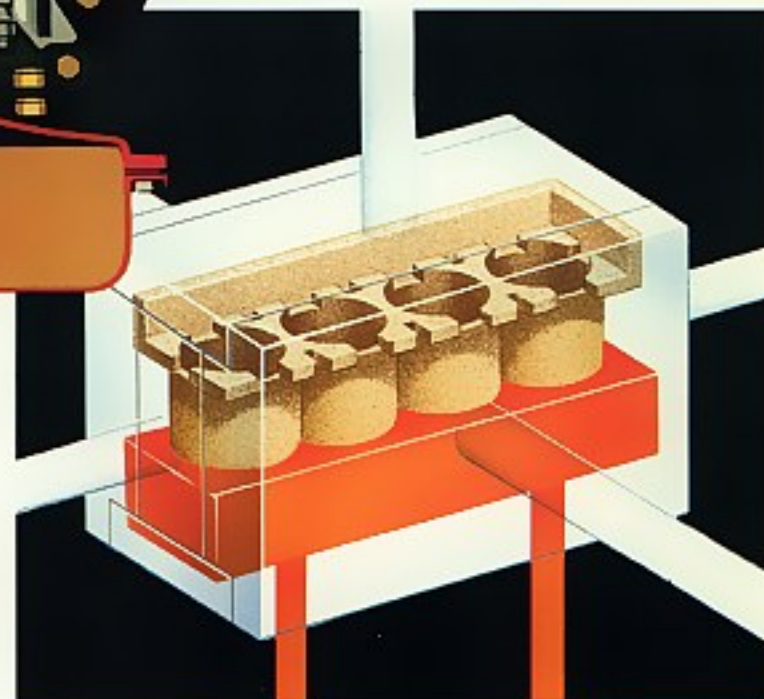


The mighty 5.6-liter light-alloy V-8 engine is fitted in the 560 SEL Sedan, 560 SEC Coupe and 560 SL Coupe/Roadster. It ranks as the most powerful Mercedes-Benz V-8 in a decade, with ratings of 238 hp at 4,800 rpm in the 560 SEL and 560 SEC, and 227 hp at 4,750 rpm (because of a different exhaust system configuration) in the 560 SL. The flow of accelerative energy this engine so effortlessly develops, in virtually all speed ranges, ranks as one of the truly exhilarating experiences in the modern motoring world.



The 4.2-liter V-8 engine that powers the 420 SEL generates 201 hp at 5,200 rpm and an even more impressive 228 lb-ft of torque at 3,600 rpm. Its light-alloy block is designed to be as resistant to wear and heat and vibration as a cast iron block, but is much lighter. One benefit of less engine weight is felt beyond the engine itself, in the positive handling effects promoted by a lighter load on the front wheels of the car.

The light-alloy engine block is cast in a low-pressure closed-deck process devised to ensure a dense and rugged alloy texture—the key to rigidity and durability. Only three to four blocks can be produced per hour by a single machine. Slow, painstaking work. And absolutely necessary.



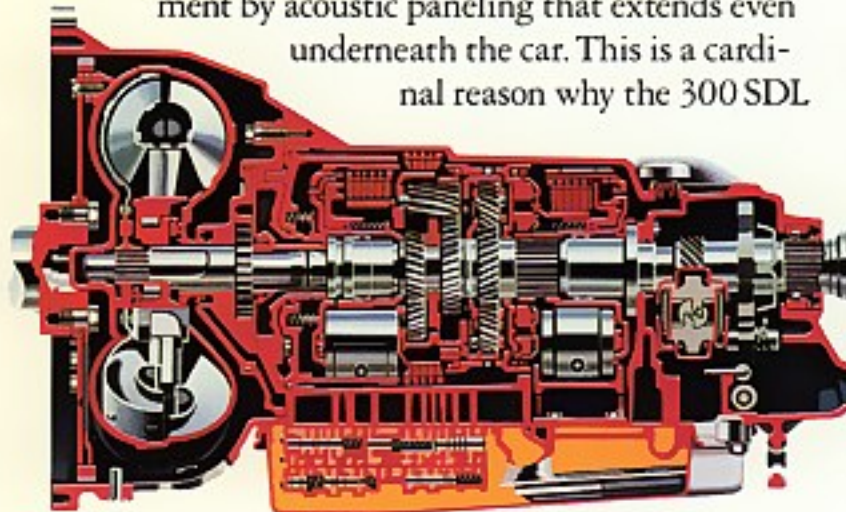
The Mercedes-Benz 560 SEL at speed. With a 5.6 liter V-8 engine, that generates 238 hp at 4,800 rpm, it can comfortably lap the test track at well over 140 mph.

the most elaborate in the industry. Studded with the block's metal alloy are millions of microscopic silicon crystals, so hard that the engine's cylinder walls can be machined only by diamond-tipped tools.

The 300 SDL Turbo Sedan is powered by a diesel engine modern in design and stunning in performance: an in-line six-cylinder, three-liter turbodiesel rated at 143 horsepower and generating an extremely undiesel-like 195 lb-ft of torque at 2,400 rpm. Note that a minimum of 80 percent of peak torque is available in the critical 1,700-4,200 rpm engine speed range. The 300 SDL Turbo's test track maximum is one hundred and nineteen miles per hour.

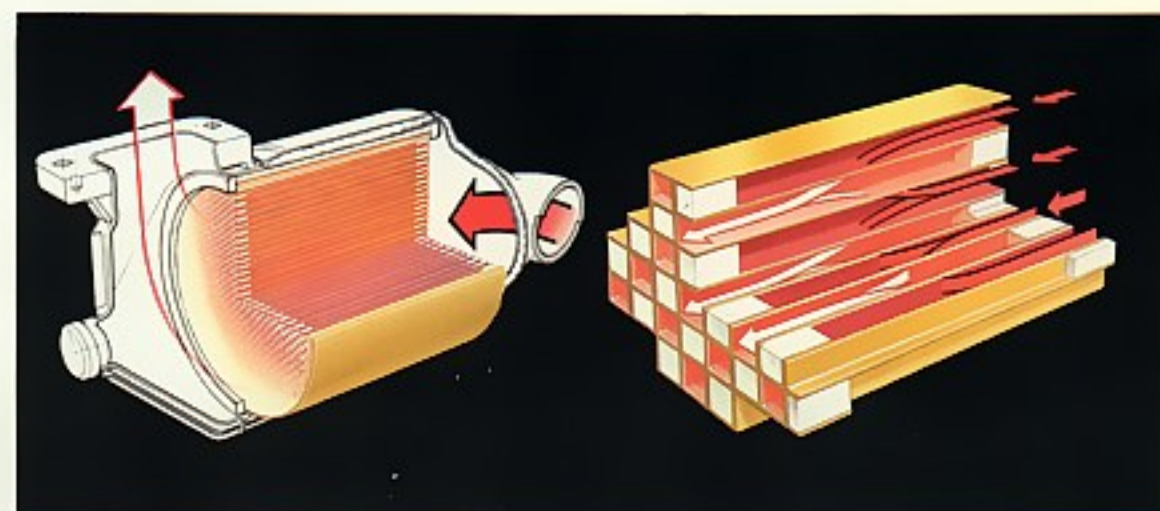
A lightweight deep-skirted cast iron block, light-alloy crossflow head and a duplex-chain-driven single overhead camshaft are distinctive features. To counteract thermal stress, each piston is automatically and individually oil-cooled. In cold weather running, the fuel is automatically preheated to help prevent its "waxing"—and help facilitate smoother engine performance during the warm-up phase.

The engine is fully encapsulated within its compartment by acoustic paneling that extends even underneath the car. This is a cardinal reason why the 300 SDL

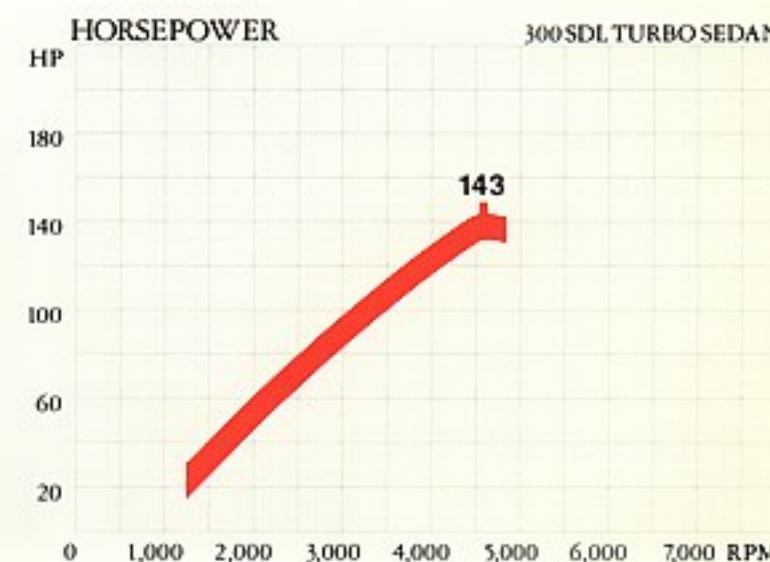
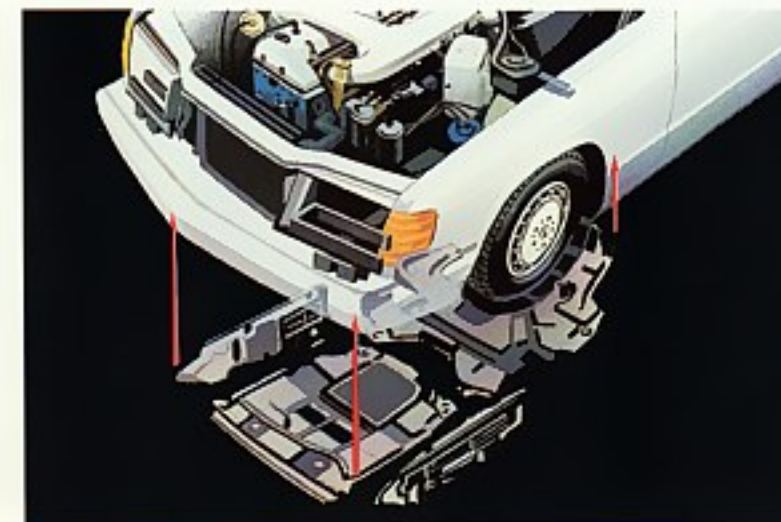
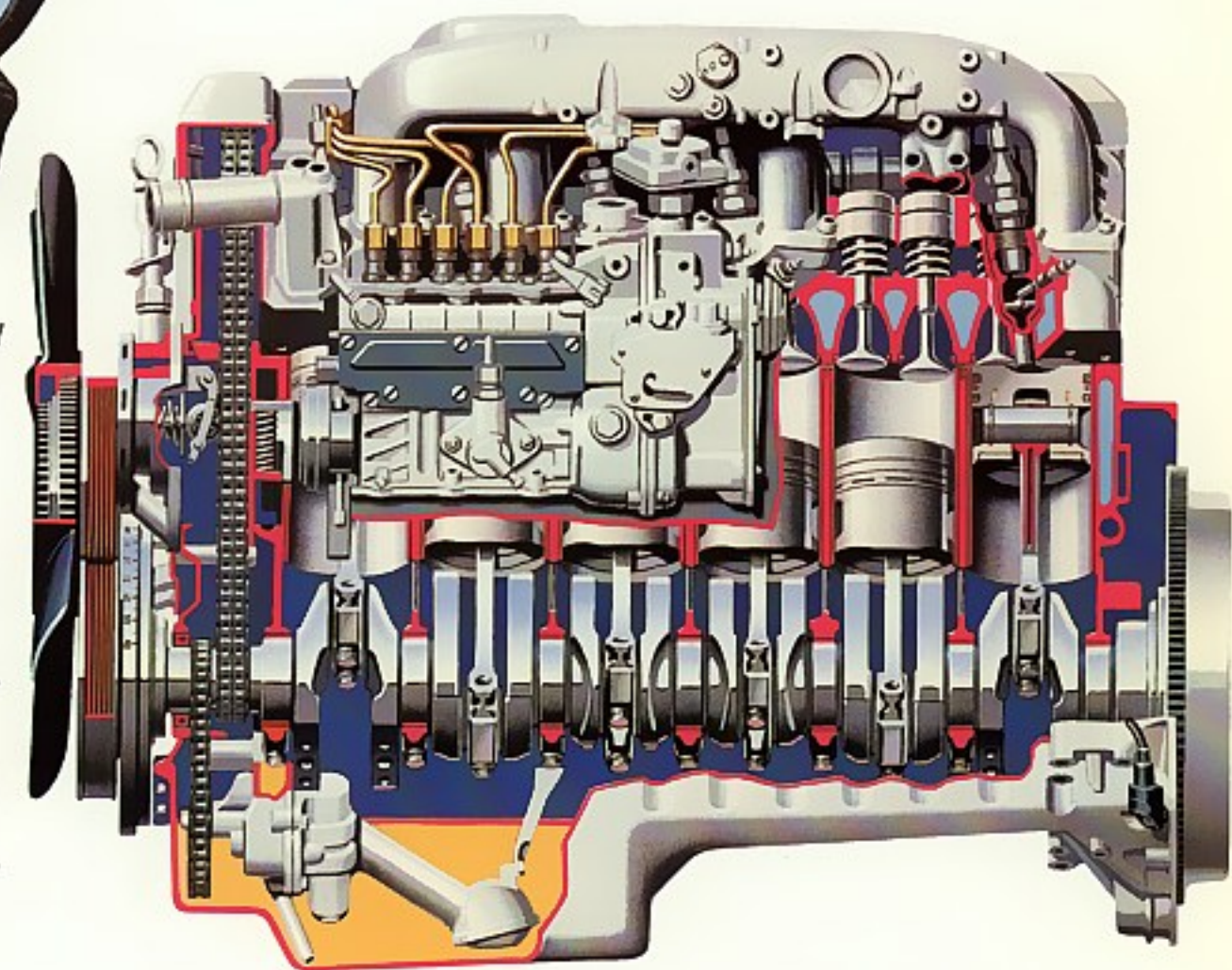


Turbo is not only a very fast diesel, but an almost whispery-quiet diesel as well. A compact four-speed torque converter automatic transmission is fitted to all models described in this brochure. Its centrally mounted shift lever, moving through a stepped gate, is designed to permit manual-style gearshifting—crisp, positive, pleasurable. The automatic mode can be overridden by hand-shifting when the urge or need arises. □

This trap oxidizer is fitted to all 300 SDL Turbo Sedans for 1987. It uses combustion heat to oxidize engine exhaust particulates before they can escape into the atmosphere.



Harnessing otherwise wasted exhaust gases to literally supercharge the cylinders with air, the 300 SDL's turbocharger boosts power and torque. The engine to which it is mounted is the most powerful diesel engine ever placed in a production car. Left: The four-speed torque converter automatic transmission is compact and lightweight, and so efficient in operation that it can effect quicker gear changes. Below: A comprehensive system that literally encapsulates the engine and transmission rigidly suppresses noise emissions. A second firewall is a further aid in retarding the passage of noise into the cabin area.



Mercedes-Benz was one of the first production automobiles to adopt the concept of independently suspending both rear wheels on their individual axles. It was more than half a century ago, in 1931. This early emphasis on the importance of suspension design—and the related tendency to lead its technological development rather than merely follow—became ingrained. Limousine or sports car or sedan, any Mercedes-Benz of any given era inevitably represents a lesson in both suspension theory and the over-the-road excellence that is its aim. So it is with the Mercedes-Benz models covered here. Fifty-six years of living with fully independent suspension show in systems of extreme technical cultivation.

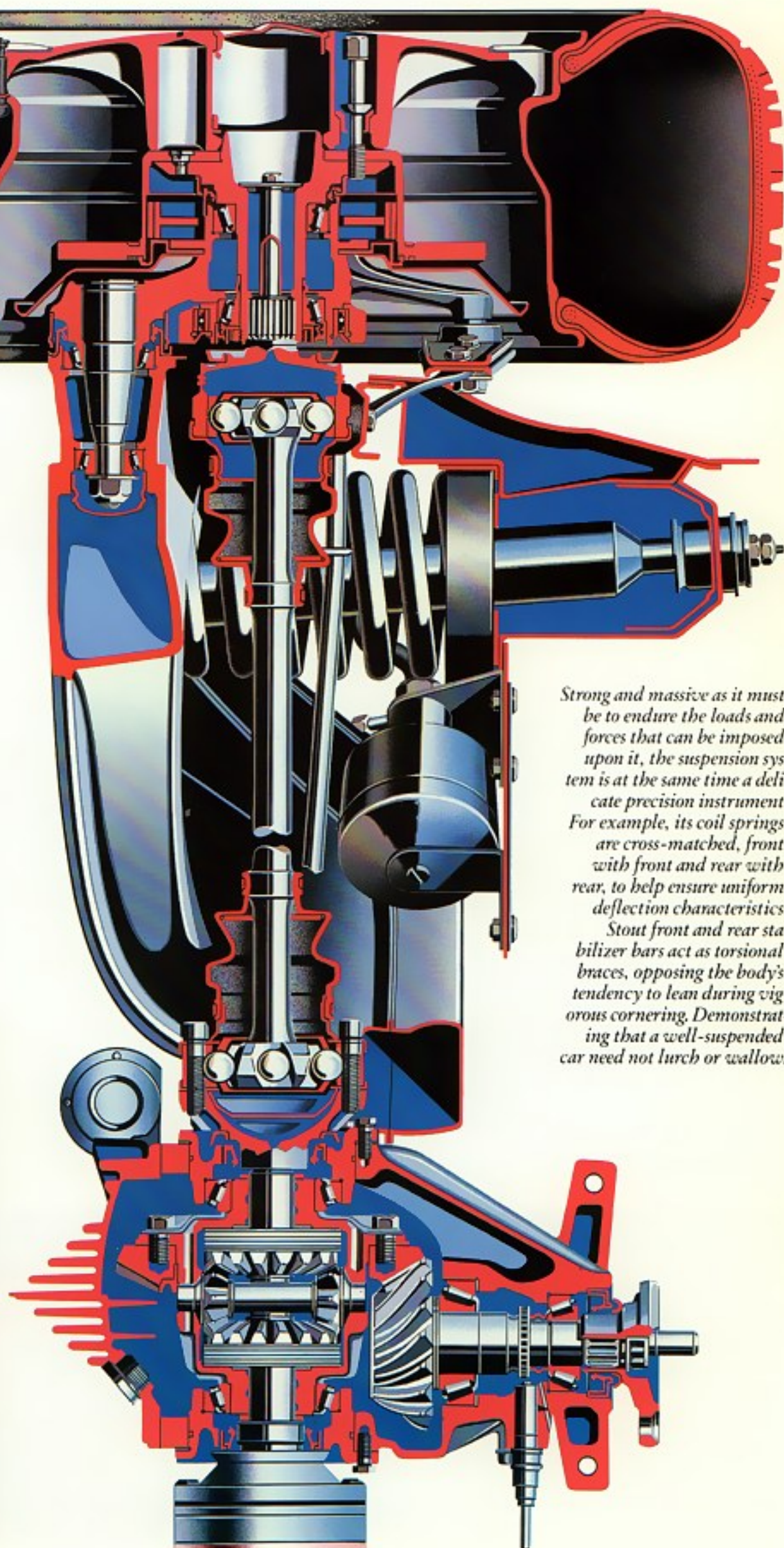


Slotted, disc-smooth forged light-alloy wheels, as shown at left, are standard on all S-Class cars. Their advantages are threefold: reducing unsprung weight, venting heat generated in hard use away from the brake discs, and shaped to help reduce aerodynamic drag.

The goal is the maximum possible synergism of roadholding tenacity and riding comfort in every Mercedes-Benz; thus, a stately five-passenger 560 SEL Sedan able to keep up with sports cars on sports car roads. And an agile 560 SL Coupe/Roadster able to pad smoothly over the bumps and lumps.

To the high technology of basic suspension design is added a host of vital ancillaries. Front and rear anti-sway bars; dual-chambered, gas-pressurized

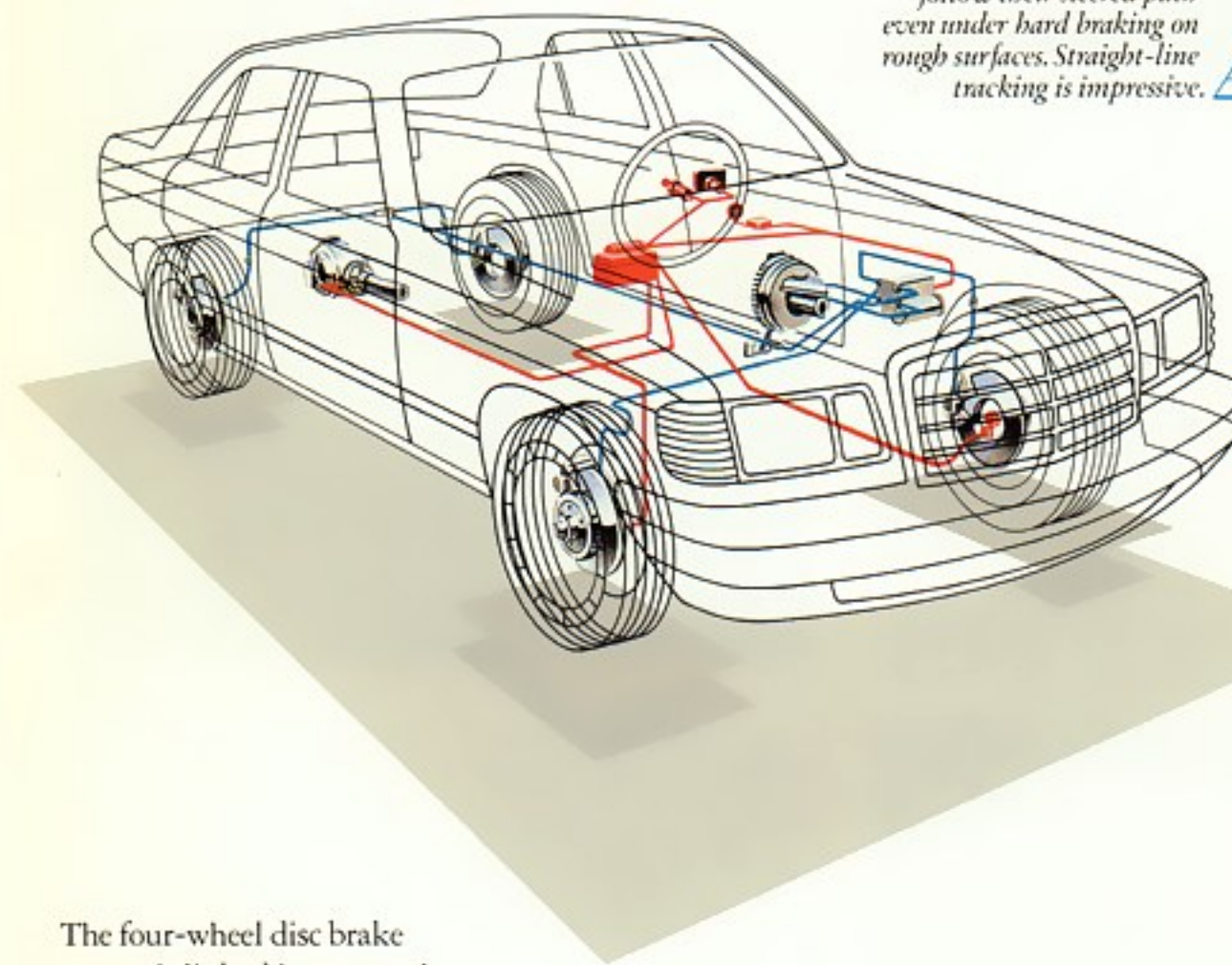
The secret of handling sure-footedness—especially in handling extremes—is to keep the maximum possible tire surface area in contact with the road at all times. Fully independent suspension is the single most important technical element in this effort; indeed, it is virtually a prerequisite.



Strong and massive as it must be to endure the loads and forces that can be imposed upon it, the suspension system is at the same time a delicate precision instrument. For example, its coil springs are cross-matched, front with front and rear with rear, to help ensure uniform deflection characteristics. Stout front and rear stabilizer bars act as torsional braces, opposing the body's tendency to lean during vigorous cornering. Demonstrating that a well-suspended car need not lurch or swallow.

shock absorbers; and steel-belted radial-ply tires, mounted in turn on the wide rims of wheels forged in light alloy to enhance handling capability by reducing unsprung weight. To aid rear wheel traction under hard acceleration or with one wheel on a slippery surface, a limited-slip differential is fitted to all V-8 models except the 420 SEL.

Steering is by the patented Mercedes-Benz recirculating-ball system, utilizing 24 recirculating steel balls to impart an almost liquid-smooth yet crisp steering feel. Instead of numb artificiality, progressive power assistance preserves a subtle and accurate sense of the road.



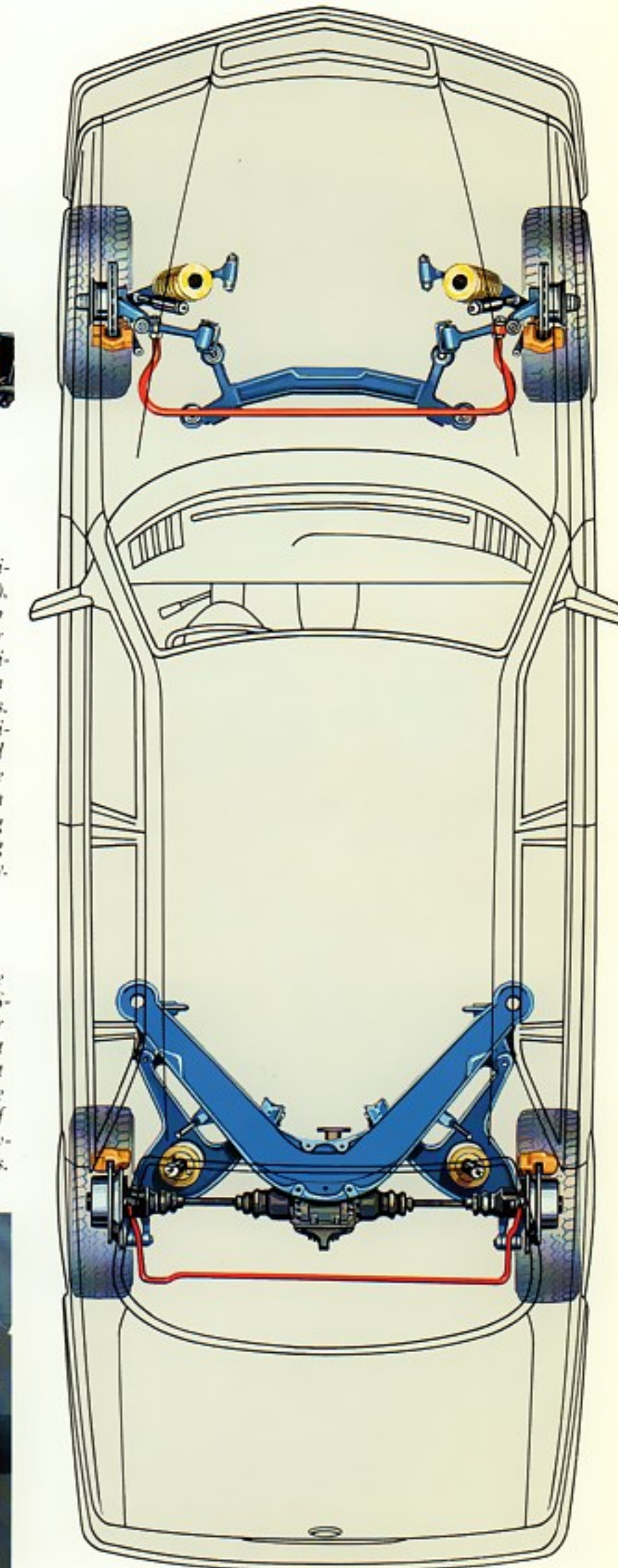
The steering system's gearbox is strategically placed behind the front axle, as far away as possible from exposure to major frontal impacts.

Front suspension design in all S-Class sedans and the 560 SEC Coupe incorporates zero-offset steering geometry, which helps cause the front wheels to follow their steered path even under hard braking on rough surfaces. Straight-line tracking is impressive.

The Mercedes-Benz Anti-lock Braking System (ABS), left, utilizes sensors at each front wheel and the rear drive pinion to detect incipient wheel lockup in sudden braking on all road surfaces. An on-board computer deciphers the sensors' input and begins modulating pressure in the brake lines up to fifteen times per second, countering wheel lockup and preserving the car's steerability.

This test car will avoid the barrier. The ability an ABS-equipped car gives its driver to brake and steer his way out of trouble, in situations that might otherwise pose severe hazards, ranks as one of the major advances in driving control in recent years.

The four-wheel disc brake system is linked in turn to the Mercedes-Benz Anti-lock Braking System (ABS), mobilizing computer speed and precision to help prevent wheel lock-up in sudden hard braking on all surfaces, such as rain-slicked roads. ABS is not primarily designed to reduce stopping distances but to help extend steering control of the car even to emergency situations. It is not a panacea; it cannot defy the laws of physics, for example, if the car moves too fast through a curve or follows another vehicle too closely or aquaplanes. And its effectiveness should never be used as an excuse for reckless or careless driving □



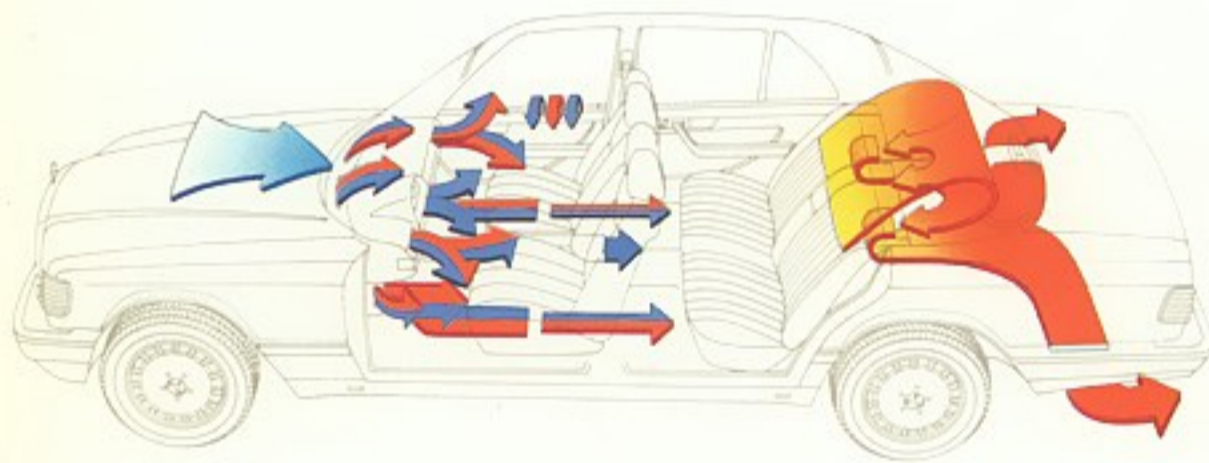
No other automobile interior looks or feels quite the same as that of a Mercedes-Benz—even if, in terms of interior layout and even the equipment and amenities provided, major variations between most automobiles today are few.

There is no mystery about that "Mercedes-Benz feel." It is simply the sum total of myriad individual design solutions—from door handle placement, to the contour of the rear seat, to the system for exhausting stale cabin air—each geared to minimizing human stress by maximizing functional efficiency. And uncomplicated by any attempt to outdecorate or outstyle the next car. In a Mercedes-Benz, you rest not in the lap of luxury but in the sure hands of biomechanical and ergonomic science. The sedans in this brochure afford one hundred cubic feet of interior volume; the 560 SEC Coupe and 560 SL

Coupe/Roadster provide proportionally generous space for their occupants.

Comfort is interpreted not as a decoration issue but a physical issue: keeping your body refreshed, and nerves calm, over the miles and hours. Thus the complex biomechanical support structure that is a Mercedes-Benz seat. Thus diligent anti-noise and anti-vibration measures. Thus a superb climate control system that can be set to maintain a constant supply of fresh cabin air.

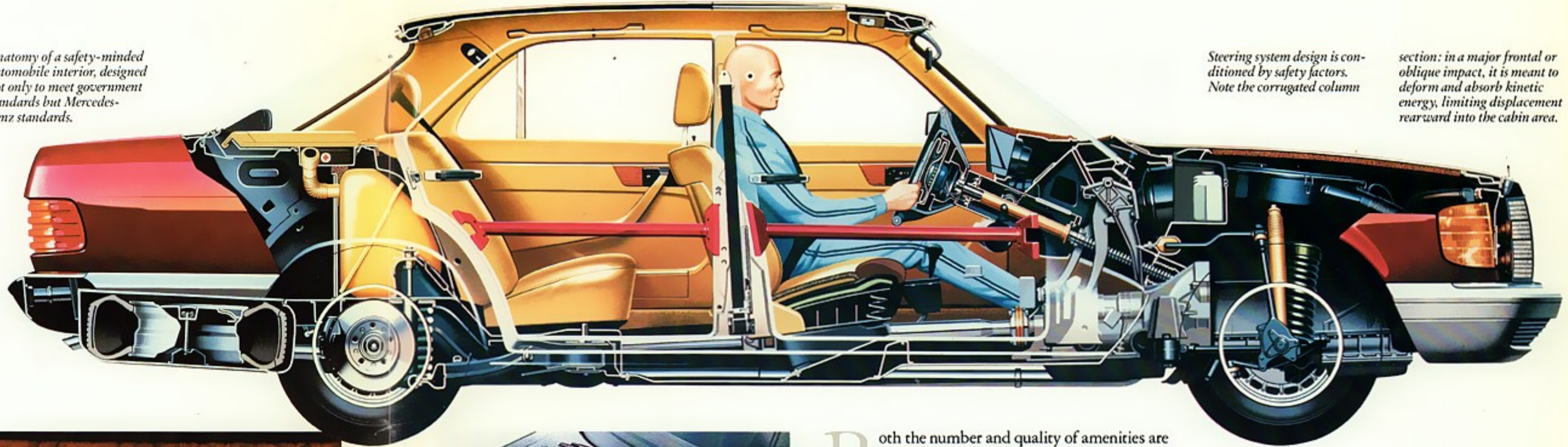
A Mercedes-Benz is made as liveable as possible, of course. You are meant to not merely endure but actively savor your time aboard. There is fine-cut velour carpeting; genuine wood trim on the instrument panel and central console; richly aromatic and durable leather upholstery on the seat beneath you.



A microprocessor-controlled, fully automatic climate control system can be set to the desired interior temperature and it will be maintained year-round. Left: All of the cabin air is completely exchanged approximately three times per minute with the blower set at its highest speed. Thirteen individual air outlets are strategically placed throughout the cabin of all S-Class sedans and the 560 SEC Coupe.



Anatomy of a safety-minded automobile interior, designed not only to meet government standards but Mercedes-Benz standards.



Steering system design is conditioned by safety factors. Note the corrugated column

section: in a major frontal or oblique impact, it is meant to deform and absorb kinetic energy, limiting displacement rearward into the cabin area.

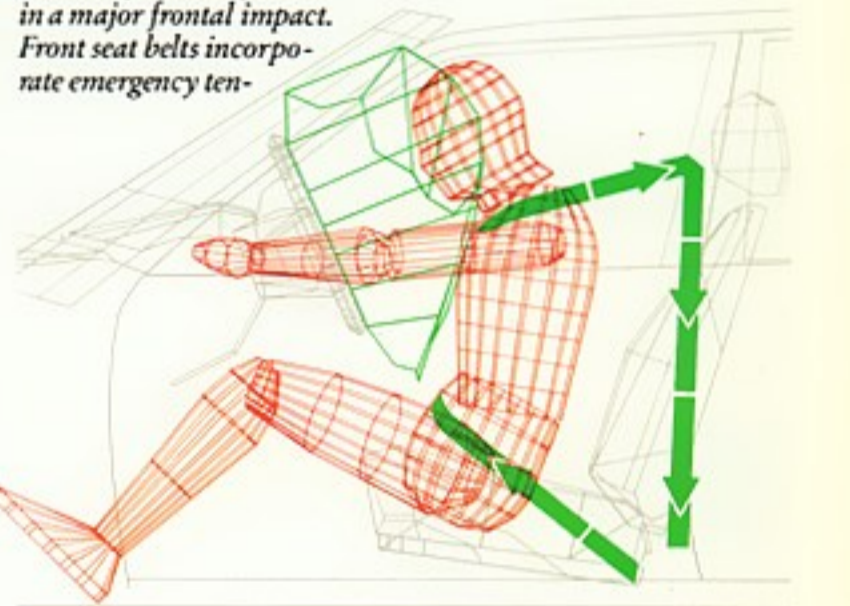


Both the number and quality of amenities are first class. An example is the standard electronic AM and FM stereo radio with cassette player. Radio signal search sensitivity can be set at three levels. The cassette deck features Dolby B[®] noise reduction and chromium dioxide tape capability. Four speakers are standard in all models except the 560 SL, which employs two. The radio is linked to the car's built-in anti-theft alarm system.

The Supplemental Restraint System's driver's-side air bag deploys in a factory test. Set into the steering wheel hub and invisible under normal circumstances, it is meant to deploy a cushion between driver and wheel and then begin deflating the cushion within a fraction of a second in a major frontal impact. Front seat belts incorporate emergency ten-

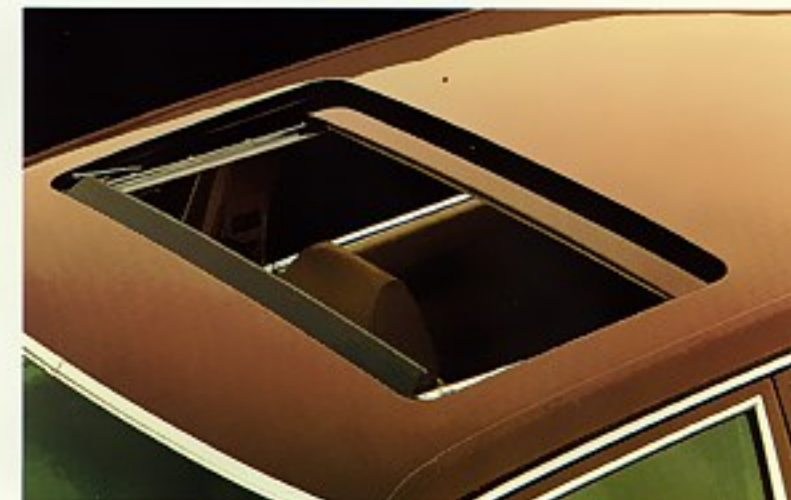
sioning retractors, electronically set to instantly tighten the belts during that same fraction of a second after a major frontal impact when the driver's-side air bag is meant to deploy. They add a vital further reason for always buckling up.

Finally, the cabin of a Mercedes-Benz is a remarkable exercise in safety-mindedness. The Supplemental Restraint System (SRS) described at right and below is standard equipment—but so too are innumerable other vital safety precautions. Yet like almost all those other precautions, SRS is unobtrusive to the point of being nearly unnoticeable until the instant it may be needed. Proving that careful design can reconcile concern for occupant well-being with a desire for comfort. □



Left: Passenger safety is the subject of intensive ongoing research at Daimler-Benz testing facilities. High-speed impact tests, such as the one being readied at left, are documented on film (note powerful lights in background) for later evaluation by engineers.

Below: An electrically powered sliding steel sunroof with rear pop-up feature and a built-in wind deflector is available on all models described in this brochure except the 560 SL Coupe/Roadster.



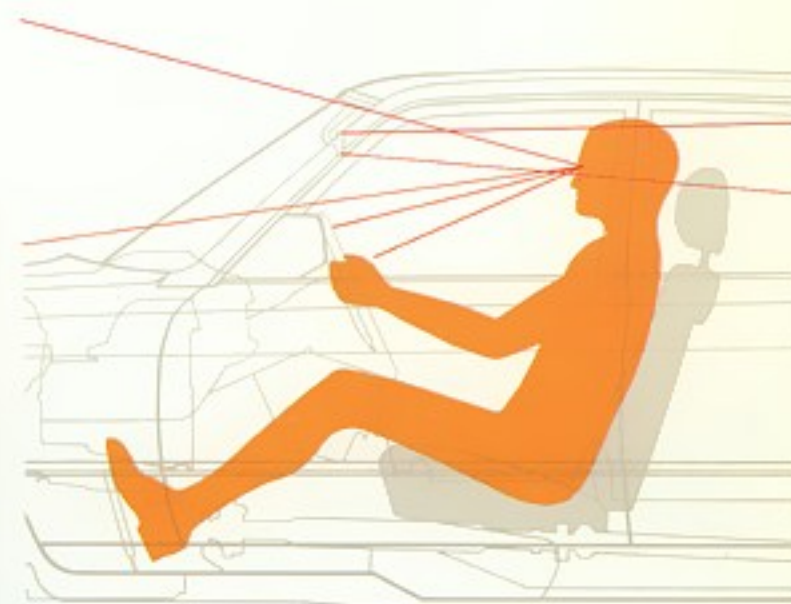
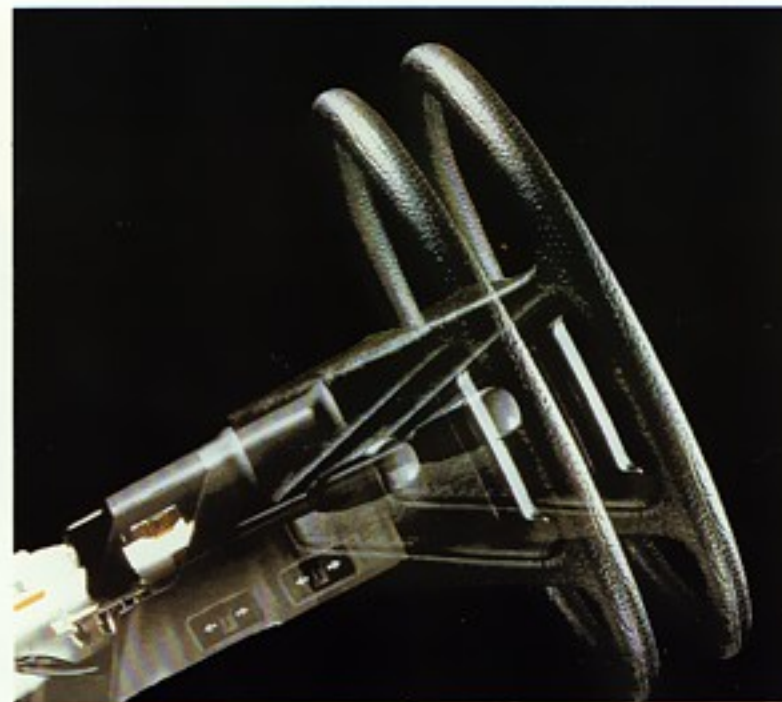
All S-Class sedans and the 560 SEC Coupe are fortified against engine noise by an ingenious second firewall, forward of the main firewall. The space between them harbors heat-sensitive aggregates such as the battery and certain electricals.

A bi-pressure central system is designed to automatically lock all doors, the trunk lid and the fuel-filler port with one twist of a key in the lock of the driver's or front passenger's door, or the trunk. A further security precaution is an anti-theft alarm system, with protection extending to the electronic radio, which would be rendered inoperative if any attempt were made to forcibly remove it.



Today's Mercedes-Benz is such a complex network of integrated technologies that the driver of an S-Class sedan, for example, utilizes over thirty various controls, instruments, gauges and lamps to efficiently operate the car and monitor its running condition. The remarkable aspect of Mercedes-Benz cabin design is how simple and easy—indeed, how pleasurable—the performance of all these tasks has been made. There is perhaps no more user-friendly automotive technology extant today.

As an example, the normally belted-in driver can operate every vital control and absorb every vital piece of running information without any awkward reaching or shifting of position.



When you electrically move the wheel nearer or further away from you in S-Class Sedans and the 560 SEC, the column-mounted multi-function control and cruise control levers move with it.

Ergonomic design helps position the driver efficiently in relation to the steering wheel and other major controls. At Mercedes-Benz, the idea that decorators should dictate cabin design is anathema.

Digital fashionability is dismissed for major instruments in favor of the proven superiority of analog design in quickly and accurately relaying information. The speedometer, tachometer and other vital sources of running information are placed directly below the driver's forward field of vision. Supplementary information, including outside temperature and even engine oil, engine coolant and windshield washer fluid levels, is provided clearly by a bank of indicators below the main instruments.



The automatic shift lever is a centrally mounted, manual-style fixture that moves through a stepped gate that lets you change gears by feel.



A maneuver performed on the track dramatizes a prime motivating factor in the efficiency-first Mercedes-Benz philosophy of interior design: in a vehicle moving at upwards of 80 feet per second, when prompt driver reaction and response can be critical, there is simply no time for confusion or imprecision in operation of the driving controls. It is a philosophy Mercedes-Benz shares with designers of racing-car and aircraft cockpits; there also, function and not decoration comes first.



Controls are so carefully designed and placed, with their own individual "feel," that you can operate every one without taking your eyes off the road ahead. Thus, the driver's and co-driver's seat and head restraint adjustment controls in S-Class sedans and the 560 SEC are tiny models of seats and head restraints, complete with memory feature, set into the door panels. To change position you simply push the corresponding part of the model and your own seat or head restraint moves accordingly.

Meanwhile, you can electrically reposition the steering wheel (and all column-mounted controls along with it) through two inches of fore-and-aft range by touch, as you drive, in all S-Class sedans and the 560 SEC. A two-position "memory" feature allows

Note that the rear-vision mirror is set to detach from its base under 16 lbs. of pressure.

Mercedes-Benz cabin design has a simple aim. To simplify the driver's task. To ease his physical and mental burdens. And to make him a more efficient driver as a result. □

Mercedes-Benz engineers insist on a large-diameter steering wheel for an uncamped normal driving attitude. Secondary controls are grouped on the central console—each control is within easy reach of the driver's right hand.

Right: The driver's seat in a Mercedes-Benz is not merely a place to sit down but a highly sophisticated biomechanical support structure designed to cradle the body and help maintain relaxed alertness even over sustained hours of driving.



The driver's seat foundation is a steel spring core, covered by successive layers of padding. It is not marshmallow soft but firmly supportive. The springs are tuned to help filter out suspension vibrations and oscillations.



you to preset and recall at a touch any two precise combinations of seat, head restraint and steering wheel position you prefer.

Instrument panel design and layout stress ergonomic function over decorative effect. The speedometer and other key driving instruments, with high-contrast white-on-black numerals and orange dials, are hooded and set behind a transparent panel angled downward to help inhibit glare.

The headlamp and other illumination controls are carefully placed at the lower left of the instrument panel where only the driver can reach them while the car is moving. No control knob is sharp or pointed.



To the engineers of Mercedes-Benz, proper driving visibility involves more than a large windshield area. Blade-like channels are designed into the extreme windshield edges, meant to catch rain-water displaced by the wipers and route it upward onto the roof—and away from the side windows. Tiny windshield washer nozzles set into the hood are thermostatically heated, to prevent icing up in winter driving conditions.

Above: Exterior mirrors are set to yield to fore aft impacts. Both driver's and passenger side mirrors are primed to automatically self-heat when outside temperature approaches freezing.

Sedan and coupe and coupe/roadster alike, the body of every Mercedes-Benz described on these pages is a welded steel monocoque or "unit" structure, so called because it makes one rigid unit of what would otherwise be a bolted-together combination of body and frame.

The advantages in saved weight and enhanced strength are compelling. Of greater importance is the central safety precaution that a monocoque structure allows—which Mercedes-Benz developed in 1951 and has incorporated in every passenger car it has built in the 36 years since.

This is the principle of progressive and controlled collapsibility of front and rear body sections in a major impact. The cage-like central body structure where the occupants sit is designed for maximum rigidity; but in a severe frontal or rear collision, the bodywork and structural members fore and aft of it are intended to yield—and in yielding, to absorb a significant amount of kinetic energy before its full force can be transmitted into that passenger shell.

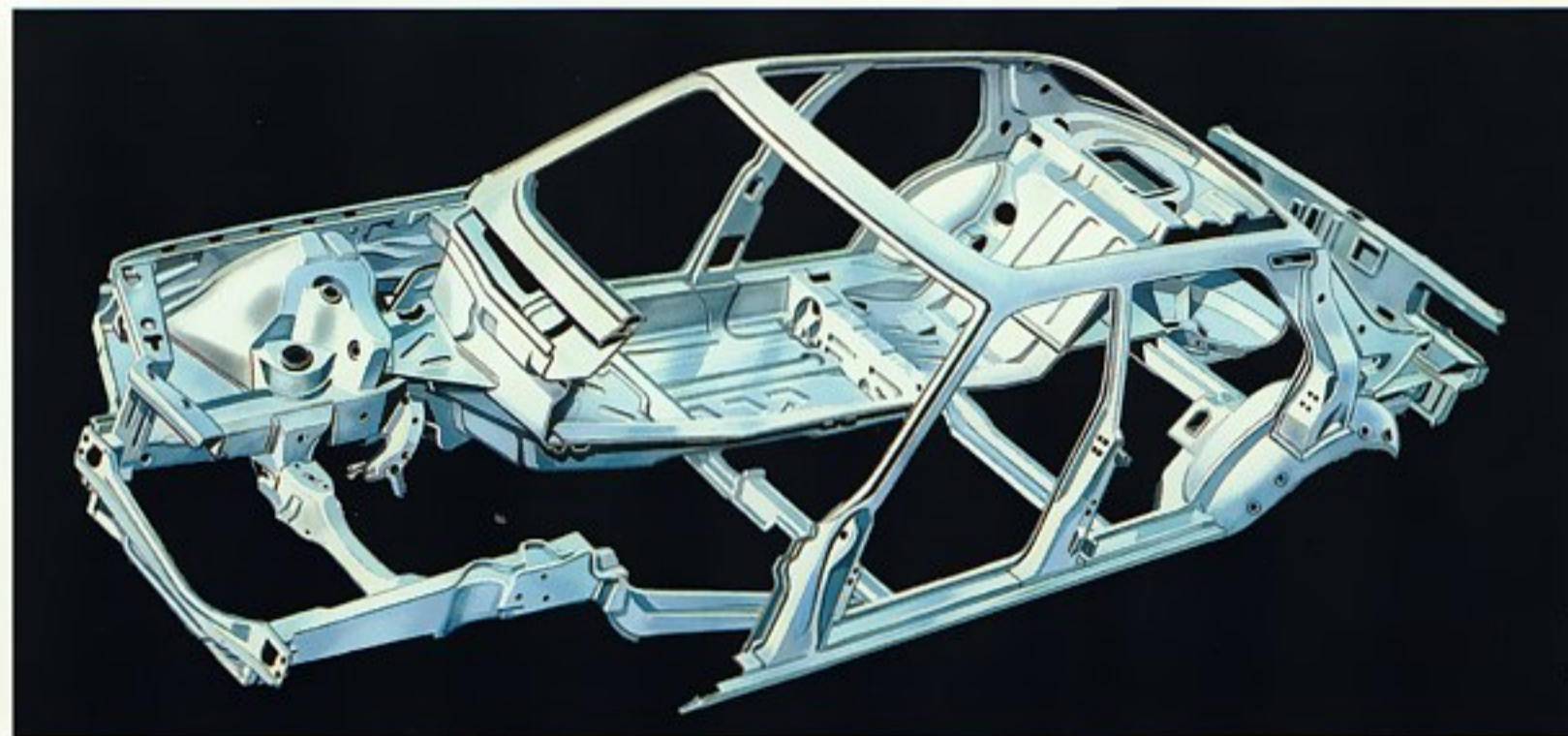
Placement of the fuel tank reflects an equal concern for the effects of a major impact: it is located as far from the rear of the car as possible, deep inboard above the rear axle, flanked by the rear wheels and shielded at strategic points by steel panels.

Windshield and door pillars are designed not simply to support the roof but to help brace it as staunchly as possible in case of a roll-over accident. The body of a Mercedes-Benz is also structurally braced for resistance to side impacts. This critical occupant safety consideration influences not just the design of the doors, but that of the body structure and its frame floor unit.

The 560 SL Coupe/Roadster and 560 SEC Coupe unwind on the test track at Stuttgart-Untertuerkheim. Their sporting nature is complemented by their adherence to Mercedes-Benz standards of strength and durability; their basis is the same sturdy monocoque shell as all other Mercedes-Benz passenger cars.



Long famed for hand-workmanship, Mercedes-Benz was also one of the first practitioners of advanced robotics in the automotive industry. In welding operations like that at left, for example, robots are tireless. And inhumanly precise. Right, detail of roof rail design combining strength and lightness.



Above: Every Mercedes-Benz S-Class body is precision-welded at more than 4,700 individual points, creating a single monocoque structure of formidable torsional rigidity and sheer strength. Numerous different types of steel are used to form a

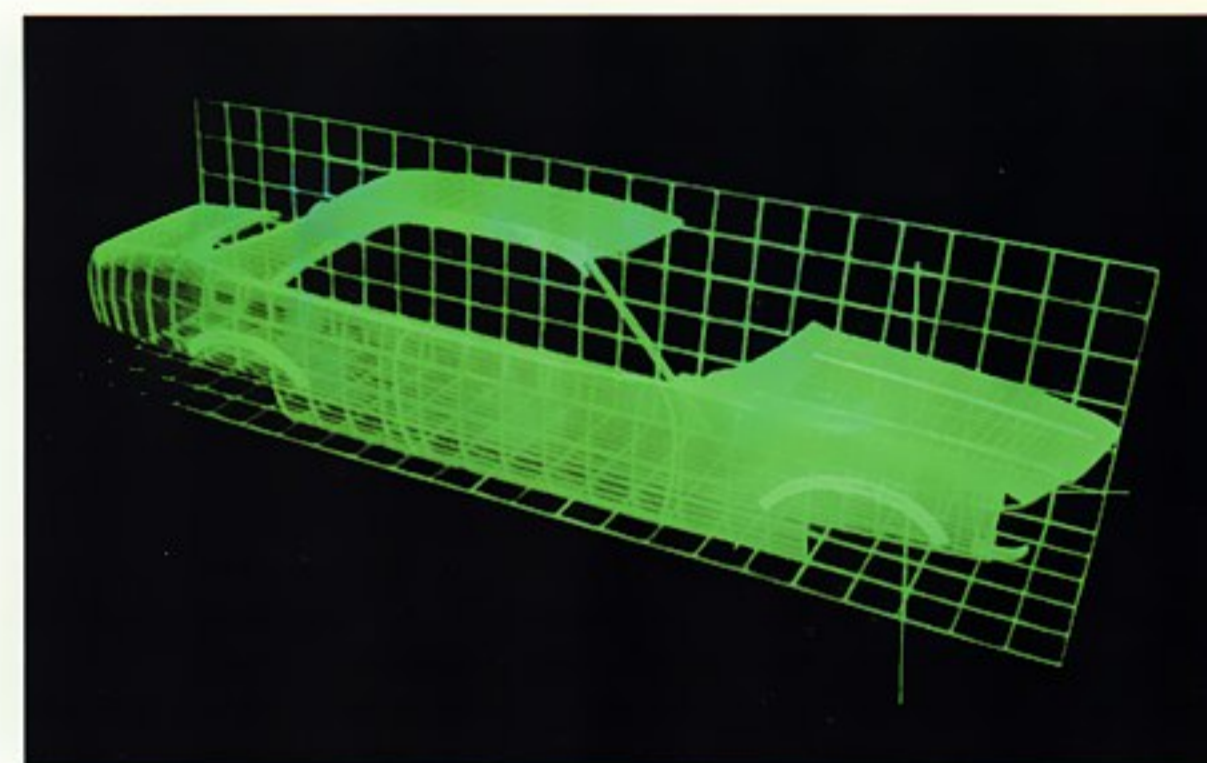
Mercedes-Benz body; almost 11 percent of total body weight is accounted for by HSLA (high-strength/low-alloy) steel—an exotic metallurgical advance, combining remarkable strength with remarkable lightness.



This diligent safety-mindedness extends into virtually every last area of body design. A Mercedes-Benz, from its spring-loaded radiator ornament, to exterior mirrors designed to yield to impacts from fore or aft, to its lack of sharp edges, is designed not only with concern for the safety of its occupants—but for that of pedestrians as well.

Painstaking workmanship is invested in construction and finish of every Mercedes-Benz body. For example, seams and joints in each raw metal body are soldered, leaded and brazed into near invisibility. Burrs and metal blemishes are hand-sanded and ground. Once mounted on the car, every door and deck lid and engine hood is manually checked for precise fit. A man with a brush daubs critical welded seams and surfaces with zinc-rich paint before the car is painted, in the belief that it is never too early to begin taking steps against corrosion. More than 30 pounds of plasticized undercoating is bonded to the car's underside, for the same reason.

Below: Patented in 1951 by Mercedes-Benz and used in every passenger car the company has built for sale ever since, the principle of controlled deformation is meant to make the car's body itself a central element in safety. As shown in this diagram, the front and rear body sections are built to yield to the force of a major impact, absorbing kinetic energy as they collapse—before its full force can be transmitted to the passenger shell within. The same diagram reveals another vital safety precaution: the fuel tank is located as far inboard as possible and away from the rear bumper, almost between the rear wheels. The tank is shielded at strategic points by steel bulkheads. Integrated into the graceful line of the cabin are windshield and door pillars of strength and rigidity.



The discipline of Computer Aided Design (CAD) analysis as shown in the photo above helps Mercedes-Benz engineers to design sculptured surface data of high quality.



Computers and simulators have obviated some of the need for real-world testing procedures connected to the development of Mercedes-Benz automobiles, but the engineers have found no satisfactory substitute for the carefully monitored crash test, using samples from the production line. Left: A new 560 SEC Coupe is sacrificed in a duplication of a frontal impact at highway speed.

Near the final stage of the assembly process, an inspector using a special instrument checks the tolerance of door fittings. At Mercedes-Benz, automation and robotics will always be subject to the ultimate arbiter of the trained eye, the experienced hand, and the judgment of acceptable quality that only the human mind can make.



Aerodynamic efficiency was an integral part of Mercedes-Benz automobile design even before the "aerodynamic look" became an industry fashion. The benefits of working with instead of against the airstream are simply too compelling for functional-minded engineers to ignore.

The bulky, blunt-nosed, turbulence-inducing automobile must expend a high percentage of engine power at cruising speeds, simply bucking the wind. Conversely—an efficient aerodynamic shape helps conserve engine power and thereby helps conserve fuel. At a cost/benefit ratio, in engineering terms, that very favorably compares with such other steps as further reducing vehicle weight or further modifying engine design.

Skillful aerodynamic shaping of a car's exterior contours can sharply reduce running noise—smoothing the airflow over its surfaces to diminish the eddying and turbulence heard as steady howls and shrieks at highway speeds.

A shape that obeys the laws of aerodynamics can also help stabilize the car's straight-line behavior at high speeds and in sudden crosswinds.

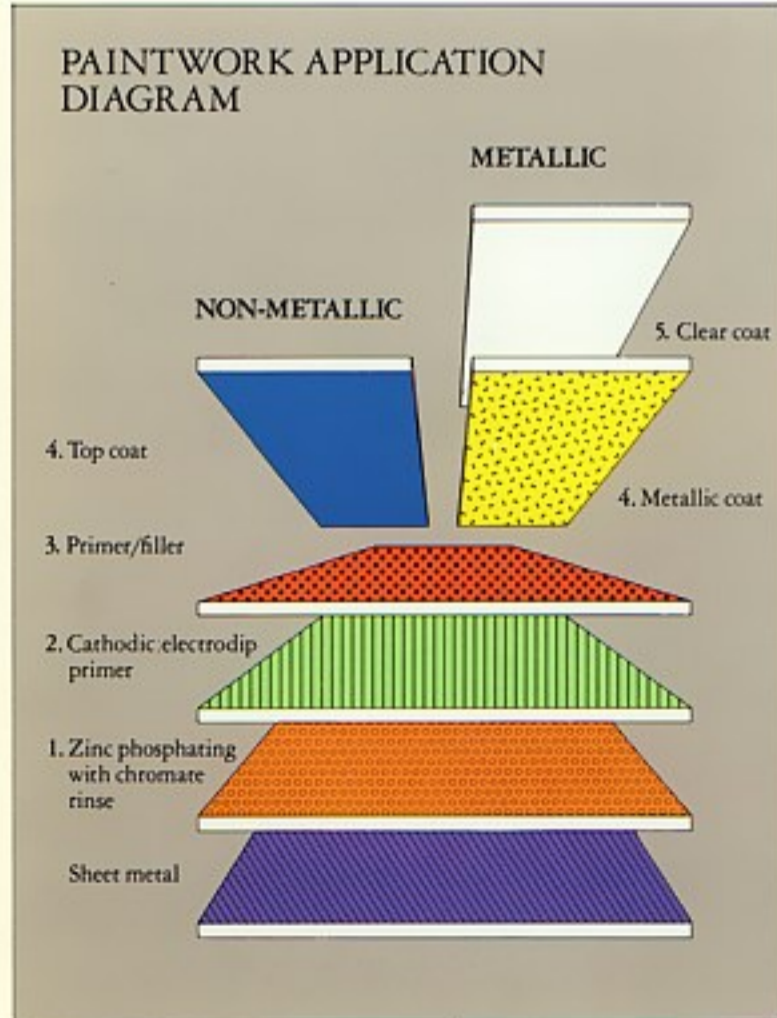


Far left, hand workmanship continues to play an important role in the construction process. Here, a skilled metal worker smooths a raw metal body prior to painting. Left, robot sprays the underside of a car with thick PVC undercoating. Over 30 pounds of this protective material is applied to every Mercedes-Benz.

Right: Dripping icicles, a test car undergoes one of our numerous cold-weather trials in a special freezing chamber. Sold in 170 countries around the world and subjected to virtually every extreme of climate, Mercedes-Benz cars must be designed with such extremes in mind.



Left: The multistep painting process employed on Mercedes-Benz automobiles arguably represents the most advanced such process in the industry today. Below: Prior to painting, the body is zinc-phosphated and dipped in a primer bath. Welded seams are swabbed with corrosion-resistant PVC.



Opposite page: Tail lamp lens on every Mercedes-Benz is deeply ridged—for safety reasons. Recessed areas of the ridges are designed to escape slush and dirt thrown up by air turbulence behind the moving car, thus helping tail lamps to be more visible to following traffic. Foul-weather conditions also guided design of exterior door handles on the 560 SEC Coupe; they are protected by this aerodynamically con-

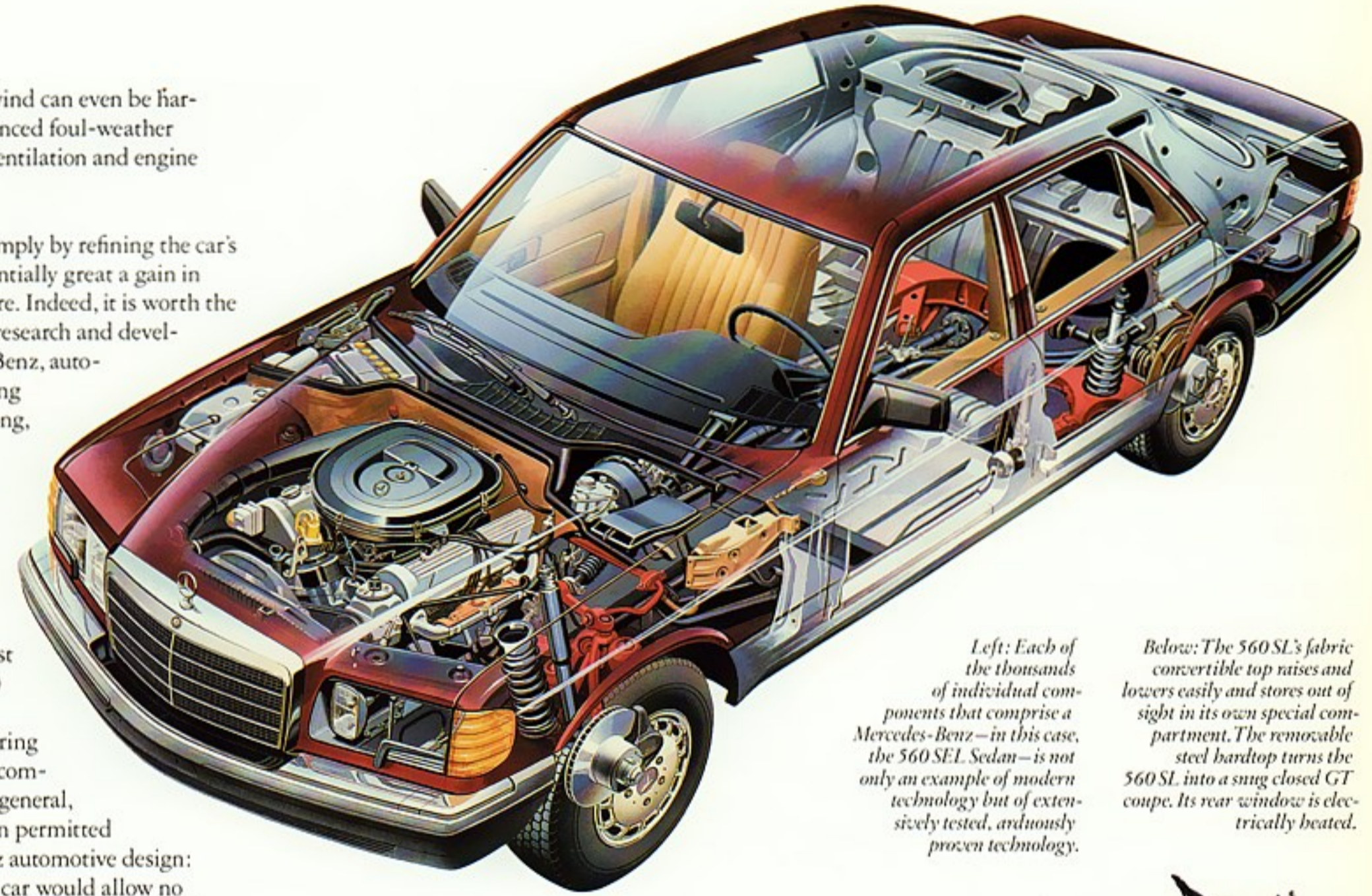
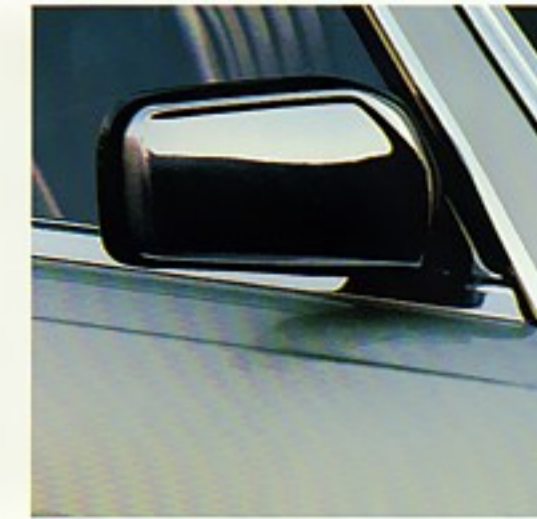
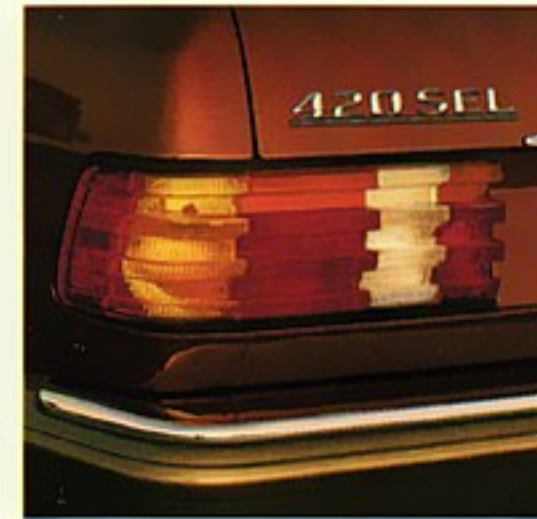
toured guntlet, helping to keep the door handle and its user's hands drier. Right side exterior mirror on this 560 SL—as on all models in this brochure—is electrically driver-adjustable. Exterior mirrors on all models are also designed to automatically begin heating themselves when outside temperatures approach freezing. They are designed to fold away from an impact from in front or behind.

The invisible power of the wind can even be harnessed in the causes of enhanced foul-weather driving visibility, of brake ventilation and engine compartment cooling.

All these benefits, reaped simply by refining the car's exterior shape: it is too potentially great a gain in functional efficiency to ignore. Indeed, it is worth the most diligent aerodynamic research and development. And at Mercedes-Benz, automotive aerodynamics has long received precisely that. So long, in fact, that the European industry's first wind tunnel belonged to Mercedes-Benz. (Today, Mercedes-Benz operates two wind tunnels full-time—one of them, perhaps predictably, the most powerful on the Continent.)

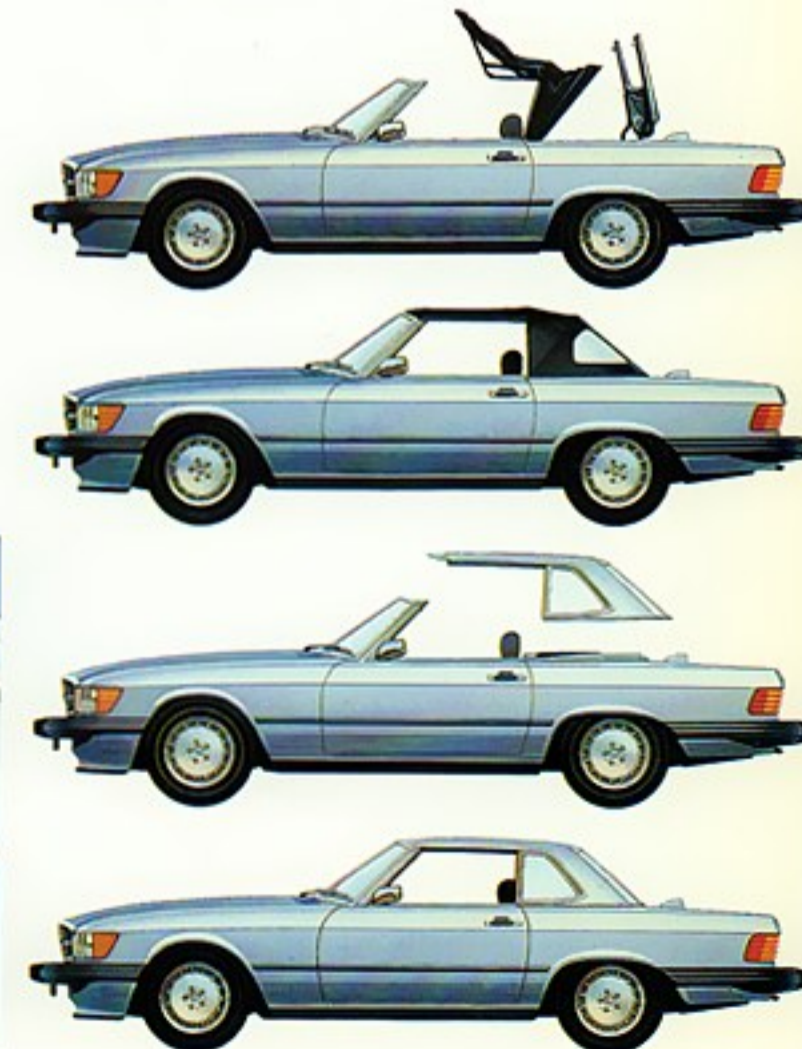
Yet for all its vital bearing on performance and comfort and efficiency in general, aerodynamics has never been permitted to dominate Mercedes-Benz automotive design: the ultimately aerodynamic car would allow no headroom; sit too low on the road to be practical; seal off the wheels and impede brake cooling—and otherwise disrupt the balance of virtues that defines a Mercedes-Benz.

Thus, the real Mercedes-Benz achievement in the aerodynamic sphere is measured not by low drag coefficients alone, impressive as these are, but by how little is sacrificed—in practicality, in comfort, in visibility and almost ad infinitum—in realizing them.



Left: Each of the thousands of individual components that comprise a Mercedes-Benz—in this case, the 560 SEL Sedan—is not only an example of modern technology but of extensively tested, ardently proven technology.

Below: The 560 SL's fabric convertible top raises and lowers easily and stores out of sight in its own special compartment. The removable steel hardtop turns the 560 SL into a snug closed GT coupe. Its rear window is electrically heated.



To the engineers of Mercedes-Benz, in brief, it is not enough to be aerodynamically efficient; a car must be aerodynamic, and efficient. It is therefore all the more noteworthy that the models described on these pages rank among the most aerodynamically sophisticated large cars sold in America today. □

Joining the ranks of Mercedes-Benz owners in North America brings you satisfactions beyond the automobile itself. They are not minor ones: in the independent J.D. Power & Associates survey of consumer satisfaction, Mercedes-Benz owners—every year from 1982 through 1985—were found to be more satisfied with their cars than owners of the 28 other makes, imported and domestic, in the survey.

In their day-to-day, real-world experiences, Mercedes-Benz owners have felt themselves to be well served indeed. By their cars and by the support system behind them.

This is not happenstance. Mercedes-Benz believes that continued success rests on retaining the respect and trust of its owners. That this respect and trust attaches not to the car alone but to every experience related to it, from day of purchase to day of trade-in or sale. Thus, making the ownership experience as satisfactory as possible—in every possible dimension—is not only an intention. It is a necessity. This commitment to owner support begins almost the minute a Mercedes-Benz arrives in North America. It is not simply loaded onto a transporter for delivery to an authorized dealer; it is whisked to a Mercedes-Benz Vehicle Preparation Center—almost an extension of factory facilities and standards, on North American soil—and methodically examined, inspected and adjusted where necessary.



Proof in writing of a commitment to excellence is provided by the Signature Service concept, implemented by many authorized

Mercedes-Benz dealers. The service technician who works on your car vouches for the quality of his work by signing his name. This personal way of backing up pride in workmanship extends throughout every participating dealership.

From the sales consultant in the showroom, to the service technician who performs work on your car, the people of Mercedes-Benz are dedicated to matching the quality

of their efforts with the quality of the automobile itself—and are determined, in the process, to make you the most cared-for owner in the automotive world.



There are 422 authorized Mercedes-Benz dealers strategically located throughout the United States today. Most have been part of the Mercedes-Benz organization for a decade or more; that record of owner satisfaction is directly related to their seasoned understanding of the importance of prompt, efficient, courteous customer service. And their commitment to delivering it.

That commitment takes tangible form. In service departments equipped, in most cases, with factory-approved electronic diagnostic aids and as many as 230 specialized Mercedes-Benz tools. Used by technicians who are trained Mercedes-Benz specialists. (In many authorized dealership service departments today, the technicians' combined Mercedes-Benz experience can be fifty, sixty, as much as one hundred years.)



Authorized dealers benefit from an efficient, computerized nationwide parts distribution system—dealing only in genuine Mercedes-Benz automotive parts.

Service can extend even beyond the dealer's premises and business hours. The unique Mercedes-Benz Roadside Assistance program is like a nationwide

security blanket: should you ever encounter any difficulties on an empty backroad on a rainy Sunday morning, a single toll-free call can bring help. Even if it means sending a trained Mercedes-Benz service technician to your side.

Mercedes-Benz and its authorized dealers, in summary, believe that true owner satisfaction only begins with the purchase of a car. And thus they are committed, not only to the idea of a superb automobile—but to the idea of a superb automobile ownership experience. As you are invited to experience, firsthand.



Authorized Mercedes-Benz service includes the skills of highly trained technicians, specialized in Mercedes-Benz service.

The standard Mercedes-Benz limited new car warranty is perhaps not typical of most cars, but very typical of Mercedes-Benz: it covers four years or fifty thousand miles. And is very long on owner protection, but refreshingly short on ifs, ands or buts. □



Above: You are covered for the first 50,000 miles or 48 months of ownership by a strong limited new-car warranty. Left: In the event that your Mercedes-Benz travels several hundred thousands miles during your period of ownership, Mercedes-Benz would like to know; through your authorized dealer, handsome radiator badges like these are routinely awarded to owners whose cars have documented certain mileage milestones. Demand over the years has been brisk.



Mercedes-Benz Roadside Assistance program offers on-the-phone or on-the-spot service assistance, in 48 states, after normal dealer service hours—on weekends,

even on holidays. One toll-free telephone call initiates this remarkable and very reassuring form of roadside help. See your authorized dealer for further details.

INTRODUCING THE FIVE AUTOMOBILES OF THE S-CLASS FOR 1987



The engineering excellence described on the preceding pages is synthesized in the five Mercedes-Benz S-Class models for 1987—the flagships of the line.

Mercedes-Benz S-Class is presented for 1987, in five distinctively different gasoline and turbodiesel models. Each is comprehensively described and illustrated on the pages that follow. Included are technical specifications, equipment, performance, and a few informative words on the automotive personality of each.

Whichever S-Class model you ultimately choose, you will be driving a flagship example of Mercedes-Benz engineering. An automobile that combines technological advancement, supreme performance,

high driving civilization, and a reassuring level of safety-mindedness, inside and out. For 1987, the S-Class is once again led by the magnificent 560 SEC Coupe, perhaps the most elegant means yet devised for conveying four people. Its sedan counterpart, the 560 SEL, ranks with limousines for comfort, with GT cars for performance—and with no other automobile for sheer range of capabilities. Close behind it comes the 420 SEL Sedan, one of the mightiest four-door automobiles sold in America today.

The classic 560 SL Coupe/Roadster last year became the most powerful SL in history with the fitting of the potent 5.6-liter V-8 gasoline engine that also powers the 560 SEC and 560 SEL. It returns for 1987, its exotic appeal intact. The 300 SDL Turbo Sedan was introduced in mid-year of 1986 to instant acclaim. It is the fastest, smoothest, quietest production diesel automobile ever built—a technological breakthrough that repeals the laws of diesels.

When you have finished reading the pages that follow, you will have a clear idea of which S-Class model best meets your tastes and needs. And a clear understanding of how Mercedes-Benz automobiles are indeed engineered like no other cars in the world.



300 SDL TURBO SEDAN



The first diesel ever to inhabit the majestic 121-inch S-Class wheelbase, the 300 SDL Turbo Sedan blends comfort with extraordinary performance.

In its own quiet and civilized way, the high-performance Mercedes-Benz sedan displayed to the right methodically and one by one repeals all of the laws of diesels.

At 143 horsepower and with a test-track maximum of 119 mph, it obliterates conventional notions of diesel performance with vivid standing-start acceleration and sustained strong torque output. Lending driving substance to the simple statement that the 300 SDL Turbo's six-cylinder, three-liter, turbo-charged engine ranks as the world's most powerful

production diesel passenger car engine ever built for sale. As power has been increased beyond traditional diesel levels, noise—even at idling speeds—has been dramatically decreased. Indeed, most curbside bystanders may never suspect your 300 SDL Turbo to be a diesel at all.

Credit the inherent mechanical balance of that in-line, six-cylinder layout; the design of a diesel engine intended (as in seven main bearings and 12 crankshaft counterweights) to run as smoothly as technology allows; and the acoustic encapsulation system that surrounds it top, sides, rear and bottom within the engine compartment. And literally smothers running noise. This arguably qualifies as the *quietest* diesel automobile yet built for sale.



With its remarkable trap oxidizer technology, the 300 SDL Turbo is also a diesel automobile ingeniously designed to minimize the phenomenon of "diesel smoke."

Nor does this diesel concede anything to any other sedan in terms of pure driving and riding civilization. It ranks not close behind but directly beside the 420 SEL and 560 SEL as one of the automobile world's elite—as a flagship Mercedes-Benz sedan.

Thus the 300 SDL Turbo inhabits the same long 121-inch wheelbase, and enjoys the same smooth riding qualities and the same sumptuous passenger space as its gasoline-powered S-Class counterparts.

There is no letup or compromise in its levels of driver and passenger well-being. This is as comprehensively well equipped and appointed a sedan as the automotive world knows today.

Selected leather hides cover the two bucket-type front seats and the rear bench-type seat, the latter almost five feet in width and affording a maximum of three full feet of legroom.

Both front seats and their head restraints are electrically adjustable via controls shaped like tiny seats and set into the adjacent door panels. A "memory" feature stores and, at a touch, restores any two favorite seating and head restraint combinations for both front seats. The driver's comfort is further

enhanced by an electrically adjustable steering column integrated into this "memory" feature.

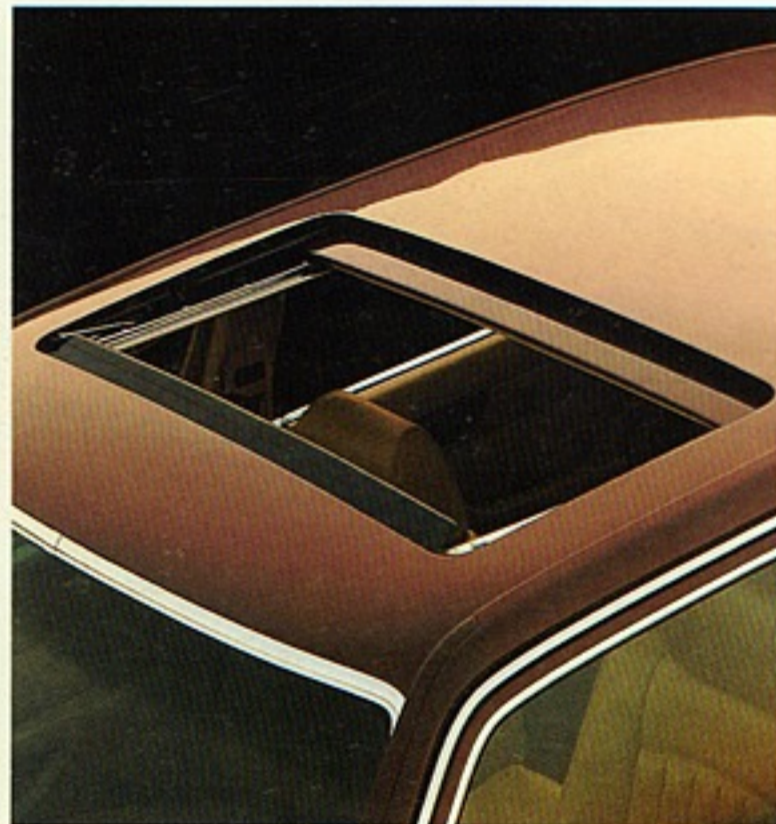
A comprehensive, fully automatic climate control system allows you to set your preferred interior temperature and can then maintain it, year-round. Cabin ventilation extends to a separate and adjustable outlet for fresh or conditioned air in the rear seat area. With its fan set at high speed, this system can completely exchange cabin air three times per minute.

The 300 SDL's electronic cruise control device is remarkable for its convenience—you can operate it without removing your hands from the wheel—and its operating precision. The normally belted-in driver can operate vital controls without having to lunge out of a normal driving position.

Electric windows, an anti-theft alarm system whose protection extends to the radio, three-point central locking, and an electronic AM and FM stereo radio with cassette player and four well-placed speakers are also standard. An electrically activated sliding sunroof, with rear pop-up feature, is optional—but at no extra cost.

Standard also is the Mercedes-Benz Supplemental Restraint System (SRS), augmenting the primary restraint of three-point seat belts for front occupants with a driver's-side air bag (concealed in the steering wheel hub), driver's-side knee bolster, and emergency tensioning retractors for both front seat belts.

Electrically actuated sliding steel roof is optional—at no extra cost. Below: Perhaps the most rational sedan to inhabit a 121-inch wheelbase.



Right: Hand-finished and fitted Zebrano wood adorns this center console. Climate control can be set once to automatically maintain the interior temperature you prefer, 12 months of the year. The electronic AM and FM stereo radio with cassette player is linked to the car's anti-theft alarm system and is preprogrammed to render itself inoperative if forcibly removed. Far right: Capacious trunk beneath the 300 SDL Turbo's deck lid holds 15.2 cu. ft. of luggage.



Below: Interior volume measures a full 100 cubic feet—space enough for five adults to relax. The car's superb quiet at cruising speeds, abetted by aerodynamic body design and painstaking assembly, almost belies its vigorous over-the-road performance.



Acceleration from zero to 55 mph in under 11 seconds is excellent performance for any car; in this almost two-ton diesel sedan, it is amazing. Far right, opposite page: Substantial car that it is, the 300SDL Turbo slices through curves and switch-backs with balletic grace—a five-passenger sedan of magnificent comfort that is also a true driver's car.



All this civilization is borne over the road in a highly civilized manner. The 300SDL Turbo's balance and agility, its sheer handling competence, almost belie its 17-plus feet of overall length and its substantial 3,835 lbs of weight.

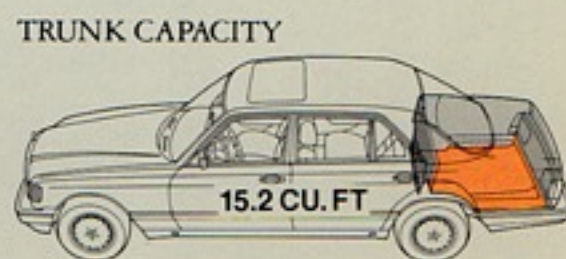
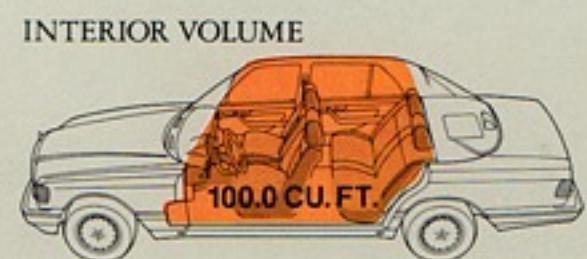
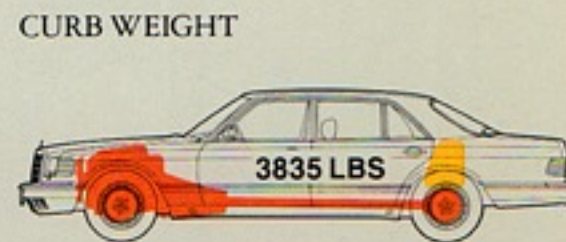
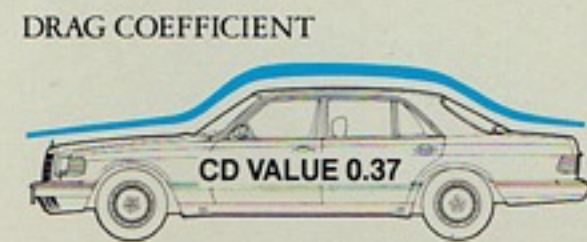
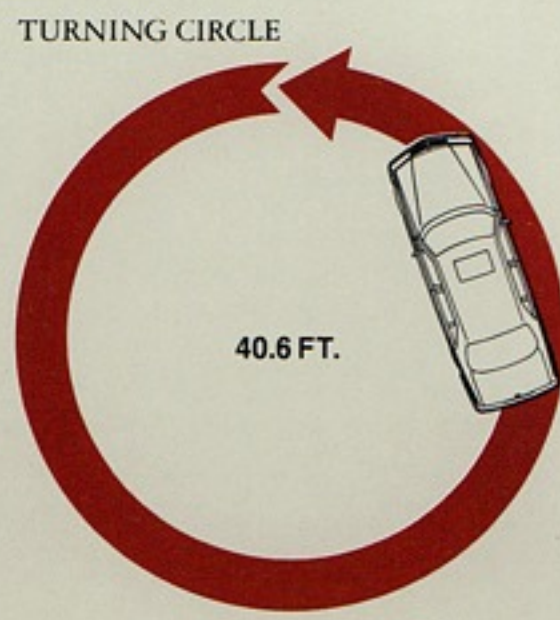
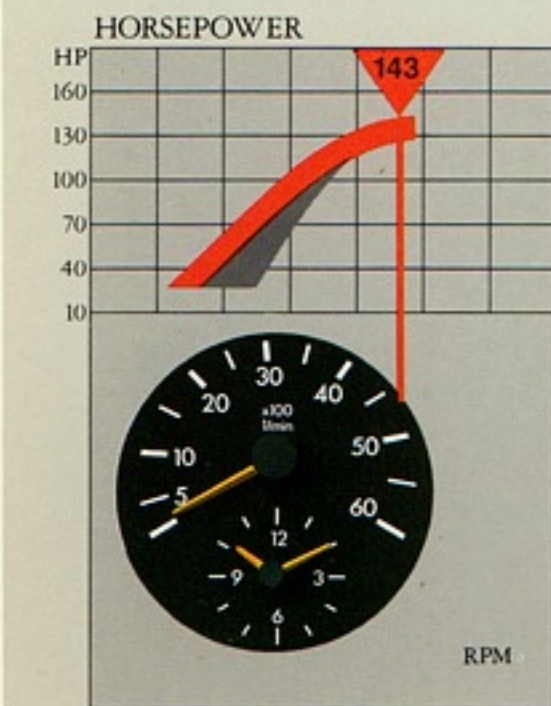
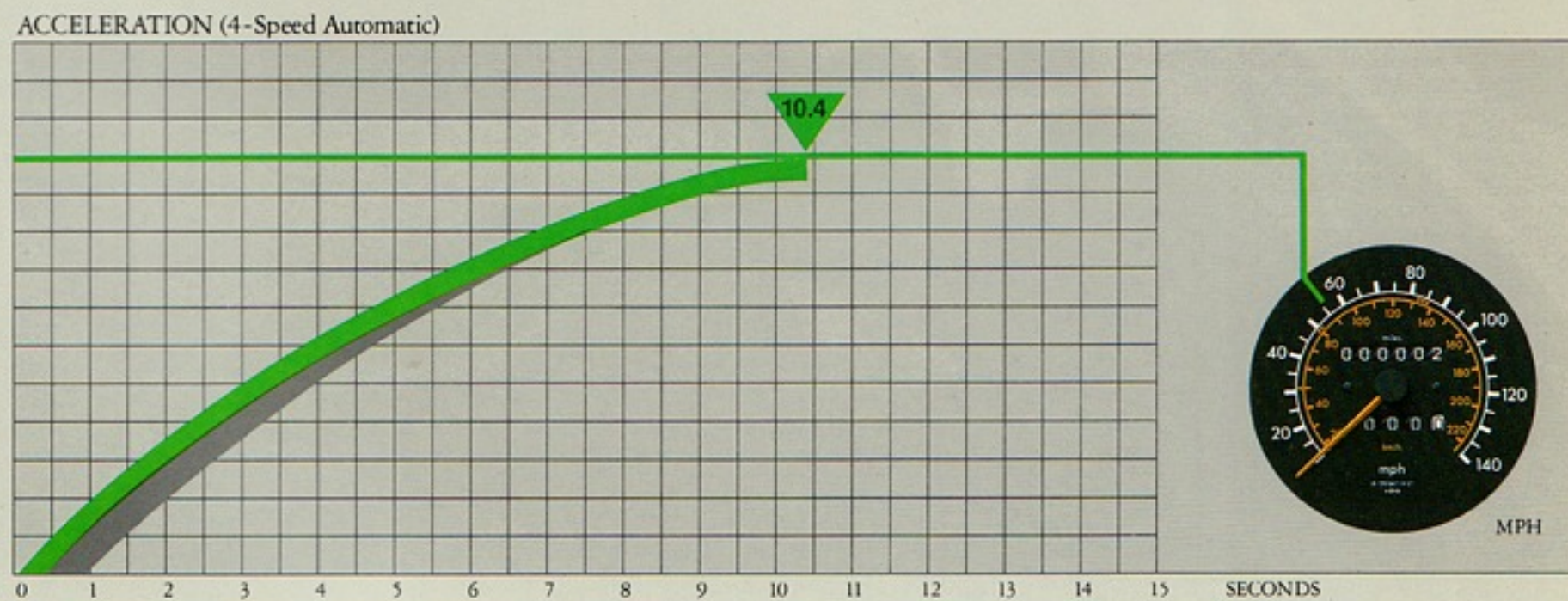
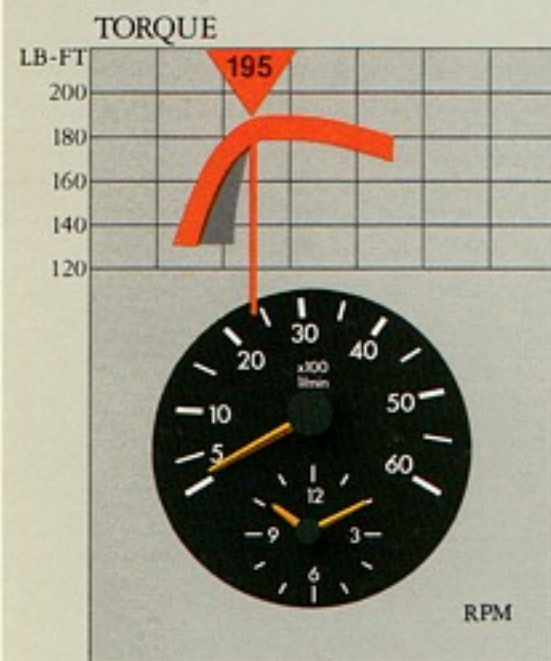
From its cultivated fully independent suspension system, to its 15-inch forged light-alloy wheels and 205 65 R15 tires, to its front and rear anti-sway bars and gas-pressured shock absorbers, this is no wallowing "luxury" sedan but a high-performance Mercedes-Benz sedan. Four disc brakes are linked

to the Mercedes-Benz Anti-lock Braking System (ABS). Wheel lockup in emergency braking is electronically thwarted—helping preserve driver control of the car, even in sudden hard stops on all surfaces.

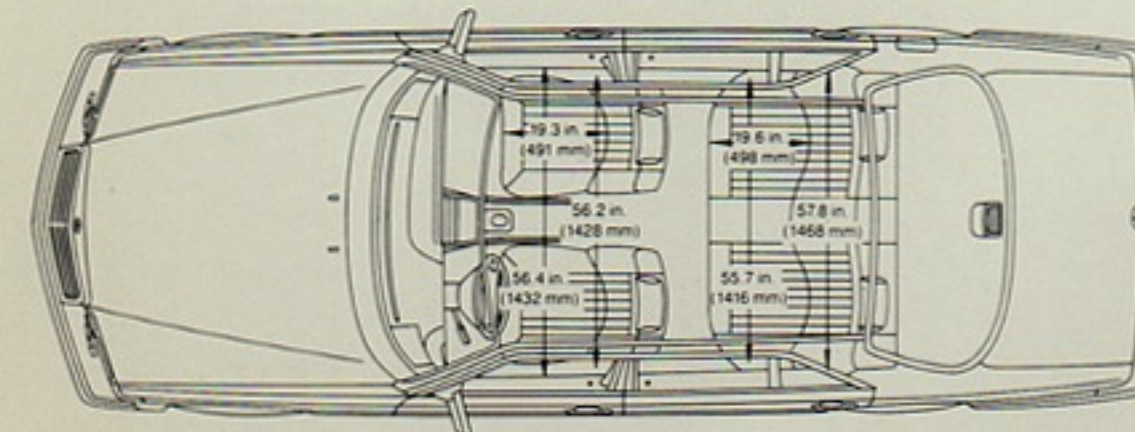
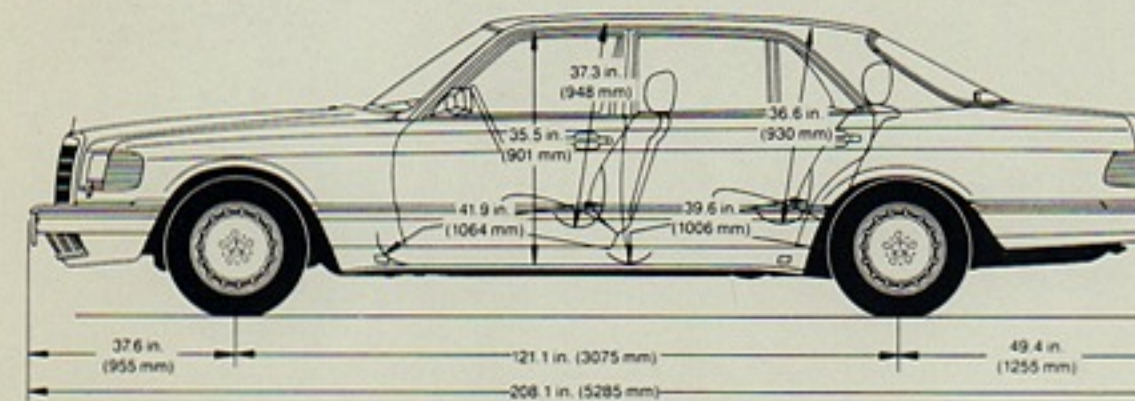
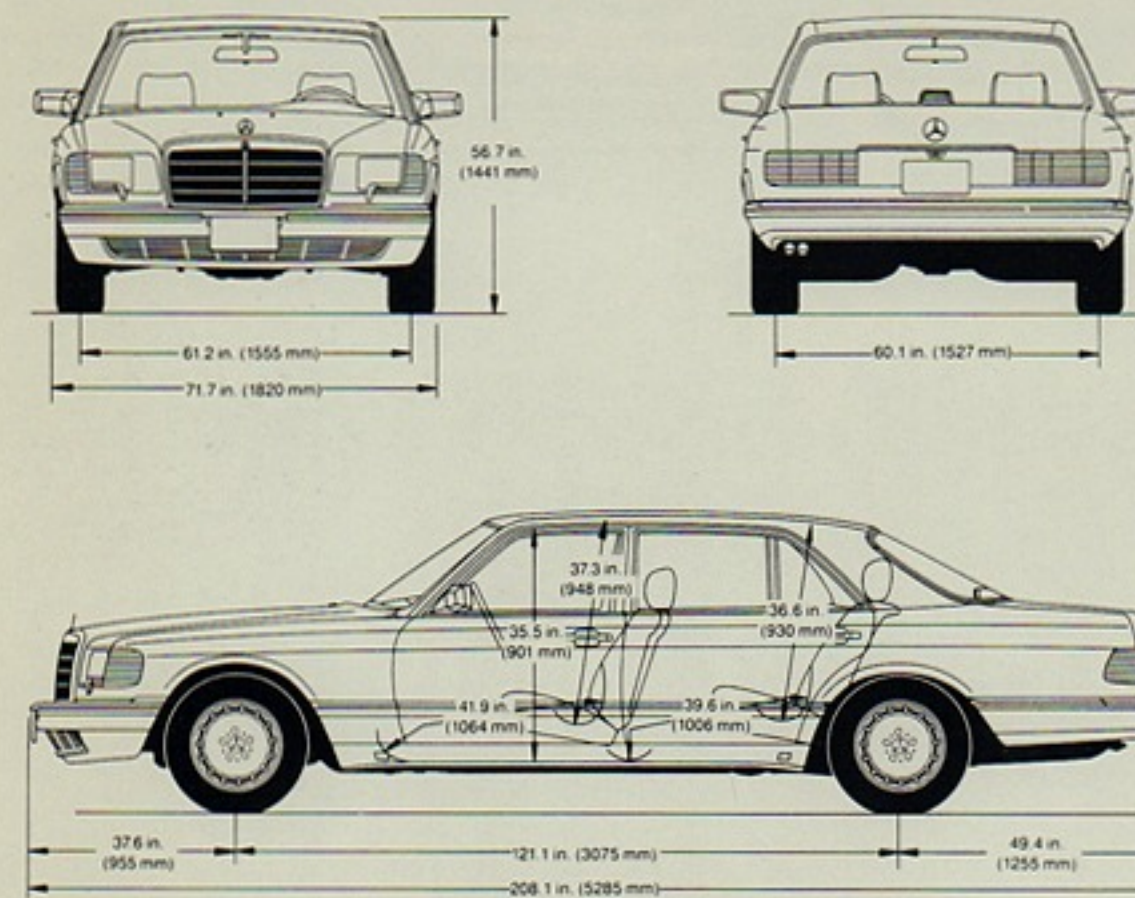
However advanced, the 300SDL Turbo is still a diesel—and delivers the singular virtues of this remarkable form of motive power. Butter-smooth, nearly silent, as powerful as most gasoline automobiles: it is the ultimate tribute to Mercedes-Benz' fifty-one years of dedication to the development and production diesel automobile. □



PERFORMANCE



DIMENSIONS



SPECIFICATIONS

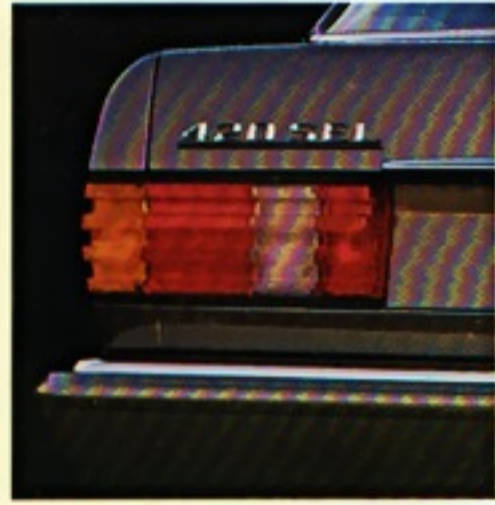
BODY TYPE	4-Door, 5-Passenger Sedan
ENGINE TYPE	3.0 Liter, Turbodiesel, In-Line, 6-Cylinder
NET POWER HP/KW @ RPM	143/107 @ 4600
NET TORQUE LB-FT/N · M @ RPM	195/265 @ 2400
DISPLACEMENT CU. IN./CM ³	182.8/2996
COMPRESSION RATIO	22.0:1
TRANSMISSION	4-Speed Automatic with Torque Converter
REAR AXLE RATIO	2.88:1
FUEL CAPACITY: U.S. GAL.-RES./LTRS.-RES.	23.8-3.3/90-12.5

NOTE: Standards used to determine dimensions and measurements given on this panel are listed on the back cover.

OPTIONAL EQUIPMENT

- Electric sliding sunroof, with rear pop-up feature (no charge)
- Electrically adjustable rear seat
- Electrically heated front and rear seats
- Four-place seating package
- Front seats with electrically operated orthopedic backrests
- Front seats with reinforced springs
- Metallic paint (no charge)
- Upholstery, velour (no charge)

420 SEL SEDAN



Quicker than a mere luxury sedan, more deeply civilized than a sports sedan, the 420 SEL epitomizes the sheer engineering integrity of a Mercedes-Benz sedan.

If there is one driving experience more stimulating than moving over the road in the Mercedes-Benz 420 SEL, it is moving over the road *briskly* in the Mercedes-Benz 420 SEL. Indeed, there may be no more effective way to cloak a passion for high performance in absolute respectability than behind the wheel of this extraordinary sedan.

The 420 SEL is one of the world's more spacious and splendidly appointed sedans, cradling five occupants within a nearly silent sanctum of upholstered leather and Zebrano wood and fine-cut velour. Its

comfort, and its long list of driver and passenger amenities, make it more than a match for the world's most luxurious four-door sedans. But the 420 SEL diverges sharply from conventional luxury sedans the instant all this comfort is set in motion.

For example, it can lift its almost two tons of automotive solidity from a standstill to 55 mph in 7.3 swift seconds. That powerful 4.2-liter V-8 powerplant is engineered to such exalted performance standards that it can keep the 420 SEL smoothly lapping the test track when the speedometer needle is registering 130 mph.

Burly and substantial as it is, the 420 SEL is set on a superbly cultivated fully independent suspension system — complete with front and rear anti-sway bars and forged light-alloy wheels — it feels as balanced and surefooted as most sports cars, even on sports car roads.



And should you ever need to brake hard on such a road, even in the rain, its computerized Anti-lock Braking System (ABS)—linked to its four-wheel disc brake system—is there to help ensure a balanced, surefooted stop.

In sum, the automotive world may have never devised a more discreet way to vent a zeal for serious driving than this mighty Mercedes-Benz flagship sedan—the 420 SEL.

The propulsion unit that moves this moving network of high technology is a 4.2-liter, light-alloy V-8 rated at 201 hp at 5200 rpm and generating 228 lb-ft of torque at 3600 rpm—figures that would not be misplaced in a high-performance sporting machine. The 420 SEL delivers its power strongly and in something close to silence. In passing emergencies, you may be reassured to see the speedometer needle rise so fast with so little pressure on the accelerator pedal.

Fuel is metered to the cylinders by a unique KE III electro-mechanical injection system, a “belt and suspenders” concept that exploits the speed and precision of electronics to fine-tune engine operation—but is essentially mechanical in operation. Blending high efficiency and high reliability.

The 420 SEL exemplifies the disciplined use of electronic technology. There are no flashing dashboard gizmos; electronics are used for more vital purposes. To fine-tune fuel injection and ignition timing. To

activate the ABS system. To trigger deployment of the driver’s-side air bag and front seat belt emergency tensioning retractors of the Supplemental Restraint System (SRS), in the event of a major frontal impact.

Designed to augment the basic restraint of front three-point seat belts, SRS is of course standard equipment in this automobile.

Meanwhile, the 420 SEL’s levels of interior comfort define the difference between merely passing the time en route and actively savoring it.

A 121-inch wheelbase, the longest currently in production by Mercedes-Benz, affords three full feet of legroom in a bench-type rear seat almost five feet wide. Total passenger volume: 100 cu. ft.

Front seats and even the front head restraints are electrically adjustable, as is the fore and aft position of the steering wheel. The driver can program the precise steering wheel, seat and head restraint positions he prefers into an electronic “memory” unit and later recall them with a touch. A similar memory unit serves the co-driver’s seat and head restraint.

Constant cabin temperature will be maintained automatically the year round by the 420 SEL’s fully automatic climate control system; just dial, and set your preferred interior climate once and it will remain constant. You are unlikely to feel that any important driver or passenger amenity is lacking.

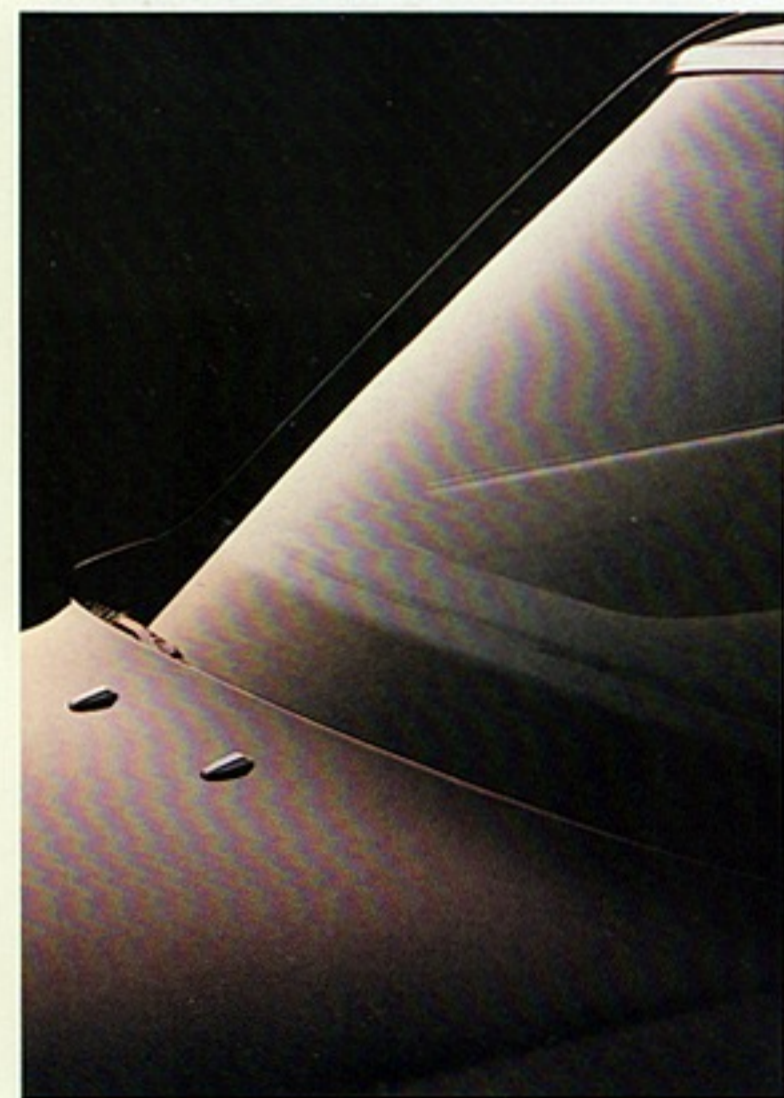
Right: Driver and co-driver occupy sumptuously shaped and deeply padded individual seats, upholstered in leather. Ingenious controls set into adjacent door panels permit precise adjustment of both seats and head restraints. The driver can also adjust the fore-and-aft position of the steering wheel to suit his or her taste. And with a built-in memory feature, can preset and later recall any two preferred combinations of steering wheel, seat and head restraint position.

Below: Exterior rearview mirror is set within a housing aerodynamically shaped to help minimize wind noise—and to divert swirling rain water away from the mirror face. It is hinged to fold away from an impact, not only from ahead but from behind.

Below right: Thick-rimmed steering wheel is designed to provide a clear view of the main driving instruments. Concealed within its hub is the driver’s-side air bag of the Mercedes-Benz Supplemental Restraint System (SRS), which also includes a driver’s-side knee bolster and emergency tensioning retractors for both front seat belts.



Below: Channels set into extreme windshield edges are designed to intercept rain-water displaced by the wipers and route it upward to the roof—and away from the side windows. Below, right: The 420 SEL’s sophisticated fully independent suspension system helps it to lap up smooth roads and all but ignore rough roads. The 420 in its name stands for 4.2 liters and 201 hp of vivid V-8 performance





There are no fewer than six armrests fitted in the interior, including plump, folding ones between the front seats and dividing the rear seat. The driver enjoys a left footrest as well—a real blessing in prolonged highway cruising. There are two conventional large sun visors and a third, smaller central one. Fitted into each of the two large ones is an illuminated vanity mirror.

Meanwhile, the 420SEL is as structurally rigid and as durability-minded as every Mercedes-Benz automobile must be. It is a sedan designed to be as

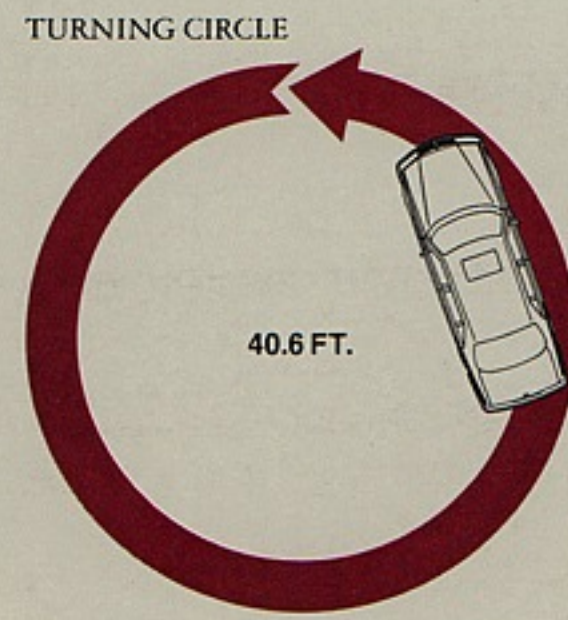
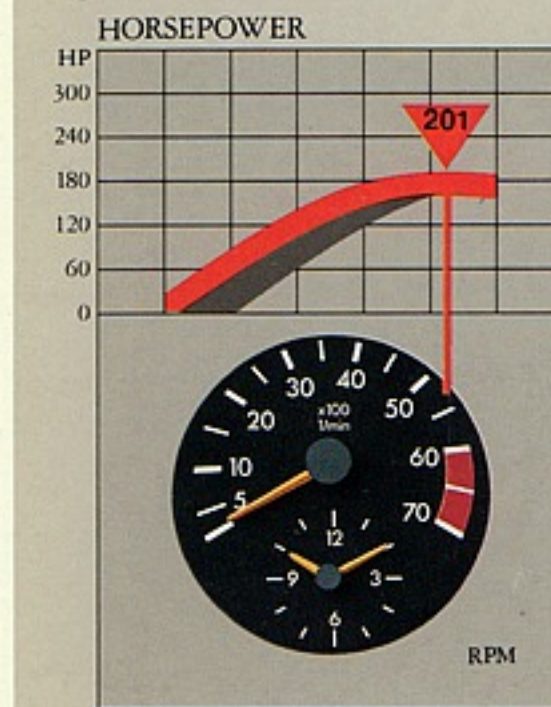
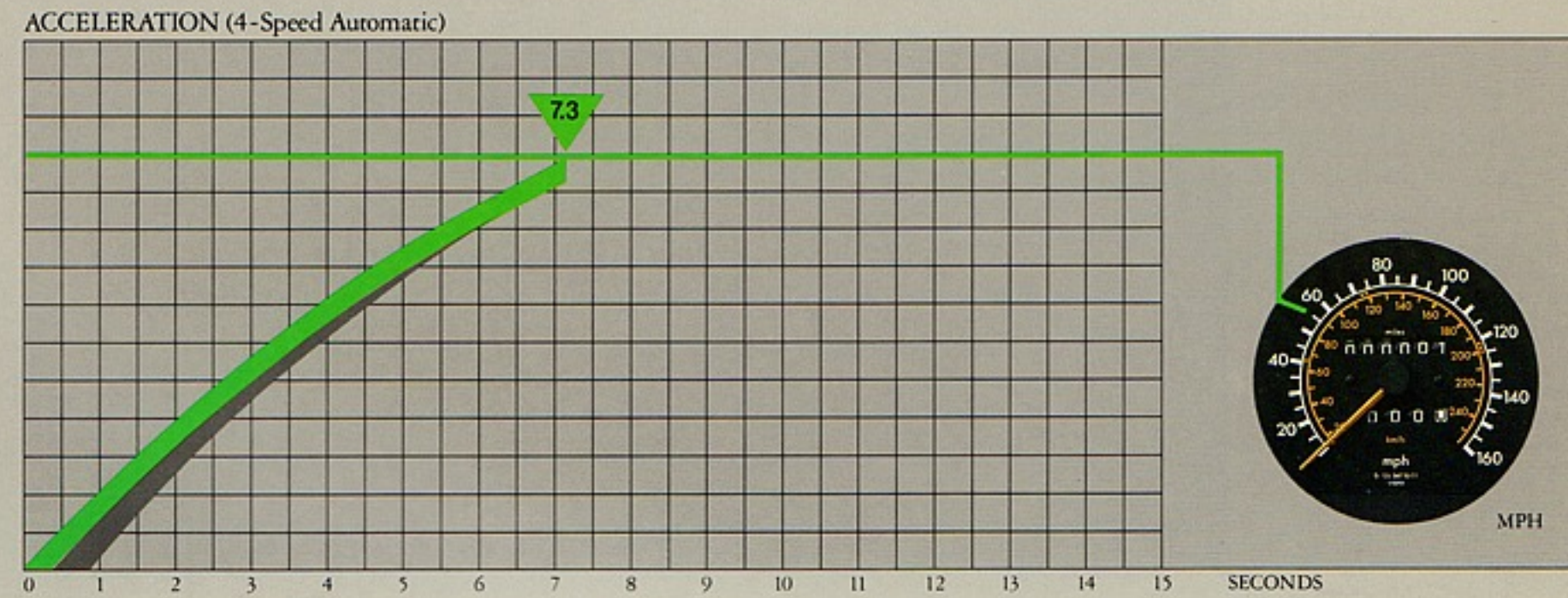
comfortable pounding over the back roads and potholed streets of the world as it is cruising along the Autobahns and Interstates of the world. It makes mere "luxury" sedans seem tame, indeed.

But the 420SEL's most vivid and lasting trait is its pure performance, lending this suave five-passenger sedan a delightful dual personality. In an age when so many high-performance automobiles seem to link a taste for serious driving with a taste for automotive exhibitionism, the 420SEL stands refreshingly—and magnificently—alone. □

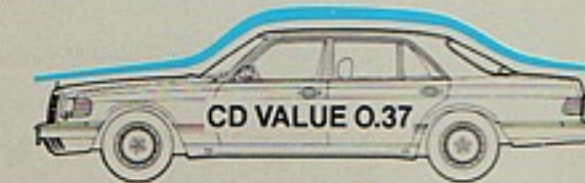


Right: Mercedes-Benz body design is governed by the search for functional efficiency; one result is a striking absence of excess brightwork and decoration; another is a very low 0.37 coefficient of aerodynamic drag. The photo on the page opposite shows the wiper fitted to each halogen headlamp; individual headlamp washers are a further aid to driving visibility in foul weather conditions.

PERFORMANCE



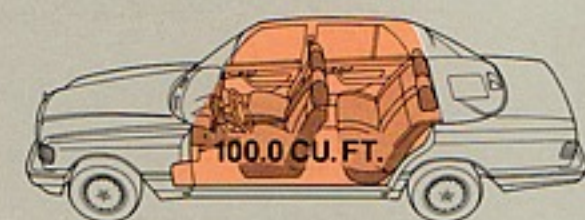
DRAG COEFFICIENT



CURB WEIGHT



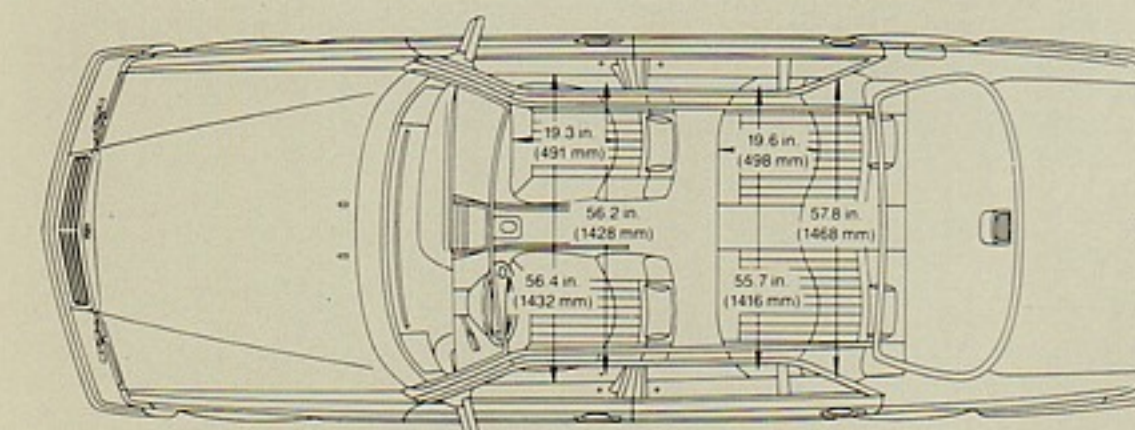
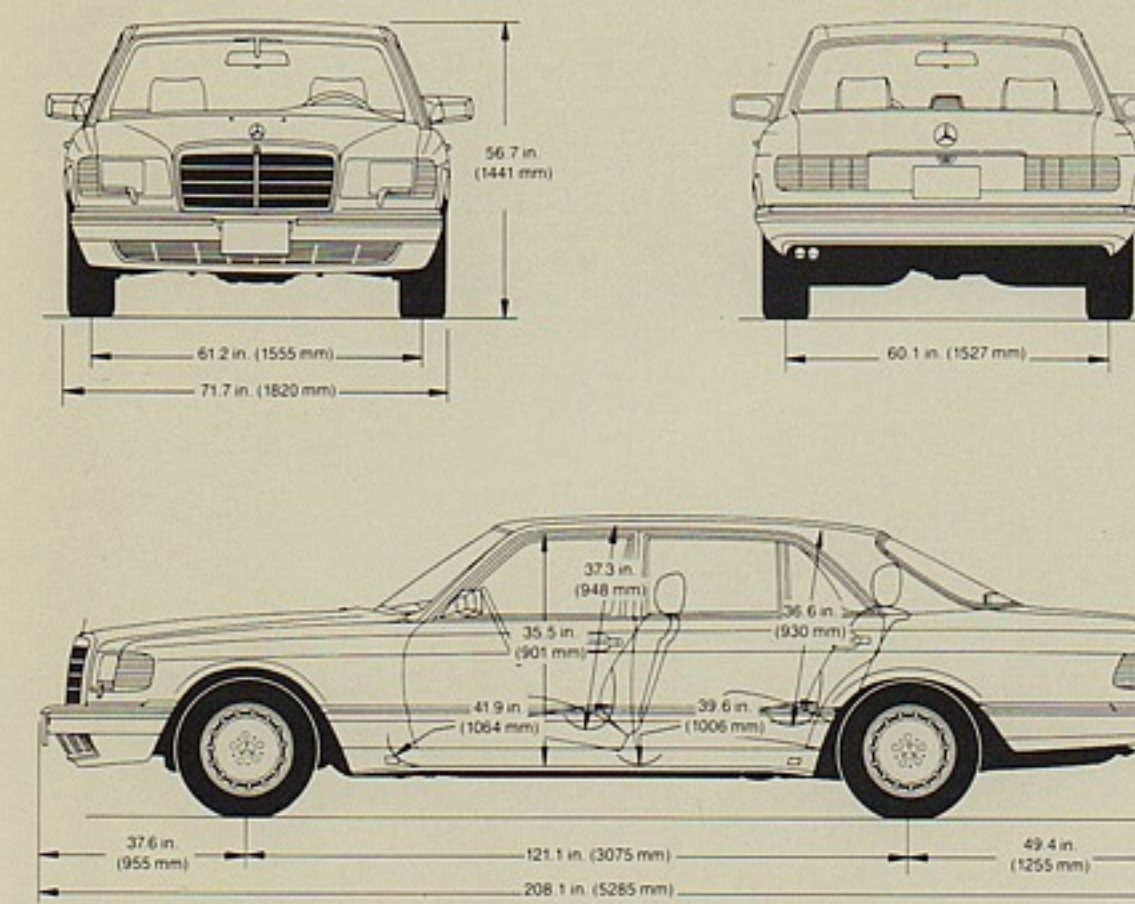
INTERIOR VOLUME



TRUNK CAPACITY



DIMENSIONS



SPECIFICATIONS

BODY TYPE	4-Door, 5-Passenger Sedan
ENGINE TYPE	4.2 Liter, Gasoline, V-8
NET POWER HP/KW @ RPM	201/150 @ 5200
NET TORQUE LB-FT/N · M @ RPM	228/310 @ 3600
DISPLACEMENT CU. IN./CM ³	256.0/4196
COMPRESSION RATIO	9.0:1
TRANSMISSION	4-Speed Automatic with Torque Converter
REAR AXLE RATIO	2.47:1
FUEL CAPACITY U.S. GAL.-RES./LTRS.-RES.	23.8-3.3/90-12.5

NOTE: Standards used to determine dimensions and measurements given on this panel are listed on the back cover.

OPTIONAL EQUIPMENT

- Electric sliding sunroof, with rear pop-up feature (no charge)
- Electrically adjustable rear seat
- Electrically heated front and rear seats
- Four-place seating package
- Front seats with electrically operated orthopedic backrests
- Front seats with reinforced springs
- Limited slip differential
- Metallic paint (no charge)
- Upholstery, velour (no charge)

560 SEL SEDAN



Blending supreme 5.6-liter V-8 power, immaculate roadholding and serene comfort for five, the 560 SEL clearly ranks as the world's most ambitious sedan.

No other Mercedes-Benz sedan moves as quickly or so smoothly over the road, or cossets its occupants in such deep physical and psychological well-being, as the flagship sedan presented at right.

The 560 SEL can be simply defined as the most capable sedan Mercedes-Benz has yet built—the ultimate highway car, on virtually any highway in the world. The idea of versatility has seldom been associated with the idea of a four-door sedan of the premier rank before—but it is central to this remarkable automobile. Thus, the 560 SEL can serve

with equal distinction as an alternative to the traditional corporate limousine; as a high-performance touring car; and in the varying roles demanded of a family sedan in the eighties and beyond.

The 560 SEL is mounted on a 120.9-in. wheelbase—creating one of the longest and roomiest layouts of any current production sedan. Its interior dimensions are accordingly very generous; this is a grand five-passenger automobile. Rear-seat legroom, hiproom and headroom are especially notable. Each rear door is more than three feet wide at its widest point, easing entry and exit. The 560 SEL's rear deck lid opens to reveal a generous, flat-floored, carpeted rectangular 15.2-cu. ft. trunk.

At over two tons, this is a substantial automobile—and from its all-welded monocoque steel structure outward, substantially built. But in no sense is it bulky. Its superb fore and aft balance, its lack of excessive front and rear overhang, its cultivated fully independent suspension system and its precise driving controls, make the 560 SEL a gratifyingly maneuverable car.



Generous use is made of rich walnut burl on the 560 SEL's center console and elsewhere in the cabin. Bottom: Clean and elegant exterior design is likely to still look new long after cars styled for fashion have aged.



Serpentine roads are devoured with athletic grace. This is one flagship that will not pitch or wallow through the corner and feels completely unflustered in vigorous driving. Meanwhile, your passengers may be blissfully unaware as to just how briskly you are motoring. The 560 SEL is very quick—and very surefooted on all driving surfaces.

Its heart is a mechanical giant beating in near silence: a 5.6-liter, 238-horsepower light-alloy V-8 engine powerful enough to move this big, burly automobile from zero to 55 mph in little more than seven seconds. In sustained cruising, perhaps only a corporate jet feels smoother.

A torque-compensating rear axle and limited-slip differential help maximize efficient transfer of engine power to the road, while minimizing wheelspin. A hydropneumatic rear axle compensating device helps the 560 SEL stay level riding through differing load capacity conditions.

Braking is by four-wheel discs, with the 11.8-inch-diameter front discs ventilated to better resist heat buildup in sustained hard use. Sudden stops on all surfaces activate the Mercedes-Benz Anti-lock Braking System (ABS), an extraordinary computer-regulated technology designed to help prevent wheel lockup and skidding—and help retain the steering control—in emergency braking.

The 560 SEL inevitably invites comparison with some

of the world's foremost luxury sedans. It helps define this remarkable machine that its designers would most eagerly point not to the "luxury look" of its body—but to the fact that its coefficient of aerodynamic drag is a mere 0.36. And that such functional virtues as aerodynamic efficiency never fall out of style.

Functional design in the service of human efficiency marks the entire interior layout. The Mercedes-Benz divergence from luxury-car norms is clear—and wholeheartedly refreshing.

The instrument panel, the central console and an overhead panel present the driver with a comprehensive battery of almost 30 different functions. So ergonomically intelligent is their design and placement that each can be activated by the normally belted-in driver without awkwardly shifting his or her body in any direction.

Front and rear seats are leather-upholstered, firmly padded and contoured to cradle your body. (An extra-cost option matches coupe-style front bucket seats with twin rear coupe-style bucket seats, individually adjustable by electric controls.) The standard bench-type rear seat glides forward or rearward at the touch of an electric control, simultaneously varying the backrest angle.

Front and rear seats are electrically warmed via individual front and rear rocker switches that allow you to select either of two heat levels.

Right: The cabin of the 560 SEL is fitted with virtually every driver and passenger amenity in the extensive Mercedes-Benz repertoire. Front and rear seats are electrically heated; the rear area affords such thoughtful conveniences as removable foot rests and an adjustable ventilation console. The bench portion of the rear seat and both front seats—and their head restraints—are electrically adjustable, as is the steering wheel.

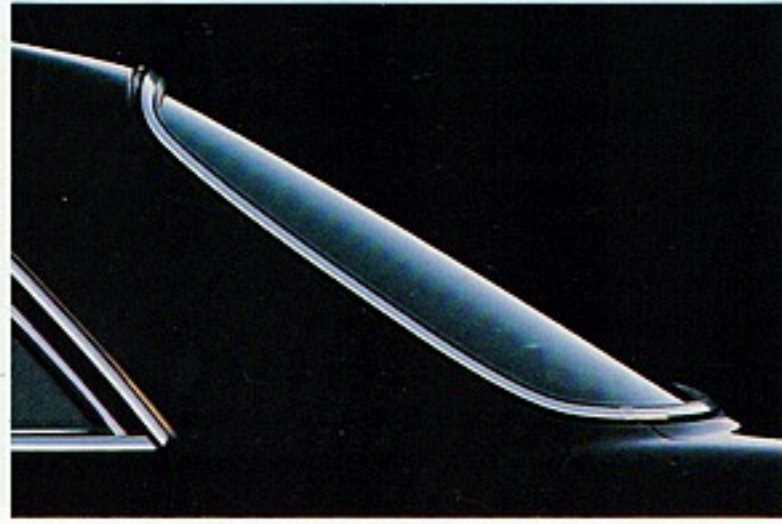


Below: Perhaps the ultimate highway car on virtually any highway in the world. The exalted performance that so suits the 560 SEL sedan for use on the high-speed auto-routes of Europe translates into massive reserves of power and responsiveness in our 55 mph world.



Fore and aft steering wheel position, the front seats and the front seat head restraints are all electrically adjustable to remarkable degrees of precision. A two-position "memory" permits you to store and automatically retrieve the exact combination of positions you favor, should someone have changed them in the interim.

The fully automatic climate control system allows you to set your preferred interior temperature once and then can maintain it automatically, year-round. A separate adjustable outlet serves the rear seat area.



The AM and FM stereo radio with cassette player is a highly sophisticated electronic unit. It is integrated with the car's built-in anti-theft alarm system; further, the radio is programmed to automatically render itself inoperative if forcibly removed.

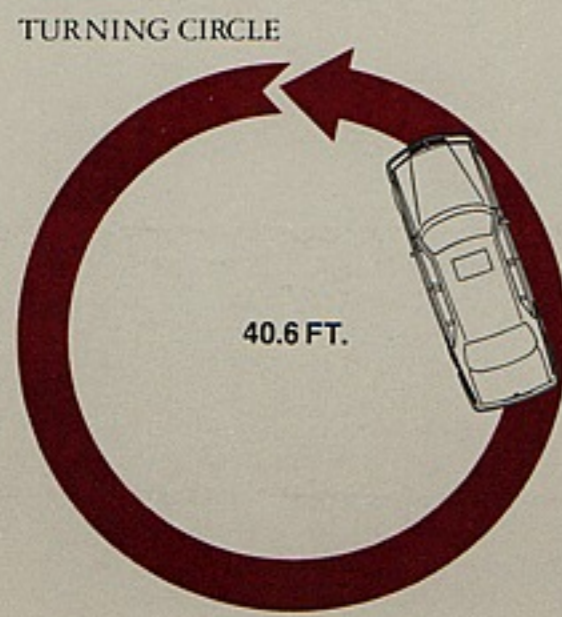
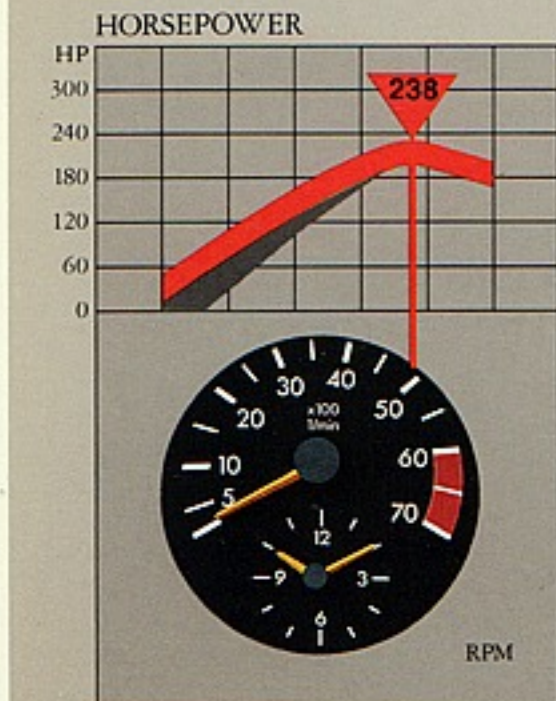
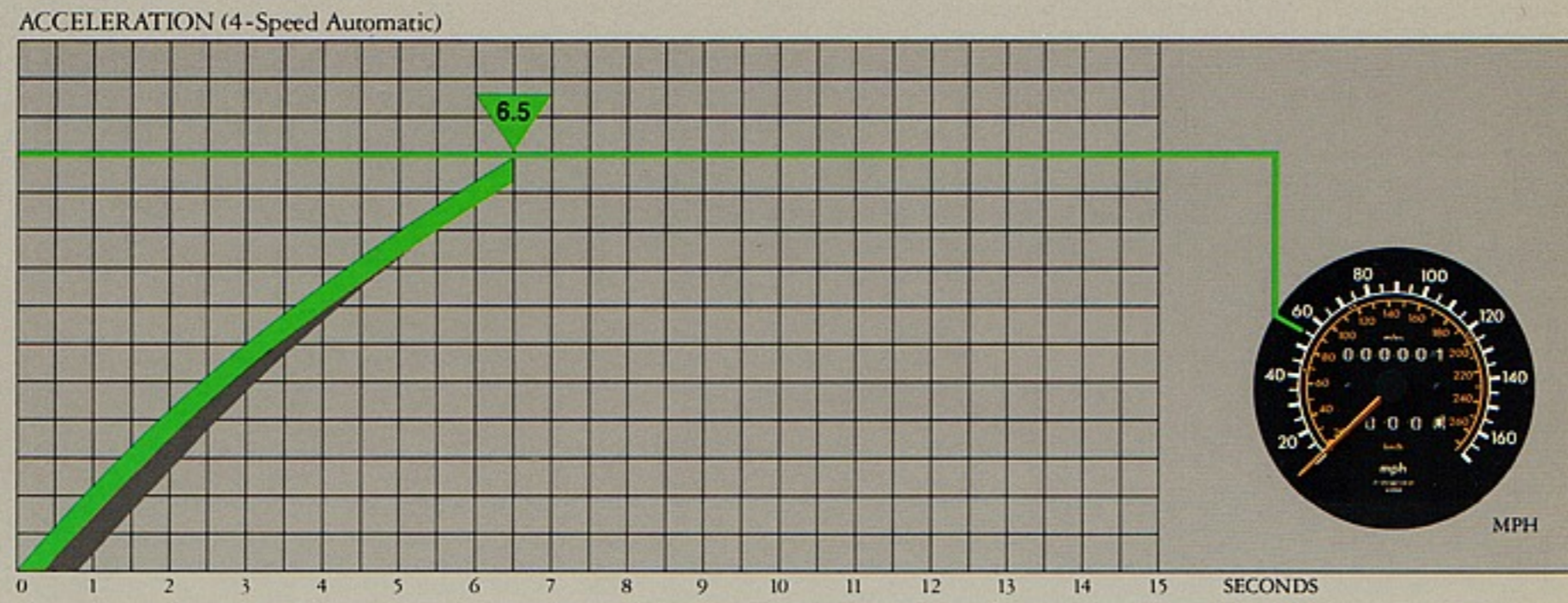
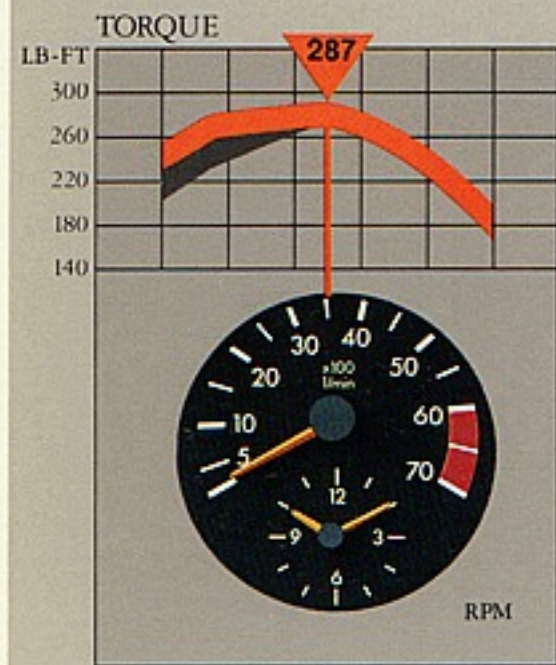
Finally, the Mercedes-Benz Supplemental Restraint System (SRS)—augmenting the basic restraint of front three-point seat belts, incorporating a driver's-side air bag and knee bolster, and emergency tensioning retractors for both front seat belts—is also a standard 560SEL item. □



Right: Front bumper blends into an aerodynamic spoiler, enhancing front end stability at higher cruising speeds. Far right: 560SEL accelerates to 55 mph from a standstill in less than 7 seconds. Opposite page photo: Even the rear window frame serves another vital function—it incorporates special grooves to route rain-water streaming off the roof away from the tail lamps.



PERFORMANCE



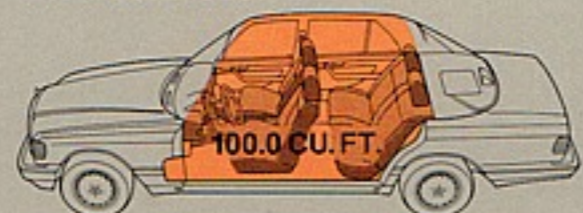
DRAG COEFFICIENT



CURB WEIGHT



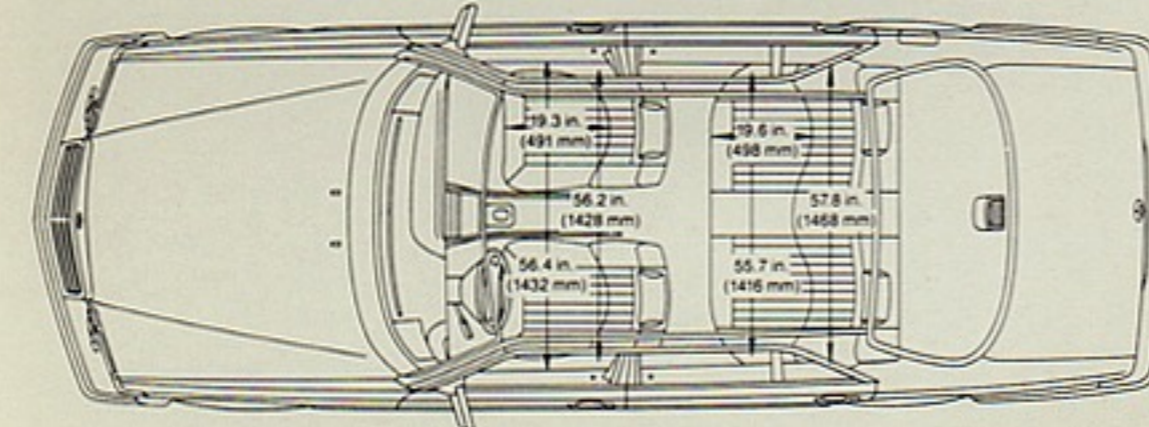
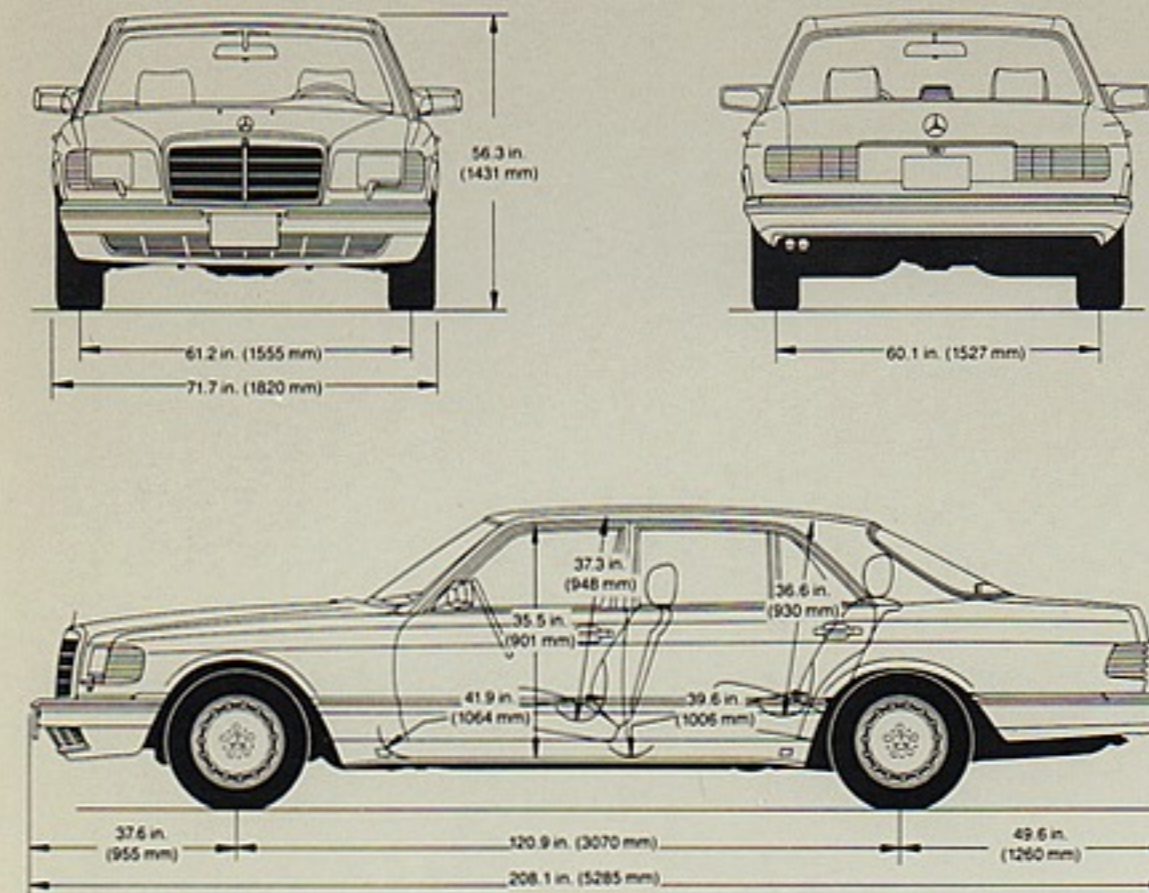
INTERIOR VOLUME



TRUNK CAPACITY



DIMENSIONS



SPECIFICATIONS

BODY TYPE	4-Door, 5-Passenger Sedan
ENGINE TYPE	5.6 Liter, Gasoline, V-8
NET POWER HP/KW @ RPM	238/178 @ 4800
NET TORQUE LB-FT/N · M @ RPM	287/390 @ 3500
DISPLACEMENT CU. IN./CM ³	338.5/5547
COMPRESSION RATIO	9.0:1
TRANSMISSION	4-Speed Automatic with Torque Converter
REAR AXLE RATIO	2.47:1
FUEL CAPACITY U.S. GAL.-RES./LTRS.-RES.	23.8-3.3/90-12.5

NOTE: Standards used to determine dimensions and measurements given on this panel are listed on the back cover.

OPTIONAL EQUIPMENT

- Four-place seating package
- Front seats with reinforced springs
- Front seats with electrically operated orthopedic backrests
- Metallic paint (no charge)
- Upholstery, velour (no charge)

560 SL COUPE/ROADSTER



The Mercedes-Benz of sports cars: the 560 SL combines heart-pounding performance with comfort and solidity. The result is not only unique; it is classic.

Generating a massive 227 horsepower from its 5.6-liter light-alloy V-8 engine, this 560 SL ranks as the mightiest in the series' 33-year history.

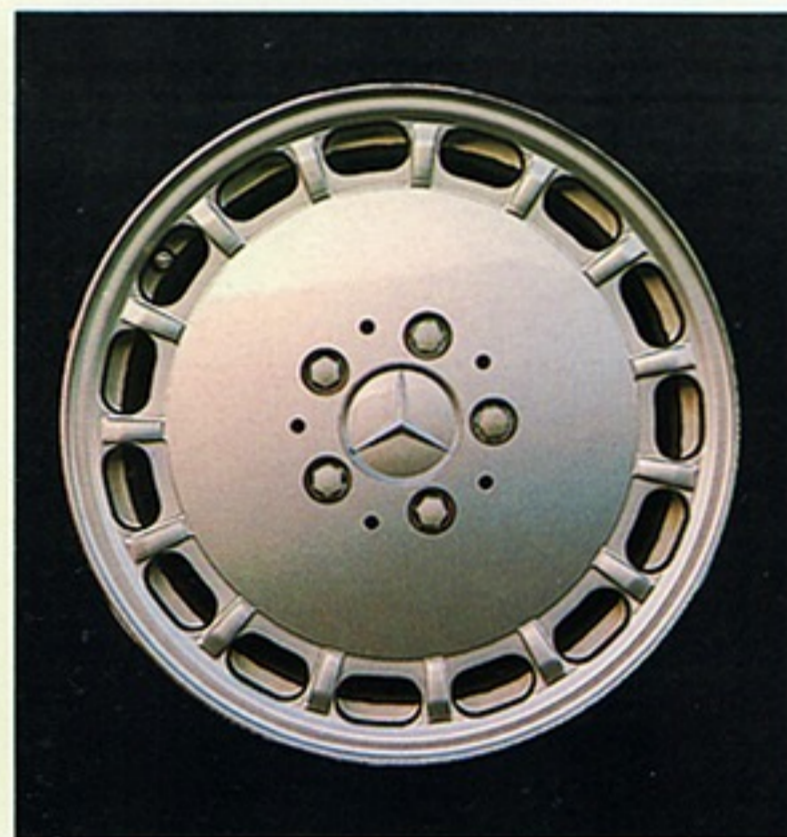
But raw power is not its style. Pressure on the throttle pedal instantly summons a seamlessly smooth and near silent flow of energy; you are as likely to hear the sounds of the tires' road contact as the sound of the engine at cruising speeds. At 55 mph in top gear, the engine is almost lazily revving low in its rpm range.

Yet 227 horsepower is 227 horsepower. The sudden need for passing power musters sudden, stirring torque and horsepower reserves. Combined with that soothing quiet is lightning quickness. But Mercedes-Benz refuses to build mere hot rods; the 560 SL's formidable engine performance is matched by a chassis, suspension and braking system designed to accommodate it.

The car plants itself solidly on the road with a track almost five feet wide. Its chunky 205/65 VR15 tires are mounted on 15-inch light-alloy rims. A taut eight-foot wheelbase and all-independent suspension, with torque-compensating rear axle and a limited-slip differential, help generate impressive power delivery. "For a V-8 engined luxury roadster weighing more than a ton and a half," it has been written of the SL, "it is absurdly agile." Agile enough, according to *Road & Track's* figures, to outperform even the superb Porsche 928S through the pylons in a slalom test.



Below: Forged light-alloy wheels, with aerodynamically smooth disk-like facings and slotted for extra brake cooling, are standard. Below: One advantage of this four-speed automatic transmission is its versatility: you can shift it at will by hand, manual-fashion, using a manual-style lever moving through a stepped gate—and upshifting or downshifting by feel.



Meanwhile, the 560 SL pads over bumps and attenuates the jolts of potholes with supple ease, defying the old dogma that handling maneuverability must certainly exact a cost in the form of riding harshness.

Braking is by four-wheel discs, linked to the Mercedes-Benz Anti-lock Braking System (ABS), a computer-modulated means of preventing wheel lockup—and thus helping the driver retain steering control—in sudden hard braking on all surfaces.

The driving result of all this technological intelligence is perhaps unique in the motoring world today: a close-coupled machine of sporting spirit versatile enough to master sinewy mountain roads, arrow-straight Interstate stretches, and unpaved country lanes with equal ease.

As such, it personifies the traditional definition of a *gran turismo* or grand touring automobile as a car capable of conveying two persons plus luggage on long trips in comfort—at sporting levels of exceptional performance.

The 560 SL's versatility is amplified by the fact that it is, in effect, three grand touring cars in one: you can enjoy that performance in an open roadster, a soft-top convertible coupe, and a hardtop coupe. Raising and lowering the soft top is a simple one-person operation, and it stows out of sight in its own compartment. The metal hardtop fits in place as

snugly as if it were custom made—perhaps because it is. Its glass rear window is electrically defrosted.

The interior is roomy, padded, and sumptuously comfortable. There may be no more livable environment for two in the motoring world today.

You and your passenger are firmly cradled in deep, leather-upholstered bucket seats adjustable even for height. The steering wheel is well positioned for a sporting driving style, and designed to afford a clear view of the speedometer/tachometer directly ahead.



Right: The steel hardtop fits tightly in place to make the 560 SL into a snug closed coupe. The car can be transformed in minutes to a convertible or to a top-down open roadster. Below: Leather-upholstered bucket-type seats are shaped to cradle and support the body over long miles and hours. Legroom measures well over three feet. Electrically operated side windows, a fully automatic climate control system and electronic AM and FM stereo radio with cassette player typify standard equipment. Inclusion of the Supplemental Restraint System (SRS)—including a driver's-side air bag and knee bolster, and emergency tensioning retractors for both front seat belts—typifies the safety-mindedness of Mercedes-Benz.





A sturdy shift knob next to your right leg connects with the four-speed automatic transmission with torque converter. You can leave it in the automatic mode or slip through the gears manual-fashion, via a precisely notched gate that allows crisp and positive shifting.

A fully automatic climate control system, AM and FM stereo radio with cassette player and two speakers, electric windows, electronic cruise control, three-point central locking system and a built-in anti-theft alarm system—extending to the radio—are all

standard. The floor, transmission tunnel and rear storage area are carpeted in plush fine-cut velour.

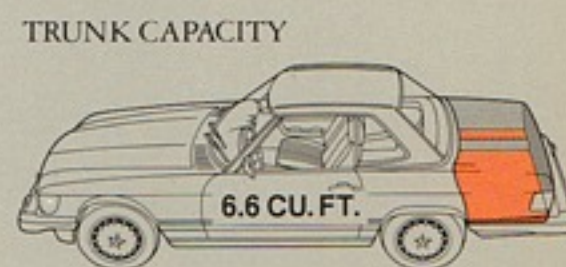
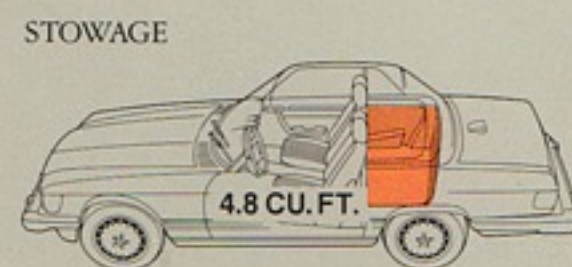
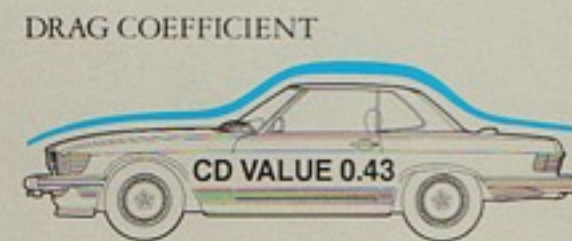
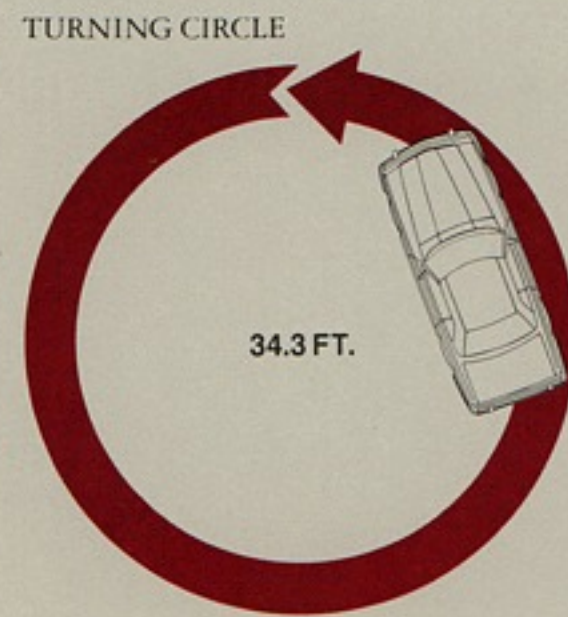
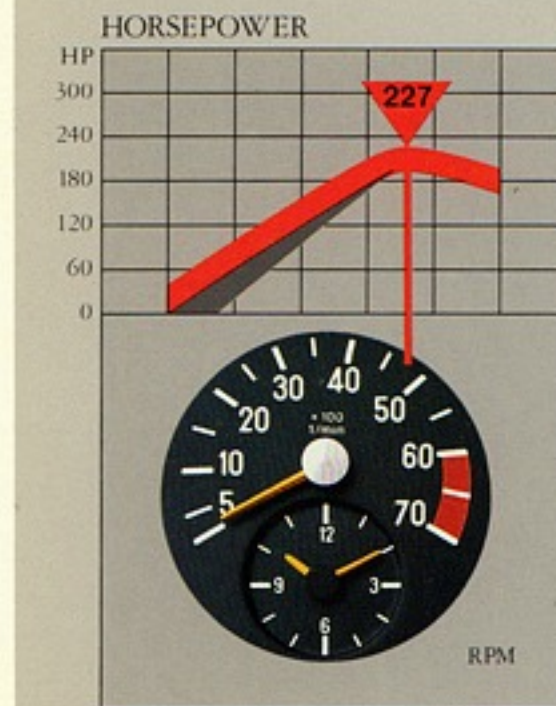
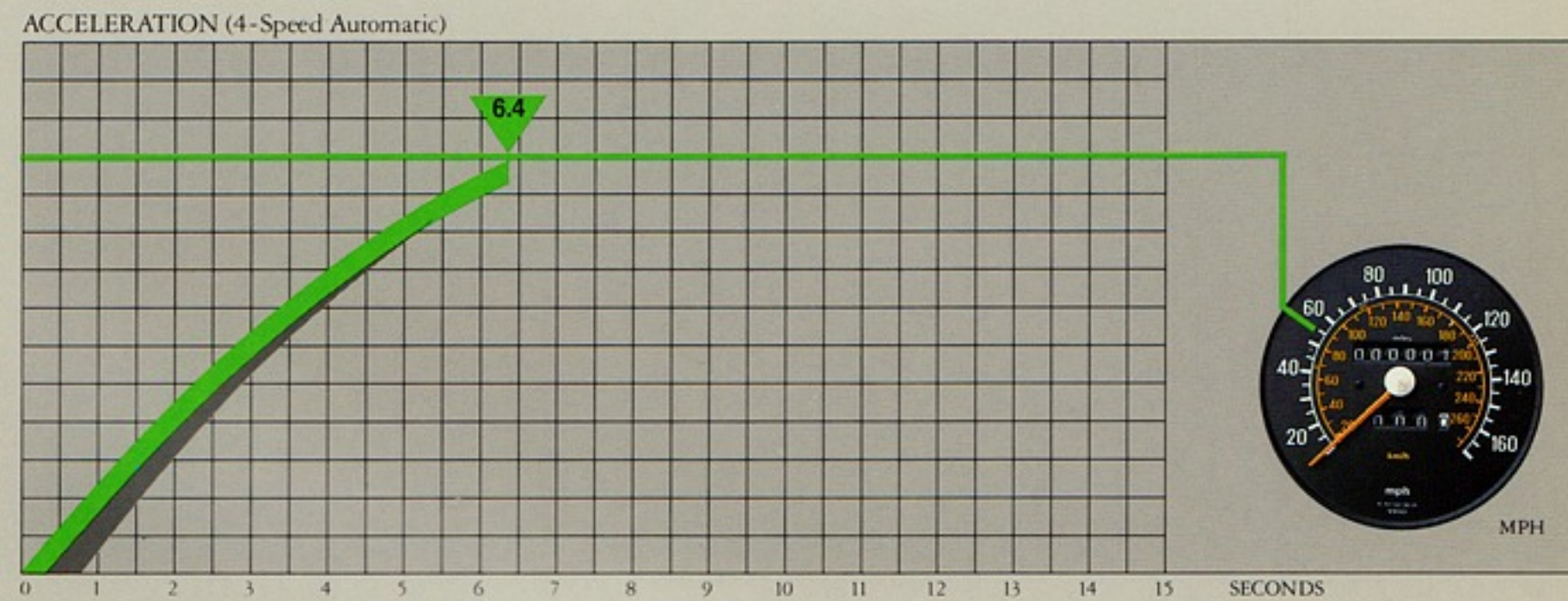
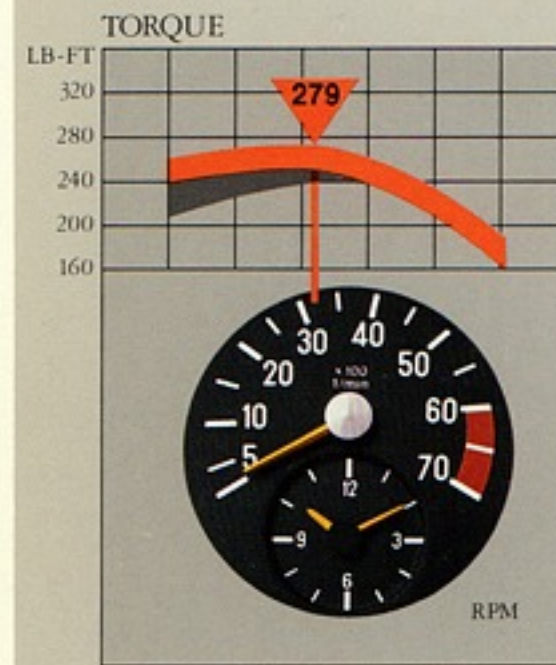
Concealed within the steering wheel hub is an air bag—part of the Mercedes-Benz Supplemental Restraint System (SRS), which also includes a driver's-side knee bolster and emergency tensioning retractors for both seat belts.

Thus, the 560 SL—a fusion of sporting spirit and Mercedes-Benz integrity. And as such, without rival in the automotive world. □

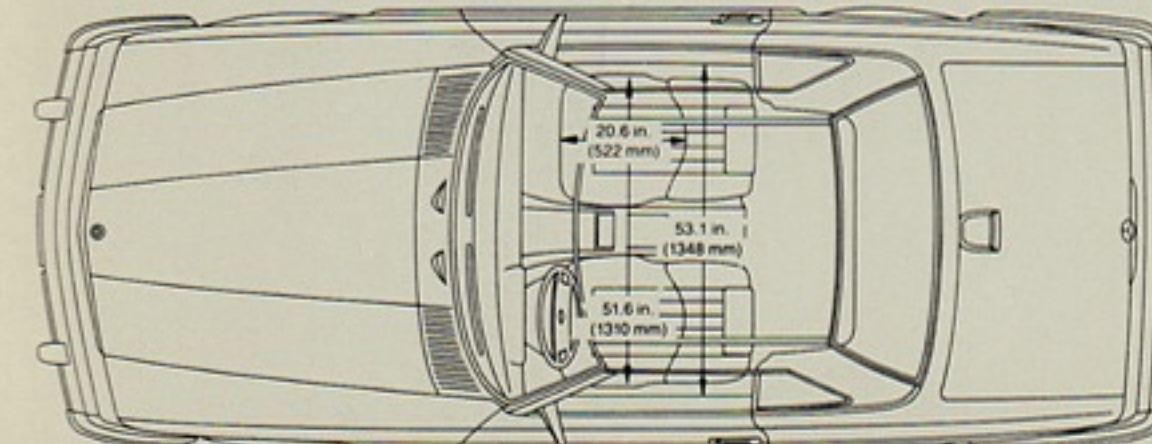
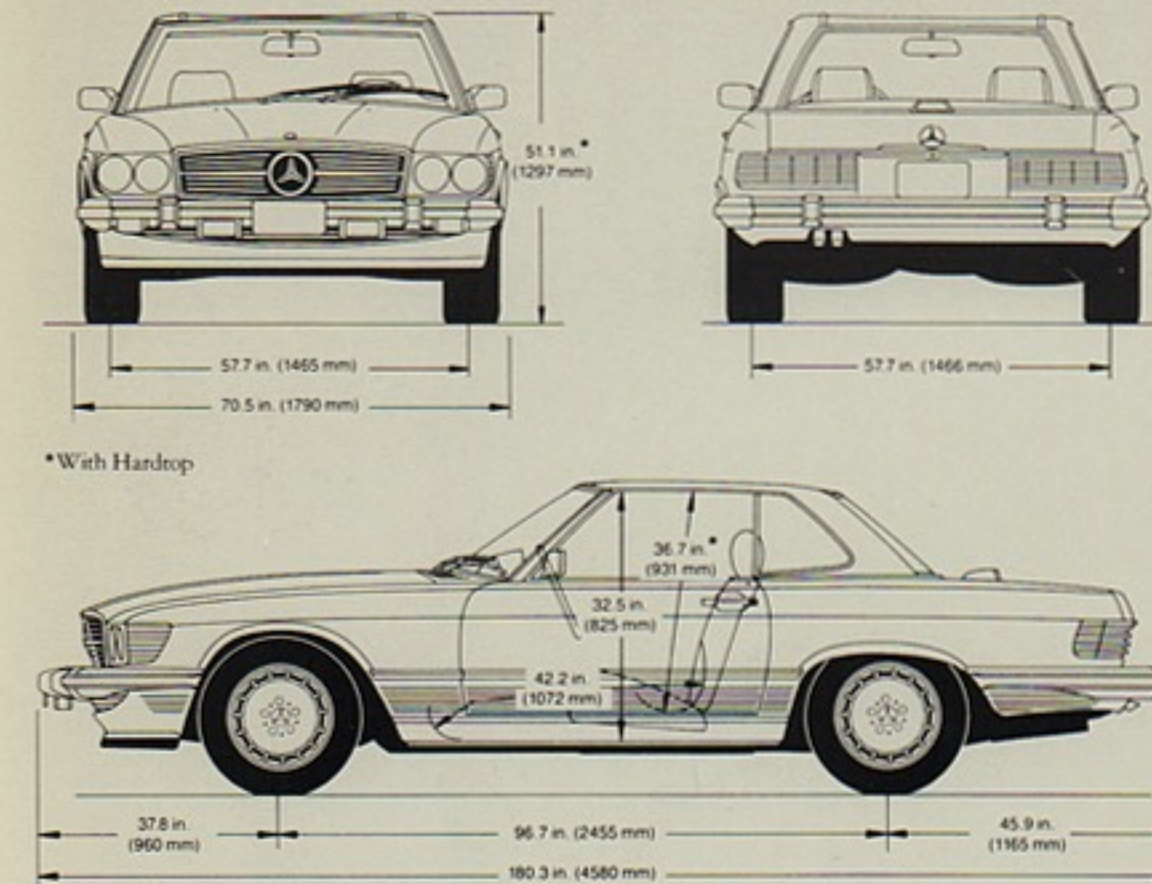


Right: The 560 SL's light-alloy 5.6-liter V-8 generates 227 hp and a test-track maximum of 138 mph, but its turbine-like smoothness may be as impressive as its speed. It is a refreshingly sweet-tempered sporting machine—docile, tractable, as pleasant to run across town as across America. Opposite photo: The most powerful production SL in the 33-year history of the breed.

PERFORMANCE



DIMENSIONS



SPECIFICATIONS

BODY TYPE	2-Door, 2-Passenger Coupe/Roadster
ENGINE	5.6 Liter, Gasoline, V-8
NET POWER HP/KW @ RPM	227/170 @ 4750
NET TORQUE LB-FT/N · M @ RPM	279/380 @ 3250
DISPLACEMENT CU. IN./CM ³	338.5/5547
COMPRESSION RATIO	9.0:1
TRANSMISSION	4-Speed Automatic with Torque Converter
REAR AXLE RATIO	2.47:1
FUEL CAPACITY U.S. GAL.-RES./LTRS.-RES.	22.5-3.0/85-11.5

NOTE: Standards used to determine dimensions and measurements given on this panel are listed on the back cover.

OPTIONAL EQUIPMENT

- Electrically heated seats
- Metallic paint, one-tone (no charge)
- Metallic paint, two-tone (no charge)
- Seats with manually operated orthopedic backrests
- Standard paint, two-tone (no charge)

560 SEC COUPE



The 560 SEC Coupe is a limited-production automobile of seemingly unlimited capabilities; its sporting character is emphasized by an SL-style grille design.

This limited-production sporting coupe is designed to deeply immerse its four occupants in driving civilization. Engineered into the 560 SEC Coupe, in fact, are standards of comfort and quiet and spaciousness virtually indistinguishable from the flagship Mercedes-Benz sedans you have encountered in the preceding pages of this brochure.

But also engineered into this suave two-door coupe is high performance—in every sense of the term: high engine output and response; high handling and roadholding skills; high driving precision; high

braking efficiency, even in extremes. And all that comfort and performance are incorporated into a 3,890-lb. machine engineered to stringent Mercedes-Benz standards of solidity, durability and practicality.

The end result is not only a sporting coupe “of staggering range and versatility,” as *Car and Driver* has defined the SEC, but a sporting coupe unique in the automotive world today.

At 238 horsepower, the 560 SEC's 5.6-liter light-alloy V-8 is one of the most powerful production engines extant. It is perhaps one of the least obtrusive as well—so smoothly well-balanced, so whispery quiet, that its functioning is barely perceptible at normal cruising speeds. Yet accelerative energy is exhilarating. The need for sudden passing power, at almost any speed, is instantaneously met. The car is designed to cruise steadily at double the U.S. speed limit, so that driven at a legal 55 mph, it seems to comfortably loaf.



The 560SEC is designed to move as confidently through the corners as in a straight line. Note that its fully independent suspension is augmented by a torque-compensating device at the rear axle, and by a limited-slip differential. The front and rear anti-sway bars, forged light-alloy 7J x 15 H2 wheels mounting 205/65 VR 15 radially ply tires, and dual-chambered, gas-pressurized shock absorbers are all standard. High-performance handling, indeed.

The ride is supple and unflappable. The SEC "ignores bad pavement," in *Car and Driver's* pithy phrase, "as if it were a destroyer crossing a sailboat's wake."

Four-wheel disc brakes are linked to the one technological element that could make them more effective yet: the Mercedes-Benz Anti-lock Braking System (ABS), electronically activated prevention of wheel lockup in sudden hard braking—on all surfaces. And a major technological aid to driving control.

From steering to shifting to braking, driver controls are precise and direct; no luxury-car numbness. The 560SEC's four-speed automatic transmission's ingenious shift gate lets you move from gear to gear in crisp steps, manual-style.

You and three passengers inhabit 87.6 cubic feet of interior space. After entering the car and taking their seats, the driver and front passenger are served their seat belts by an electrically motorized arm. The steering column, both front seats and their head restraints are all electrically adjustable. A built-in memory feature lets the front seat passengers preset and recall any two favorite positions.

The cabin is uncluttered, yet almost every conceivable creature comfort is provided. These include electronic cruise control, a fully automatic climate control system, three-point central locking system, electric windows, with AM and FM stereo radio with cassette player and four speakers. An electric sliding sunroof, with rear pop-up feature, is standard.



Below: Special 112-inch wheelbase chassis promotes agility without cramping passengers. Right: Instruments and controls exude ergonomic intelligence.



Right: First-class travel, defined. No sooner do you settle in place behind the wheel and turn on the ignition than both you and your co-driver are served your seat belts by an electric extender system. Front seats and head restraints and the steering wheel are all electrically adjustable. A two-position memory feature allows driver and co-driver to set and recall any two favored seating positions; the driver's-side memory function includes the steering wheel position. Seats are upholstered in your choice of leather or velour or suede-like amaretta.



Below: Individual bucket-type seats are fitted in the rear as well. Note plump folding center armrest. The front seatbacks are normally locked in place with the engine running; to facilitate entry and exit for those in the rear, the seatbacks automatically unlock whenever either door is opened. The door itself is very wide to enhance access to the rear seat area.

Below right: Smoothly sculpted 560SEL shape registers an aerodynamic drag coefficient of only 0.35.



Two forms of protection against the vicissitudes of life deserve mention: an extensive anti-theft alarm system, whose protection extends to the radio; and the Mercedes-Benz Supplemental Restraint System, or SRS. The latter—supplementing the basic restraint of front three-point seat belts—includes a driver's-side air bag and knee bolster, and emergency tensioning retractors for both front seat belts, and is meant to be automatically triggered within a fraction of a second in event of a major frontal impact. The importance of good driver visibility led the designers to some very ingenious

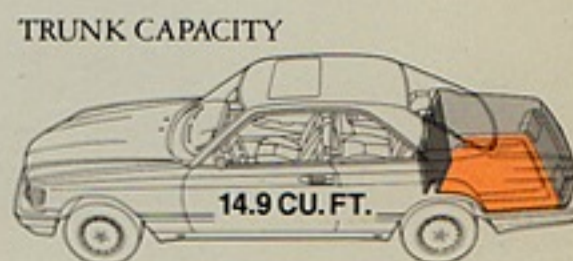
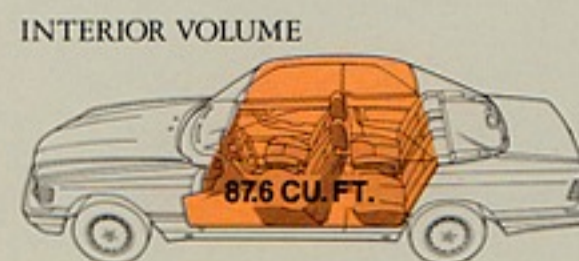
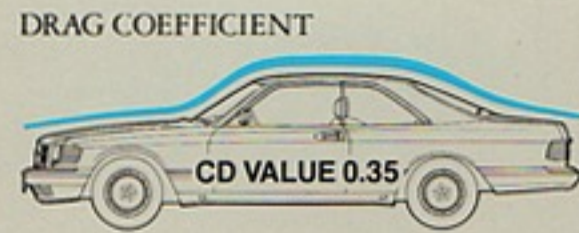
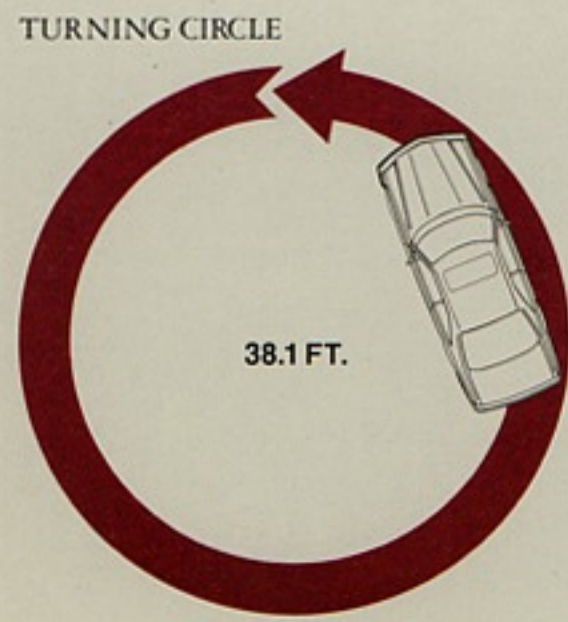
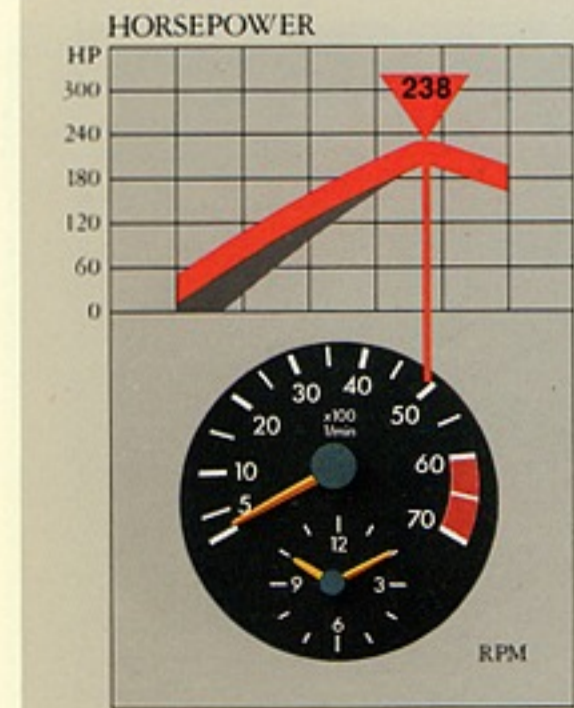
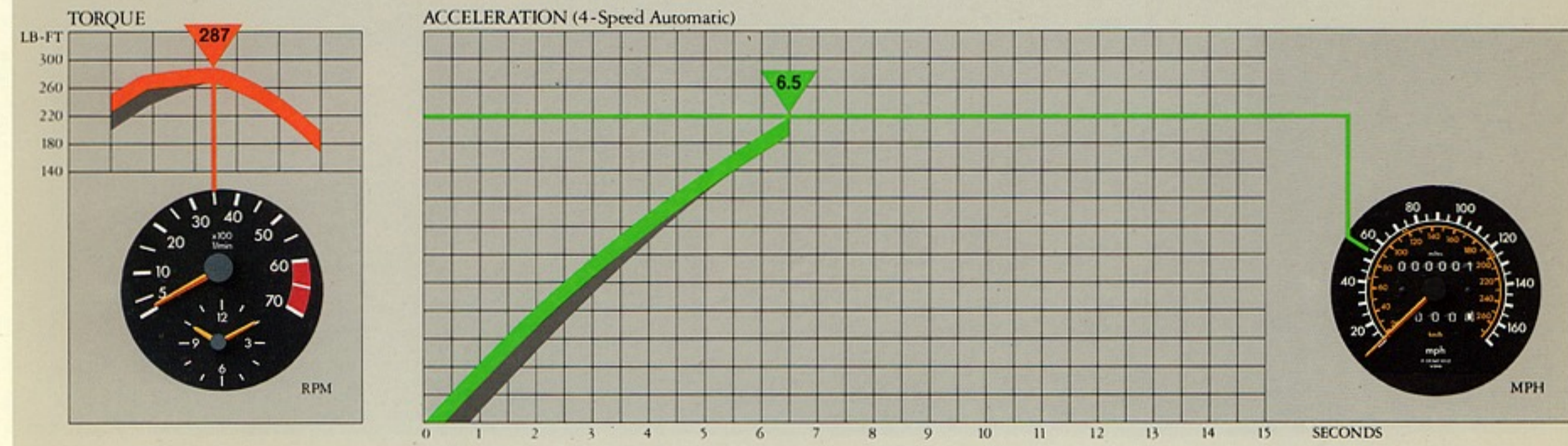
solutions. For example, both exterior mirrors are electrically defrosted when the outside temperature approaches freezing. Each halogen headlamp is fitted with its own wiper and washer. Even the windshield washer nozzles on the hood are thermostatically heated to prevent freeze-up.

Workmanship and finish, inside and out, epitomize the absolute Mercedes-Benz intolerance for mediocrity. As the 560SEC Coupe epitomizes the Mercedes-Benz tradition of high technology in the service of high driving civilization. □

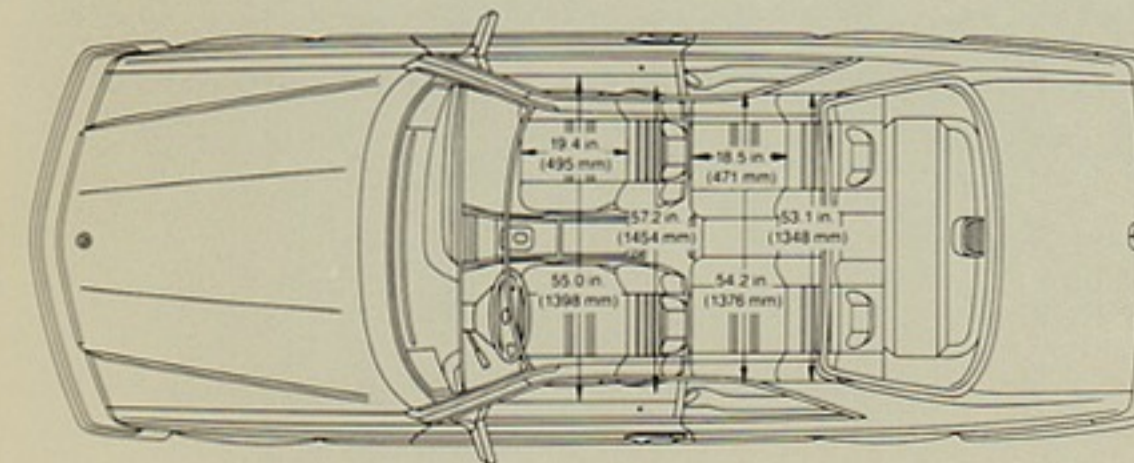
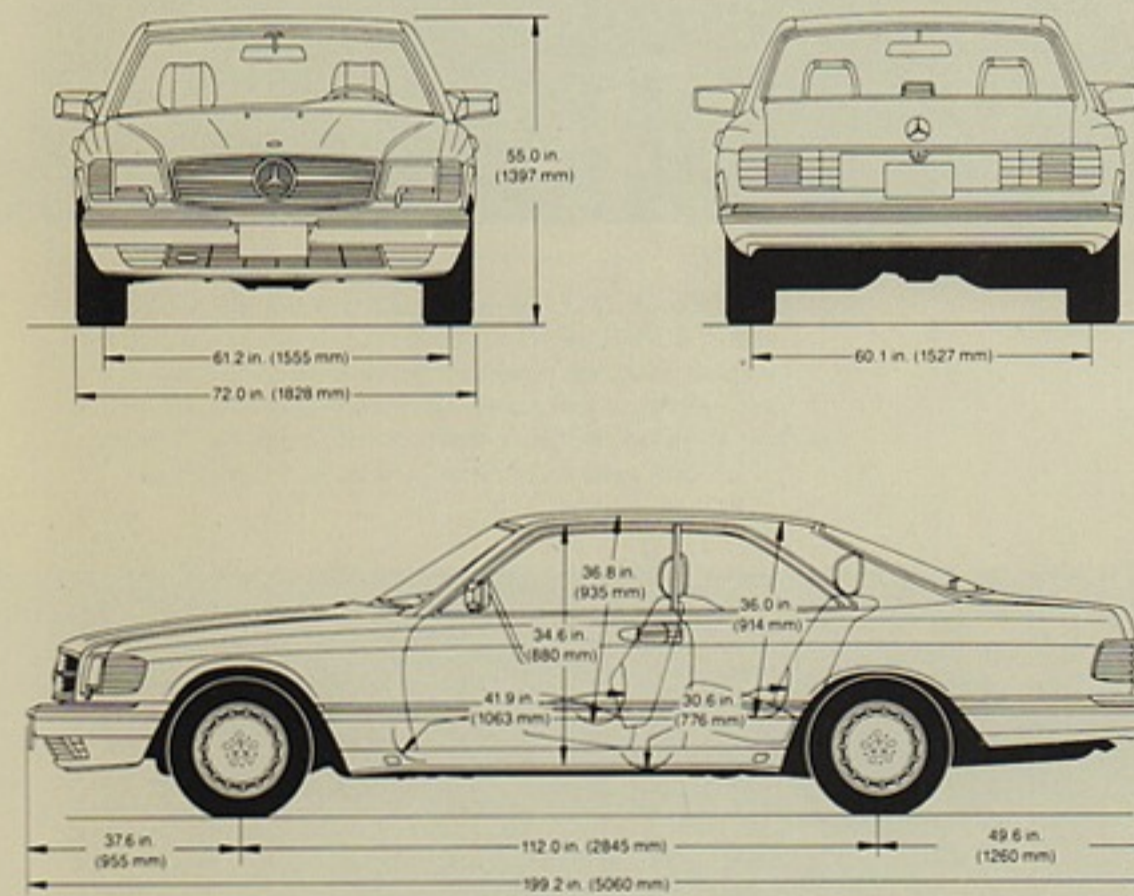
"A large, lusty automobile of staggering range and versatility." Car and Driver has termed the SEC Coupe. The sheer physical well-being of 560SEC travel is exceeded in pleasure only by the car's exhilarating over-the-road performance, fostered by one of the most advanced—and most responsive—large V-8 production engines of the current era.



PERFORMANCE



DIMENSIONS



SPECIFICATIONS

BODY TYPE	2-Door, 4-Passenger Sport Coupe
ENGINE TYPE	5.6 Liter, Gasoline, V-8
NET POWER HP/KW @ RPM	238/178 @ 4800
NET TORQUE LB-FT/N · M @ RPM	287/390 @ 3500
DISPLACEMENT CU. IN./CM ³	338.5/5547
COMPRESSION RATIO	9.0:1
TRANSMISSION	4-Speed Automatic with Torque Converter
REAR AXLE RATIO	2.47:1
FUEL CAPACITY: U.S. GAL.-RES./LTRS.-RES.	23.8-3.3/90-12.5

NOTE: Standards used to determine dimensions and measurements given on this panel are listed on the back cover.

OPTIONAL EQUIPMENT

- Front seats with electrically operated orthopedic backrests
- Front seats with reinforced springs
- Metallic paint (no charge)
- Rear head restraints
- Upholstery, velour (no charge)

FOURTEEN MERCEDES-BENZ MODELS FOR 1987—THE WIDEST CHOICE IN HISTORY



For 1987 the single, inflexible standard symbolized by the Three-Pointed Star is expressed in no fewer than fourteen gas, turbodiesel, and diesel models.

The models described in this brochure represent a vast sweep of automotive technology—but only a part of the complete Mercedes-Benz line. As you will discover in the gatefold section overleaf, that line has expanded to cover fourteen individual models for 1987. It is the widest selection Mercedes-Benz has ever offered to the North American customer. And it creates a delicious agony of choice.

Mercedes-Benz for 1987 consists of three distinct classes: the 190 Class, 300 Class and S-Class. Within these you will find virtually every popular body style—including a station wagon, a coupe, and a coupe/roadster.

The engine program for 1987 spans a remarkable gamut: four-, five-, six-cylinder and V-8 power, from 2.3 to 5.6 liters. In gasoline, turbodiesel and diesel form. With five-speed manual gearboxes available in six models for 1987, even your choice of transmissions is enhanced.

Perhaps most pleasurable of all, you enjoy a rich choice of automotive personalities within the Mercedes-Benz line for 1987. It ranges from the almost limousine-like civilization of the mighty 560 SEL Sedan, to the over-the-road excitement of the 190E 2.3-16 Sedan, to the awe-inspiring blend of performance and quiet that is the 300E Sedan. You will find the levels of quality in the most affordable model to be equal to that of the most costly model. Underscoring the fact that there may be fourteen different Mercedes-Benz models for 1987—but as always, there is only one Mercedes-Benz standard. Stubborn, indivisible, unique.



190 CLASS
Above, the five 190 Class sedans for 1987: the 190E 2.3, 190E 2.6, 190D 2.3, 190D 2.5 Turbo, 190E 2.3-16. Each is designed to bring the idea of the sports sedan up to the standards of Mercedes-Benz. Below, profile views help highlight the aerodynamic differences distinguishing the 190E 2.3-16, at left, from its 190 Class kin.



300 CLASS
Partials of the most advanced passenger car technology of our time. Above, left to right: the 280E, 300E, 300D Turbo and 300TD Turbo Station Wagon. Gasoline or turbodiesel, each blends high performance with whisper-quiet, smoothly smooth running. Below, a single standard of excellence is expressed in two body styles.



S-CLASS
The five Mercedes-Benz flagship models for 1987: Left to right above: the 300SE Turbo, 420SEL and 560SEL Sedans, the 560SE Coupe/Roadster and the 560SEC Coupe. Utilizing three magnificent gasoline and turbodiesel engines and the finest body styles design below, the S-Class arguably represents automotive technology in its most ambitious form.

