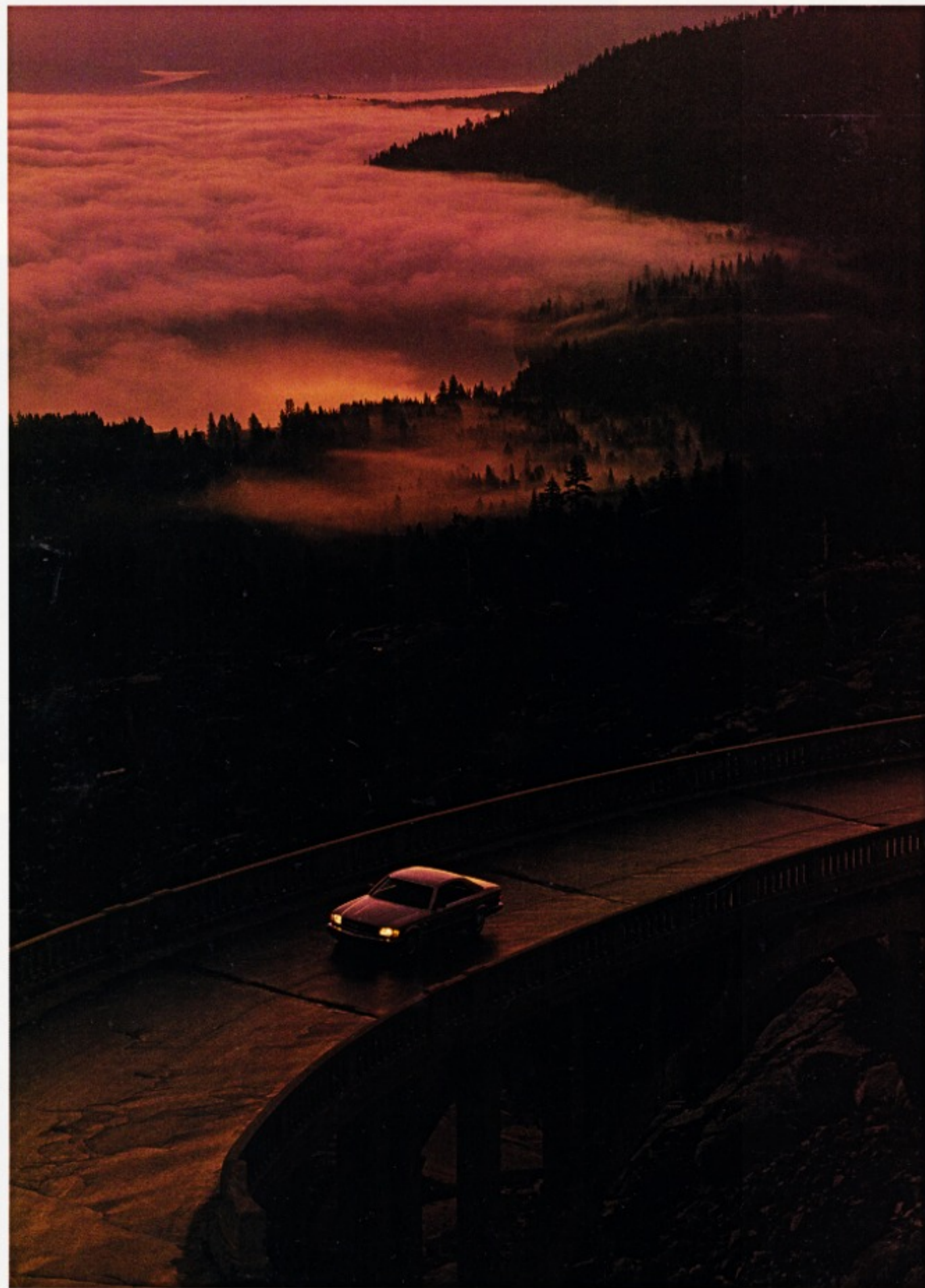


M E R C E D E S - B E N Z 1 9 8 8



FULL MODEL LINE



The concept of "simultaneous excellence" is central to the design and engineering of Mercedes-Benz passenger cars. Briefly stated, this standard demands that every Mercedes-Benz, from the most trim to the most expansive, must achieve extraordinary proficiency in virtually

every category in which one might conceivably evaluate an automobile. Every mechanical system must demonstrate near maximum capability, reliability and durability within the exact limits of space and weight afforded it.

The accomplishment of such exalted goals requires exacting synergy.

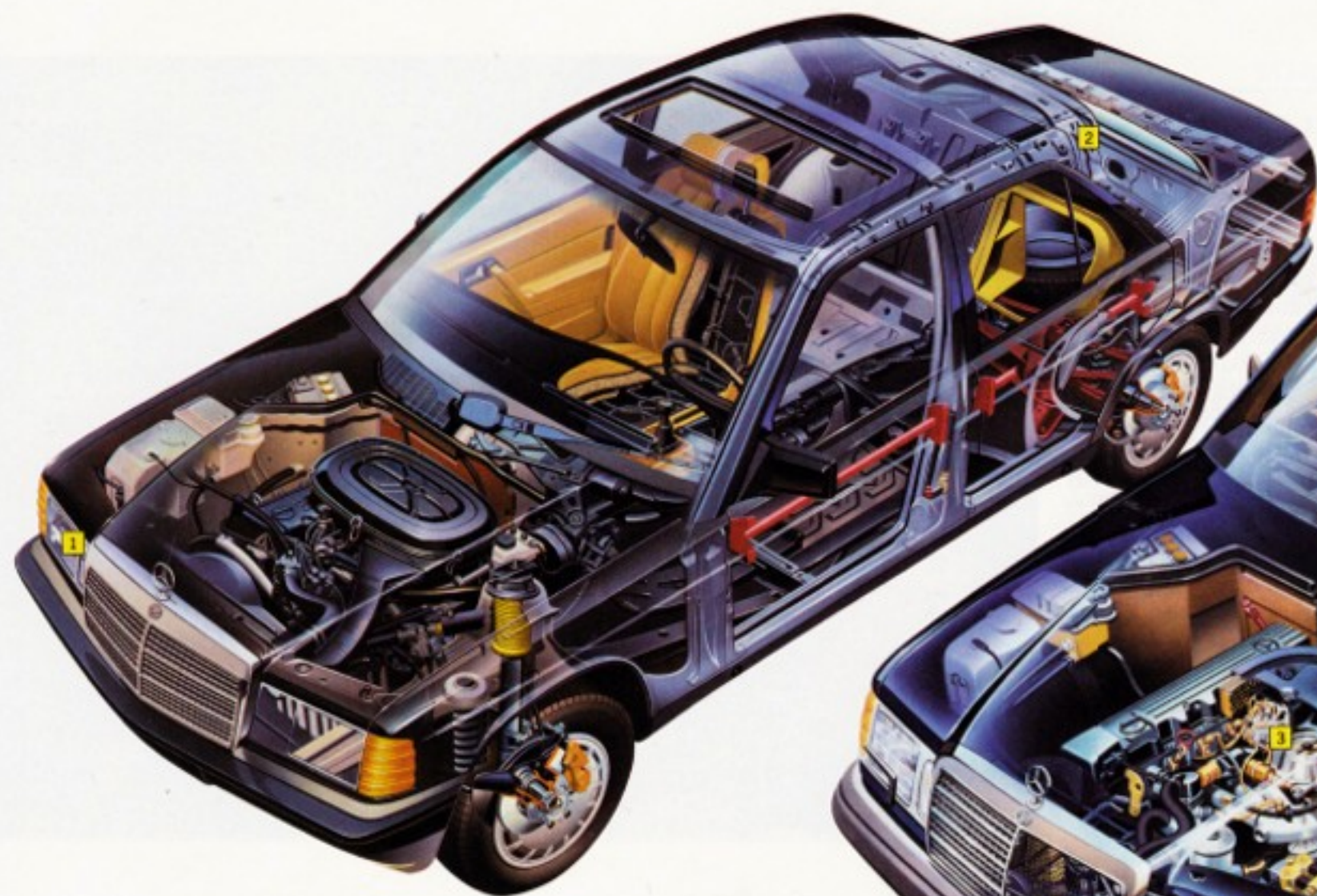
Engine control systems must be matched to the requirements of the powerplants, so that response will be vivid and driveability impeccable. Transmissions must be engineered to best utilize the torque characteristics of the engines. Suspension and steering systems must interact with exactitude, so that the automobiles will hold the road tenaciously while handling with grace and agility. The body/chassis unit must be mightily rigid—yet capable of reducing transfer of impact energy to the cabin. The exterior shape must be able to knife through the air stream.

A superbly coordinated synthesis of advanced automotive science, every Mercedes-Benz is a monument to clear thinking and precise execution.

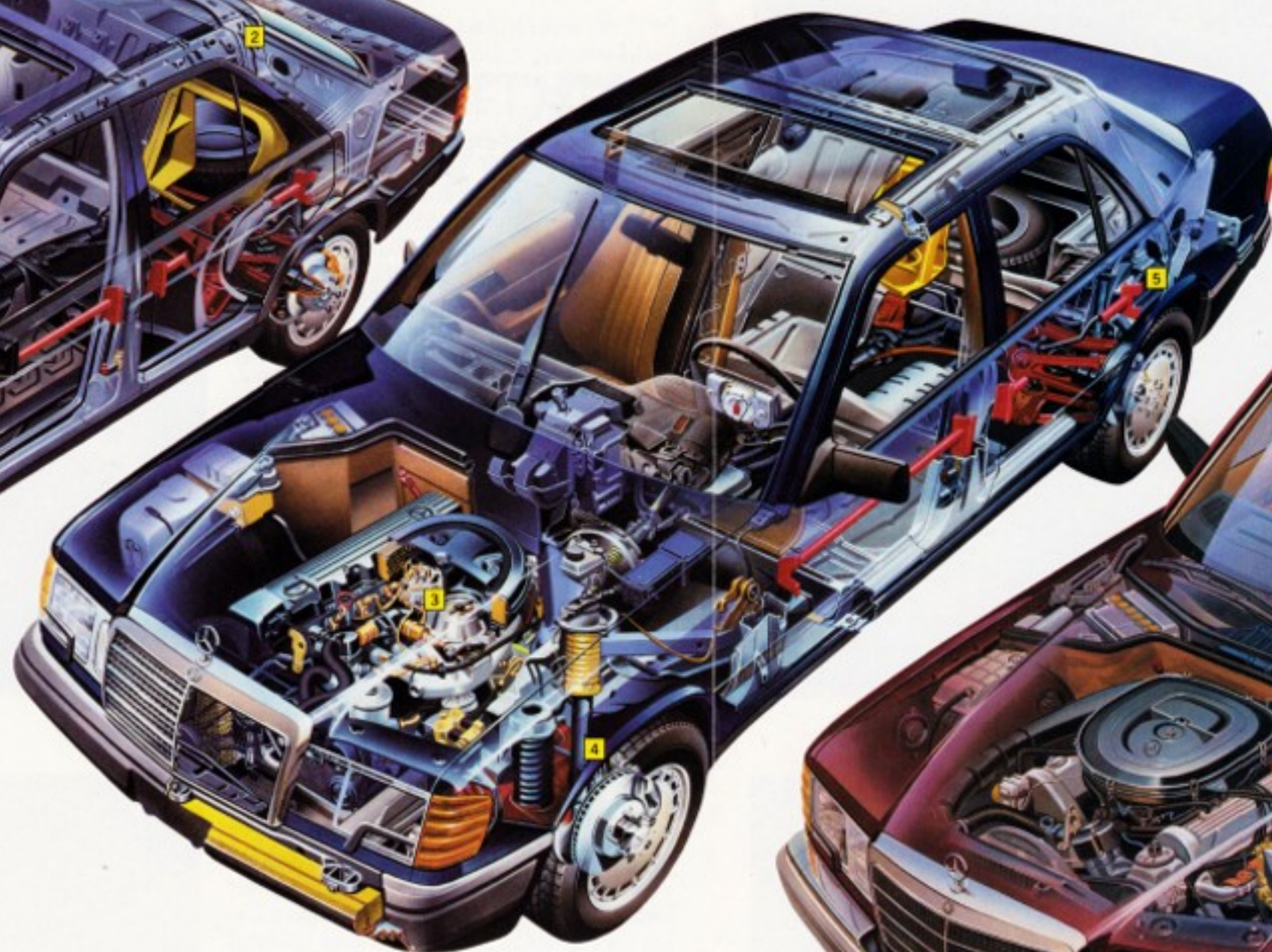
MERCEDES-BENZ: ENGINEERED LIKE NO OTHER CAR IN THE WORLD



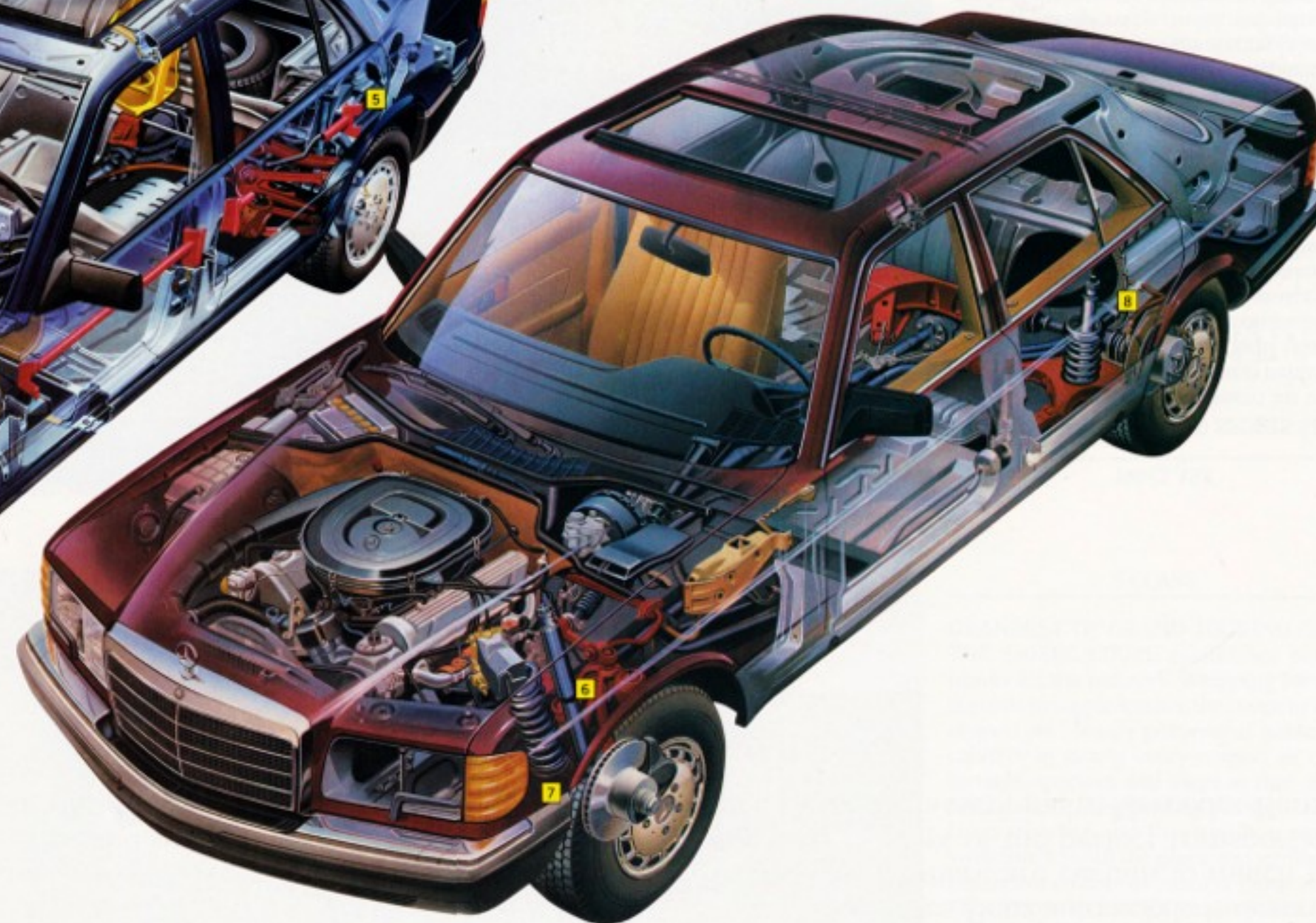
FROM THE ROCK-SOLID RIGIDITY OF THEIR MONOCOQUE BODY/CHASSIS UNITS to the supple power of their responsive gasoline and diesel engines, the automobiles of the 190 Class transmit in full measure the solid, highly capable feel that characterizes a Mercedes-Benz. Sure-footed and agile, these cars are as well suited to the role of sports sedan as they are to that of versatile family sedan. Although of trim dimensions, each is every inch a Mercedes-Benz.



ACCLAIMED AS MASTERWORKS OF CONTEMPORARY AUTOMOTIVE SCIENCE, the automobiles of the 300 Class achieve a remarkable balance of powerful response, impeccably smooth driveability, deft handling and riding comfort. Yet their technical excellence extends beyond the obvious to a structurally rigid and secure passenger compartment, a shape that manages airflow, control functions that inform and simplify, mechanical components that persevere.



THE FLAGSHIP AUTOMOBILES OF THE S-CLASS COMBINE BREATHTAKING PERFORMANCE and a superb aerodynamic form with sumptuous interior comfort and space. Each incorporates technology meant to make driving more enjoyable, more reliable, and above all, as efficient as modern engineering can devise. Each serves as a benchmark for its genre. The S-Class represents Mercedes-Benz engineering at its most ambitious. And that is ambitious indeed.



■ In order to best manage airflow, flush-mounted headlamps and a swept-back grille integrate smoothly with the fender and hood lines of 190 Class, 300 Class and S-Class Mercedes-Benz automobiles. Other design elements are equally sensitive to aerodynamic considerations. Thus, each automobile achieves remarkable air management efficiency.

■ The integrity and solid feel of a

Mercedes-Benz is in many ways dependent on the fully-welded monocoque body/chassis that serves as a sturdy, rigid backbone.

■ The six highly sophisticated Mercedes-Benz engines achieve outstanding output for their displacements. Incorporating advanced anti-vibration measures, they are also remarkably smooth running. The 2.3-liter gasoline four-cylinder, 3-liter

gasoline six-cylinder, and 4.2-liter gasoline V-8 are illustrated. Not shown are the 2.5-liter diesel five-cylinder, the 2.6-liter gasoline six-cylinder, and the 5.6-liter gasoline V-8.

■ Damper-strut front suspension on 190 and 300 Class models separates the spring and strut for optimum ride control. This design also contributes to aerodynamic efficiency by allowing a low hoodline.

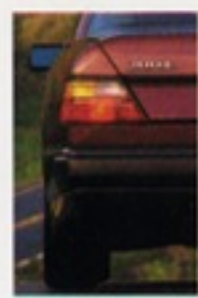
■ Multilink independent rear suspension, fitted to 190 and 300 Class models, exactly controls camber change and steer angles for tenacious roadholding and superb directional stability.

■ The S-Class dual control arm front suspension moves through its full travel with minimal camber change to keep the tires planted firmly against the road surface.

■ Mercedes-Benz automobiles are engineered to provide optimum braking capability. Large discs and substantial calipers achieve high-performance deceleration. All four front and rear disc brakes are supplemented by the Mercedes-Benz Anti-lock Braking System (ABS). This

system helps prevent wheel lockup. Thereby helping you retain steering control when braking hard, even on slippery surfaces. ABS is optional on 190 E 2.3 and 190 D 2.5, standard on all other models.

■ Fully independent diagonal-pivot rear suspension contributes to the roadholding and handling prowess of S-Class models while enhancing overall riding comfort.



BECAUSE THE RANGE OF MERCEDES-BENZ models is a wide one, the decision to purchase an automobile of the marque leaves you with the pleasant yet difficult task of choosing the one that is best suited to your personal requirements. But the decision is completely and irrevocably yours. In aspiring to a Mercedes-Benz you need not subscribe to a singular theory of what an automobile should be.

Choose a smooth, reliable five-cylinder diesel powerplant or a blisteringly responsive, well-man-

nered gasoline engine of four, six or eight cylinders, in displacements that run the gamut from an efficient 2.3 liters to a titanic 5.6 liters. Elect an agile spirited sedan of the 190 Class, or the sleek aerodynamic form of a mid-range 300 Class automobile. Or select an expansively elegant automobile of the flagship S-Class. Each encompasses a multitude of virtues, melded into a precisely rendered machine, a machine that incorporates more than a century of stubborn devotion to an exalted standard. An uncompromising standard that is the sturdy soul of a Mercedes-Benz.

MERCEDES-BENZ: A LEGACY OF EXCELLENCE UNFOLDED



THE AUTOMOBILES OF MERCEDES-BENZ represent a pleasant dichotomy. On the one hand, they share certain desirable traits: All are solid, secure, well-mannered, quick, sure-footed, and comfortable. Yet, each of the twelve is unique. From the energetic sedans of the 190 Class, to the sophisticated coupe, station wagon and sedans of the 300 Class, to the expansive sedans, regal grand touring coupe and swift, sensuous coupe/roadster of the flagship S-Class, every Mercedes-Benz offers a

distinct personality. The range includes versatile automobiles that serve with equal distinction as family sedans or sports sedans. It includes powerful sedans of significant mass that offer 100 cubic feet of living space. It includes a diesel that performs with an energy level matching many gasoline automobiles, yet displays the toughness that has traditionally distinguished the breed.

Each Mercedes-Benz automobile is described below. One or more are certain to match your personal concept of the perfect transportation tool. Every one is every inch a Mercedes-Benz.



190 CLASS

OUTFITTED WITH AMENITIES THAT CHARACTERIZE THE LARGER sedans of the marque, the 190E 2.3 is complete with such amenities—to name only a few—as tempmatic climate control, central locking, cruise control, a 48-watt stereo, electrically operated windows, and hand-finished wood trim and velour carpeting.

Like every Mercedes-Benz, the 190E 2.3 achieves a supple ride without resorting to a soft and unresponsive suspension. When power is needed, its 2.3-liter 130 hp four-cylinder engine responds with alacrity. In spirited driving or simply going about the day-to-day business of transportation, the 190E 2.3 Sedan is smooth and even-tempered, civilized and quiet. Exactly what you expect from Mercedes-Benz.

190E 2.3 SEDAN



190 CLASS

MOVING QUICKLY AND GRACEFULLY THROUGH THE TIGHT CURVE at left is the silently swift Mercedes-Benz 190E 2.6 Sedan. This recent addition to the 190 Class offers the same versatile four-door configuration and remarkable handling prowess as the 190E 2.3 Sedan—enhanced by the performance of a 2.6-liter six-cylinder, 158 hp engine, a powerplant that can accelerate the aerodynamic sedan to a test track maximum of 129 mph. Four-wheel disc brakes, supplemented by the advanced Mercedes-Benz Anti-lock Braking System (ABS), are designed to bring the sedan quickly and surely to a halt.

Powerful, nimble, solid, uncompromisingly competent and sumptuously comfortable, the 1988 190E 2.6 Sedan is unmistakably a Mercedes-Benz.

190E 2.6 SEDAN



190 CLASS

DIESEL FRUGALITY AND SPORTS SEDAN PLEASURE might at first seem an incongruous blend. A brief excursion behind the wheel of a 190D 2.5 Sedan will immediately resolve this apparent contradiction. In this four-door automobile, the capability and versatility of a 190 Class sedan are coupled with the frugality and reliability of a highly refined diesel engine. An engine that is based on designs proven unusually durable over billions of highway miles—since Mercedes-Benz pioneered the production diesel automobile, 52 years ago.

This most efficient of the efficient 190 Class sedans reconciles the disparity between diesels and driver's automobiles. It is thrifty, yet sporting. Solid, yet trim and agile. Reliable, yet a pleasure to drive.

190D 2.5 SEDAN



300 CLASS

MOVING BRISKLY ACROSS THIS PAGE IS ONE OF THE MOST ADVANCED production sedans ever built. Incorporating the sophisticated engineering of the Mercedes-Benz 300 Class, the 260E is designed to impress you with its over-the-road capability, while refreshing you in the refreshing comfort and serene quiet of a spacious cabin.

Powered by a 158 hp 2.6-liter six-cylinder gasoline engine, the 260E is magnificently responsive from a standing start and throughout the range. Multilink independent rear suspension helps it hold a true line through tight corners.

Much more than a solution to a series of engineering problems, the 260E Sedan is a synthesis of advanced technology, aerodynamic design, and firm commitment to quality and occupant safety.

260E SEDAN



300 CLASS

SMOOTH AND QUIET, THE 300E SEDAN SLICES DEFTLY THROUGH THE AIR STREAM. Its hushed yet alertly powerful six-cylinder engine urges it to 55 mph in less than seven seconds. On the test track the 300E's 137 mph top speed rivals the great Mercedes-Benz sports cars of all time. In spirited driving its smooth and almost effortless road manners communicate a feeling of control and solidity to the occupants of its comfortable and comprehensively equipped passenger cabin.

In brief, the 300E Sedan excels in every category in which a four-door, five-passenger sedan might possibly be judged. Displaying a remarkable balance of the practical and the sublime, it is an eminently comfortable automobile that utilizes the most advanced automotive thinking of our day.

300E SEDAN



300 CLASS

A CERTAIN BREED OF MOTORIST FREQUENTLY TAKES TO THE ROAD for the pure pleasure of it. For drivers of this stripe, Mercedes-Benz introduces the 1988 300CE Coupe.

Largely responsible for both the 300CE's high performance capability and the uncommon smoothness with which it proceeds is an overhead cam six-cylinder gasoline powerplant of 3-liter displacement and 177 horsepower output.

One of the world's most exhilarating Grand Touring cars, the 300CE Coupe also ranks as one of the most intelligently conceived. A versatile road machine, it combines exceptional power and handling acumen with deep comfort. Perhaps the most competent example of its genre ever produced, the 300CE Coupe is everything you expect from Mercedes-Benz.

300CE COUPE



300 CLASS

ONLY THE CAVERNIOUS CARGO AREA WILL REMIND YOU that the new 300TE is a station wagon. Looking straight ahead, you might be more inclined to believe you are driving a five-passenger automobile or a refined sports sedan. One that reaches 55 mph in less than eight seconds, prompted by a 177 hp six-cylinder gasoline engine.

Even with a full load on board, the 300TE Station Wagon doesn't feel like a wagon. Hydro-pneumatic damper units at the rear axle maintain the proper vehicle attitude for best handling, regardless of loads.

Automobile Magazine reports that the 300 Class station wagon "is as roomy and versatile as a wagon should be, but at the same time it is as lively, quiet, comfortable and prestigious as the corresponding sedan."

300TE STATION WAGON



S-CLASS

FROM A POWERFUL TRADITION OF "BIG MERCEDES" six-cylinder automobiles comes the 1988 300SEL Sedan. Powered by one of the most sophisticated powerplants ever produced by Mercedes-Benz, this newest S-Class four-door sedan achieves a remarkable combination of assertive performance and impeccable drivability.

The 300SEL is outfitted with exemplary seating, including a rear bench that stretches nearly five feet from door to door and provides a maximum three feet of legroom. A new 100-watt electronic AM and FM stereo sound system with cassette player operates through ten carefully engineered speakers. Rich with the fragrance of fine leather and the beauty of zebrawood, the 300SEL Sedan is a sensory delight.

300SEL SEDAN



S-CLASS

SAVE FOR THE FLAGSHIP 560SEL, THE 420SEL SEDAN is the most sublime of the sublime Mercedes-Benz Sedans. Cradling five fortunate passengers in supreme comfort, its roomy cabin is dressed in fine leather upholstery, sumptuous hand-worked woods, and refreshing quiet.

When called upon, the 420SEL Sedan accelerates with amazing alacrity; its 4.2-liter V-8 smoothly powers it to 55 mph in a scant 7.3 seconds. The engine's sophisticated fuel injection combines the best aspects of electronic and mechanical systems to achieve nearly flawless drivability.

Offering all the amenities and conveniences that could reasonably be desired, the 420SEL is equipped to meet nearly every passenger and driver requirement.

420SEL SEDAN



S-CLASS

FROM THE RICH SWIRLING GRAIN OF ITS BURL WALNUT TRIM to the fragrant leather of its sumptuously comfortable seats, the Mercedes-Benz 560SEL is most obviously a sedan of distinction. Yet the virtues that make this magnificently spacious, 121-inch-wheelbase automobile the flagship of Mercedes-Benz sedans run much deeper than sensory delights. A machine of balance, the 560SEL combines the gracious ambience of an exclusive four-door sedan with the driving pleasures of a sophisticated touring car and the silken power of a mighty 5.6-liter V-8. Amenities include not only those found on the other S-Class sedans but a selection of items specific to the 560SEL Sedan.

Senior sedan of the marque, the 1988 560SEL Sedan is, quite simply, the most highly developed of the highly developed sedans from Mercedes-Benz.

560SEL SEDAN



S-CLASS

FROM A STORIED TRADITION OF MIGHTY MERCEDES-BENZ SL automobiles comes the mightiest SL of them all. A civilized two-seater equipped with both a removable steel hardtop and convertible folding top, the 560SL melds the verve of an open roadster with the comfort of a hardtop coupe. Powered by an indomitable 5.6-liter light-alloy V-8, the 560SL Coupe/Roadster sprints to 55 mph in a brief 6.4 seconds.

At highway speed, all is serene. The engine, running low in its speed range, loafs quietly. The chassis all but isolates the cabin from noise and vibration. A machine of substance, the 560SL is no flimsy lightweight. *Road & Track* remarks, "Nothing in the SL's construction is less than immensely sturdy."

560SL COUPE/ ROADSTER



S-CLASS

GRANDEST OF GRAND TOURING CARS, THE 560SEC COUPE establishes benchmarks for the industry. Wrapping four occupants in supple leather, the coupe's richly elegant yet cleanly purposeful passenger cabin is in nearly every respect as comfortable, spacious and silent as that of the SEL sedans. Responding deftly to input from steering and throttle, it conquers switchbacks with the grace and agility of a champion athlete. As *Road & Track* notes: "The Mercedes 560SEC requires terms not yet in the lexicon to describe its excellence."

The 560SEC Coupe is a magnificent example of modern technology in the pursuit of an ideal; as such it defines both the science and the art of automotive engineering. Descended from some of the world's most distinguished automobiles, the 560SEC Coupe extends the tradition of the Grand Touring Mercedes-Benz.

560SEC COUPE



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

©1987 Mercedes-Benz of North America, Inc.
Marketing Communications
MC-87-623-300

Printed in the United States.

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. The power values are measured in accordance with SAE J1349 for kilowatts. Horsepower values are by standard conversion.

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



TECHNICAL SPECIFICATIONS

TECHNICAL SPECIFICATIONS

MODEL SERIES	190 CLASS			300 CLASS			S-CLASS						
MODELS	190 E 2.3 5-Pass. Sedan	190 E 2.6 5-Pass. Sedan	190 D 2.5 5-Pass. Sedan	260 E 5-Pass. Sedan	300 E 5-Pass. Sedan	300 CE COUPE 4-Pass. Coupe	300 TE 5-Pass. Station Wagon	300 SEL 5-Pass. Sedan	420 SEL 5-Pass. Sedan	560 SEL 5-Pass. Sedan	560 SL 2-Pass. Coupe/Roadster	560 SEC 4-Pass. Sport Coupe	
ENGINE													
Type	Gasoline, In-Line, 4-Cylinder, 2.3 Liter, KE III Electro-mechanical Fuel Injection, Single Overhead Camshaft, Five Main Bearings	Gasoline, In-Line, 6-Cylinder, 2.6 Liter, KE III Electro-mechanical Fuel Injection, Single Overhead Camshaft, Seven Main Bearings	Diesel, In-Line, 5-Cylinder, 2.5 Liter, Naturally Aspirated, Mechanical Fuel Injection, Single Overhead Camshaft, Six Main Bearings	Gasoline, In-Line, 6-Cylinder, 2.6 Liter, KE III Electro-mechanical Fuel Injection, Single Overhead Camshaft, Seven Main Bearings	Gasoline, In-Line, 6-Cylinder, 3.0 Liter, KE III Electro-mechanical Fuel Injection, Single Overhead Camshaft, Seven Main Bearings	Gasoline, In-Line, 6-Cylinder, 3.0 Liter, KE III Electro-mechanical Fuel Injection, Single Overhead Camshaft, Seven Main Bearings	Gasoline, In-Line, 6-Cylinder, 3.0 Liter, KE III Electro-mechanical Fuel Injection, Single Overhead Camshaft, Seven Main Bearings	Gasoline, In-Line, 6-Cylinder, 3.0 Liter, KE III Electro-mechanical Fuel Injection, Single Overhead Camshaft, Seven Main Bearings	Gasoline, In-Line, 6-Cylinder, 3.0 Liter, KE III Electro-mechanical Fuel Injection, Single Overhead Camshaft, Seven Main Bearings	Gasoline, V-Type, 8-Cylinder, 4.2 Liter, KE III Electro-mechanical Fuel Injection, Two Single Overhead Camshafts, Five Main Bearings	Gasoline, V-Type, 8-Cylinder, 5.6 Liter, KE III Electro-mechanical Fuel Injection, Two Single Overhead Camshafts, Five Main Bearings	Gasoline, V-Type, 8-Cylinder, 5.6 Liter, KE III Electro-mechanical Fuel Injection, Two Single Overhead Camshafts, Five Main Bearings	Gasoline, V-Type, 8-Cylinder, 5.6 Liter, KE III Electro-mechanical Fuel Injection, Two Single Overhead Camshafts, Five Main Bearings
Maximum Engine Speed (rpm)	6000	6200	5150	6200	6200	6200	6200	6200	6200	6000	6000	6000	6000
Bore x Stroke in/mm	3.76x3.16/95.5x80.3	3.26x3.16/82.9x80.3	3.43x3.31/87.0x84.0	3.26x3.16/82.9x80.3	3.48x3.16/88.5x80.3	3.48x3.16/88.5x80.3	3.48x3.16/88.5x80.3	3.48x3.16/88.5x80.3	3.48x3.16/88.5x80.3	3.62x3.10/92.0x78.9	3.80x3.73/96.5x94.8	3.80x3.73/96.5x94.8	3.80x3.73/96.5x94.8
Displacement cu in/cm ³	140.3/2299	158.6/2599	152.4/2497	158.6/2599	180.8/2962	180.8/2962	180.8/2962	180.8/2962	180.8/2962	256.0/4196	338.5/5547	338.5/5547	338.5/5547
Net Power hp/kW @ rpm	130/97 @ 5100	158/118 @ 5800	93/69 @ 4600	158/118 @ 5800	177/132 @ 5700	177/132 @ 5700	177/132 @ 5700	177/132 @ 5700	177/132 @ 5700	201/150 @ 5200	238/178 @ 4800	227/170 @ 4750	238/178 @ 4800
Net Torque lb-ft/N•m @ rpm	146/198 @ 3500	162/220 @ 4600	122/165 @ 2800	162/220 @ 4600	188/255 @ 4400	188/255 @ 4400	188/255 @ 4400	188/255 @ 4400	188/255 @ 4400	228/310 @ 3600	287/390 @ 3500	279/380 @ 3250	287/390 @ 3500
Compression Ratio	9.0:1	9.2:1	22.0:1	9.2:1	9.2:1	9.2:1	9.2:1	9.2:1	9.2:1	9.0:1	9.0:1	9.0:1	9.0:1
Fuel Type	Premium Lead-Free	Premium Lead-Free	Diesel #1 or #2	Premium Lead-Free	Premium Lead-Free	Premium Lead-Free	Premium Lead-Free	Premium Lead-Free	Premium Lead-Free	Premium Lead-Free	Premium Lead-Free	Premium Lead-Free	Premium Lead-Free
TRANSMISSION													
Transmission	4-speed automatic with torque converter or 5-speed manual, fully synchronized	4-speed automatic with torque converter or 5-speed manual, fully synchronized	4-speed automatic with torque converter	4-speed automatic with torque converter or 5-speed manual, fully synchronized	4-speed automatic with torque converter or 5-speed manual, fully synchronized	4-speed automatic with torque converter	4-speed automatic with torque converter	4-speed automatic with torque converter	4-speed automatic with torque converter	4-speed automatic with torque converter	4-speed automatic with torque converter	4-speed automatic with torque converter	4-speed automatic with torque converter
Rear Axle Ratio	3.27:1	3.27:1	3.07:1	3.27:1	3.07:1	3.07:1	3.07:1	3.07:1	3.46:1	2.47:1	2.47:1	2.47:1	2.47:1
CHASSIS													
Construction	Unitized all-steel body	Unitized all-steel body	Unitized all-steel body	Unitized all-steel body	Unitized all-steel body	Unitized all-steel body	Unitized all-steel body	Unitized all-steel body	Unitized all-steel body	Unitized all-steel body	Unitized all-steel body	Unitized all-steel body	Unitized all-steel body
Front Suspension	Independent suspension: Damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar and negative-offset steering	Independent suspension: Damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar and negative-offset steering	Independent suspension: Damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar and negative-offset steering	Independent suspension: Damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar and negative-offset steering	Independent suspension: Damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar and negative-offset steering	Independent suspension: Damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar and negative-offset steering	Independent suspension: Damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar and negative-offset steering	Independent suspension: Damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar and negative-offset steering	Independent suspension: Double control arms, lower control arm is provided with a brake force compensation strut, anti-dive geometry, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers and zero-offset steering	Independent suspension: Double control arms, lower control arm is provided with a brake force compensation strut, anti-dive geometry, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers and zero-offset steering	Independent suspension: Double control arms, lower control arm is provided with a brake force compensation strut, anti-dive geometry, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers and zero-offset steering	Independent suspension: Single upper control arm with single lower A-frame, anti-dive geometry, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers	Independent suspension: Double control arms, lower control arm is provided with a brake force compensation strut, anti-dive geometry, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers and zero-offset steering
Rear Suspension	Independent suspension: Multilink geometry for anti-lift, anti-squat and alignment control, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized dampers	Independent suspension: Multilink geometry for anti-lift, anti-squat and alignment control, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized dampers	Independent suspension: Multilink geometry for anti-lift, anti-squat and alignment control, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized dampers	Independent suspension: Multilink geometry for anti-lift, anti-squat and alignment control, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized dampers	Independent suspension: Multilink geometry for anti-lift, anti-squat and alignment control, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized dampers	Independent suspension: Multilink geometry for anti-lift, anti-squat and alignment control, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized dampers	Independent suspension: Multilink geometry for anti-lift, anti-squat and alignment control, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized dampers	Independent suspension: M-B diagonal pivot axle, semi-trailing arms, anti-lift, anti-squat geometry, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers	Independent suspension: M-B diagonal pivot axle, semi-trailing arms, anti-lift, anti-squat geometry, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers	Independent suspension: M-B diagonal pivot axle, semi-trailing arms, anti-lift, anti-squat geometry, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers and automatic level control, limited-slip differential	Independent suspension: M-B diagonal pivot axle, semi-trailing arms, anti-lift, anti-squat geometry, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers and automatic level control, limited-slip differential	Independent suspension: M-B diagonal pivot axle, semi-trailing arms, anti-lift, anti-squat geometry, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers and automatic level control, limited-slip differential	Independent suspension: M-B diagonal pivot axle, semi-trailing arms, anti-lift, anti-squat geometry, four constant velocity joints, coil springs, anti-roll bar, single-tube gas-pressurized shock absorbers and automatic level control, limited-slip differential
Tires and Rims	185/65 R15 87H Steel-belted radial 6J x 15H2	185/65 VR15 Steel-belted radial 6J x 15H2	185/65 R15 87T Steel-belted radial 6J x 15H2	195/65 VR15 Steel-belted radial 6.5J x 15H2	195/65 VR15 Steel-belted radial 6.5J x 15H2	195/65 VR15 Steel-belted radial 6.5J x 15H2	195/65 VR15 Steel-belted radial 6.5J x 15H2	205/65 VR15 Steel-belted radial 6.5J x 15H2	205/65 VR15 Steel-belted radial 6.5J x 15H2	205/65 VR15 Steel-belted radial 6.5J x 15H2	205/65 VR15 Steel-belted radial 7J x 15H2	205/65 VR15 Steel-belted radial 6.5J x 15H2	205/65 VR15 Steel-belted radial 6.5J x 15H2
Steering System	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper	M-B recirculating-ball-type steering with power assist and steering damper
Steering Wheel Turns Lock to Lock	3.3	3.3	3.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Braking System	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Anti-lock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Anti-lock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Anti-lock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Anti-lock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Anti-lock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Anti-lock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Anti-lock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Anti-lock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Anti-lock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Anti-lock Braking System (ABS)	2-circuit hydraulic 4-wheel power-assisted disc brakes, front discs ventilated, Anti-lock Braking System (ABS)
Fuel Capacity: U.S. gal-res ltr-res	14.5-1.8 55-7.0	14.5-1.8 55-7.0	14.5-1.8 55-7.0	18.5-2.4 70-9.0	18.5-2.4 70-9.0	18.5-2.4 70-9.0	18.5-2.4 70-9.0	23.8-3.3 90-12.5	23.8-3.3 90-12.5	23.8-3.3 90-12.5	22.5-3.0 85-11.5	23.8-3.3 90-12.5	
Curb Weight lb/kg	2790/1265	2880/1305	2845/1290	3175/1440	3195/1450	3310/1500	3475/1575	3770/1710	3885/1760	4080/1850	3705/1680	3915/1775	

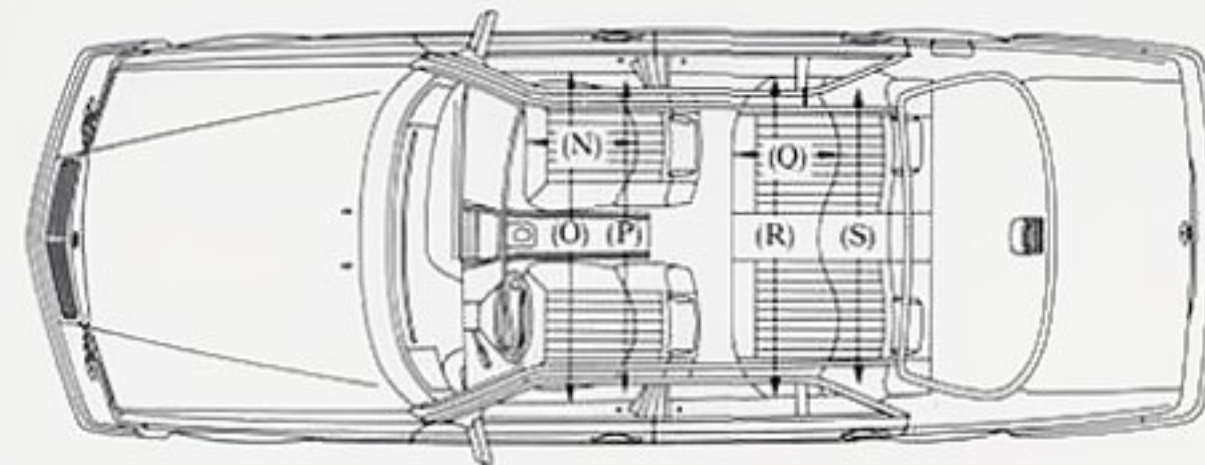
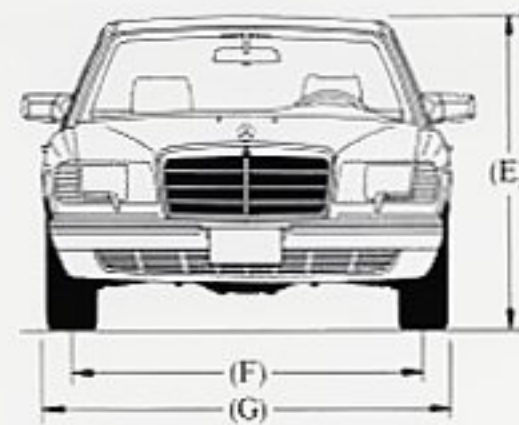
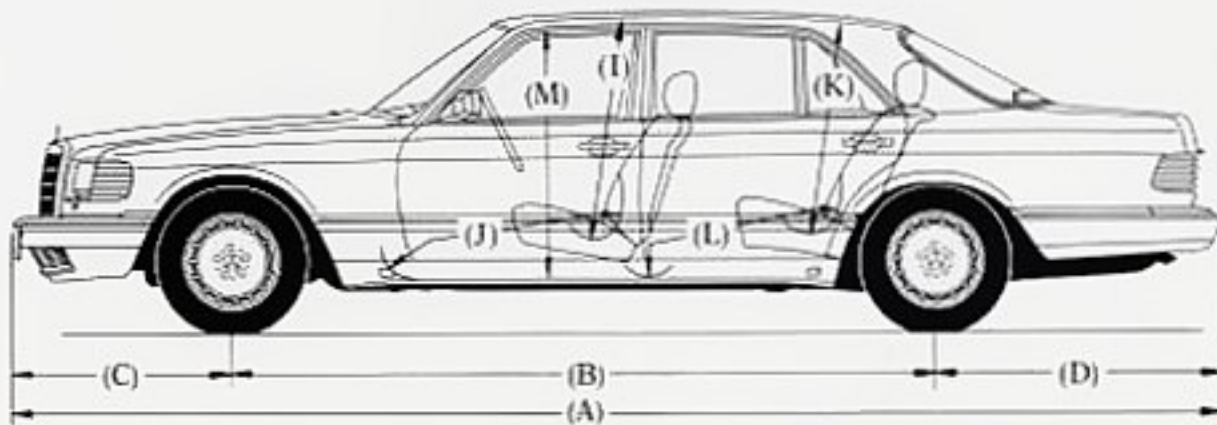
NOTE: The power values are measured in accordance with SAE J1349 for kilowatts. Horsepower values are by standard conversion.

M E R C E D E S - B E N Z I 9 8 8
DIMENSIONS

EXTERIOR		190E 2.3	190E 2.6	190D 2.5	260E	300E	300CE	300TE	300SEL	420SEL	560SEL	560SL	560SEC
Overall Length in/mm	(A)	175.0/4445	175.1/4448	175.0/4445	187.2/4755	187.2/4755	183.9/4670	188.2/4780	208.1/5285	208.1/5285	208.1/5285	180.3/4580	199.2/5060
Wheelbase in/mm	(B)	104.9/2665	104.9/2665	104.9/2665	110.2/2800	110.2/2800	106.9/2715	110.2/2800	121.1/3075	121.1/3075	121.1/3075	96.7/2455	112.2/2850
Front Axle Overhang in/mm	(C)	30.1/765	30.2/768	30.1/765	32.7/830	32.7/830	32.7/830	32.7/830	37.6/955	37.6/955	37.6/955	37.8/960	37.6/955
Rear Axle Overhang in/mm	(D)	40.0/1015	40.0/1015	40.0/1015	44.3/1125	44.3/1125	44.3/1125	45.3/1150	49.4/1255	49.4/1255	49.6/1260	45.9/1165	49.6/1260
Overall Height in/mm	(E)	54.7/1390	54.7/1390	54.7/1390	56.9/1446	56.9/1446	55.5/1410	59.8/1520*	56.7/1441	56.7/1441	56.3/1431	51.1/1297†	55.0/1397
Track-Front in/mm	(F)	56.6/1437	56.6/1437	56.6/1437	58.9/1497	58.9/1497	58.9/1497	58.9/1497	61.2/1555	61.2/1555	61.2/1555	57.7/1465	61.2/1555
Overall Width in/mm	(G)	66.1/1678	66.1/1678	66.1/1678	68.5/1740	68.5/1740	68.5/1740	68.5/1740	71.7/1820	71.7/1820	71.7/1820	70.5/1790	72.0/1828
Track-Rear in/mm	(H)	55.8/1418	55.8/1418	55.8/1418	58.6/1488	58.6/1488	58.6/1488	58.6/1488	60.1/1527	60.1/1527	60.1/1527	57.7/1466	60.1/1527
Turning Circle ft/m		35.0/10.7	35.0/10.7	35.0/10.7	36.7/11.2	36.7/11.2	35.8/10.9	36.7/11.2	40.6/12.4	40.6/12.4	40.6/12.4	35.2/10.8	38.1/11.6
INTERIOR													
Headroom-Front in/mm	(I)	36.9/938	36.9/938	36.9/938	36.9/938	36.9/938	36.0/914	37.4/950	37.3/948	37.3/948	37.3/948	36.7/931†	36.8/935
Legroom-Front in/mm	(J)	41.9/1064	41.9/1064	41.9/1064	41.7/1058	41.7/1058	41.9/1063	41.7/1058	41.9/1064	41.9/1064	41.9/1064	42.2/1072	41.9/1063
Headroom-Rear in/mm	(K)	36.0/915	36.0/915	36.0/915	36.9/937	36.9/937	35.5/902	36.8/934	36.6/930	36.6/930	36.6/930	—	36.0/914
Legroom-Rear in/mm	(L)	30.9/784	30.9/784	30.9/784	33.5/851	33.5/851	29.6/752	33.9/860	39.6/1006	39.6/1006	39.6/1006	—	30.6/776
Access Height-Front Door in/mm	(M)	34.8/885	34.8/885	34.8/885	35.7/906	35.7/906	34.7/881	35.7/906	35.5/901	35.5/901	35.5/901	32.5/825†	34.6/880
Seat Depth-Front in/mm	(N)	19.5/496	19.5/496	19.5/496	19.4/492	19.4/492	19.4/492	19.4/492	19.3/491	19.3/491	19.3/491	20.6/522	19.4/495
Hiproom-Front in/mm	(O)	51.0/1296	51.0/1296	51.0/1296	53.0/1346	53.0/1346	53.4/1356	53.0/1346	56.4/1432	56.4/1432	56.4/1432	51.6/1310	55.0/1398
Shoulder Room-Front in/mm	(P)	53.5/1360	53.5/1360	53.5/1360	55.9/1420	55.9/1420	55.7/1416	55.9/1420	56.2/1428	56.2/1428	56.2/1428	53.1/1348	57.2/1454
Seat Depth-Rear in/mm	(Q)	20.0/508	20.0/508	20.0/508	19.3/491	19.3/491	19.2/488	19.1/484	19.6/498	19.6/498	19.6/498	—	18.5/471
Hiproom-Rear in/mm	(R)	51.1/1298	51.1/1298	51.1/1298	55.4/1406	55.4/1406	52.4/1332	55.3/1404	57.8/1468	57.8/1468	57.8/1468	—	53.1/1348
Shoulder Room-Rear in/mm	(S)	53.2/1352	53.2/1352	53.2/1352	55.7/1416	55.7/1416	50.5/1282	55.6/1412	55.7/1416	55.7/1416	55.7/1416	—	54.2/1376
Total Visible Glass Area sq ft/m²		26.4/2.45	26.4/2.45	26.4/2.45	29.1/2.70	29.1/2.70	27.3/2.53	33.9/3.15	29.5/2.74	29.5/2.74	29.5/2.74	21.0/1.93†	29.7/2.76
Trunk Capacity cu ft/m³		11.7/0.335	11.7/0.335	11.7/0.335	14.6/0.414	14.6/0.414	14.4/0.410	42.3/1.199	15.2/0.430	15.2/0.430	15.2/0.430	6.6/0.188	14.9/0.421

NOTE: Dimensions made in accordance with SAE specifications. Front and rear legroom derived with front seat adjusted to design driving position for 95th percentile male occupant. Front and rear headroom dimensions are for automobiles equipped with sliding roofs.

*With roof rack
**Rear seats folded
†With hardtop





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

©1987 Mercedes-Benz of North America, Inc.
Marketing Communications
MC-87-509-825

Printed in the United States.

All specifications contained in this brochure are based
on the latest product information available
at time of publication. Mercedes-Benz reserves the right
to make changes at any time, without notice.