



There is a determination on the part of Mercedes-Benz

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

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

founders pushed the envelope of self-propulsion to the

point where they'd created the first practical motor

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

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

better part of a century, placed its innovative engi-

neering under the harsh light of motorsport compe-

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

It is this kind of effort, unquestioned and uncompro-

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





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



MERCEDES-BENZ

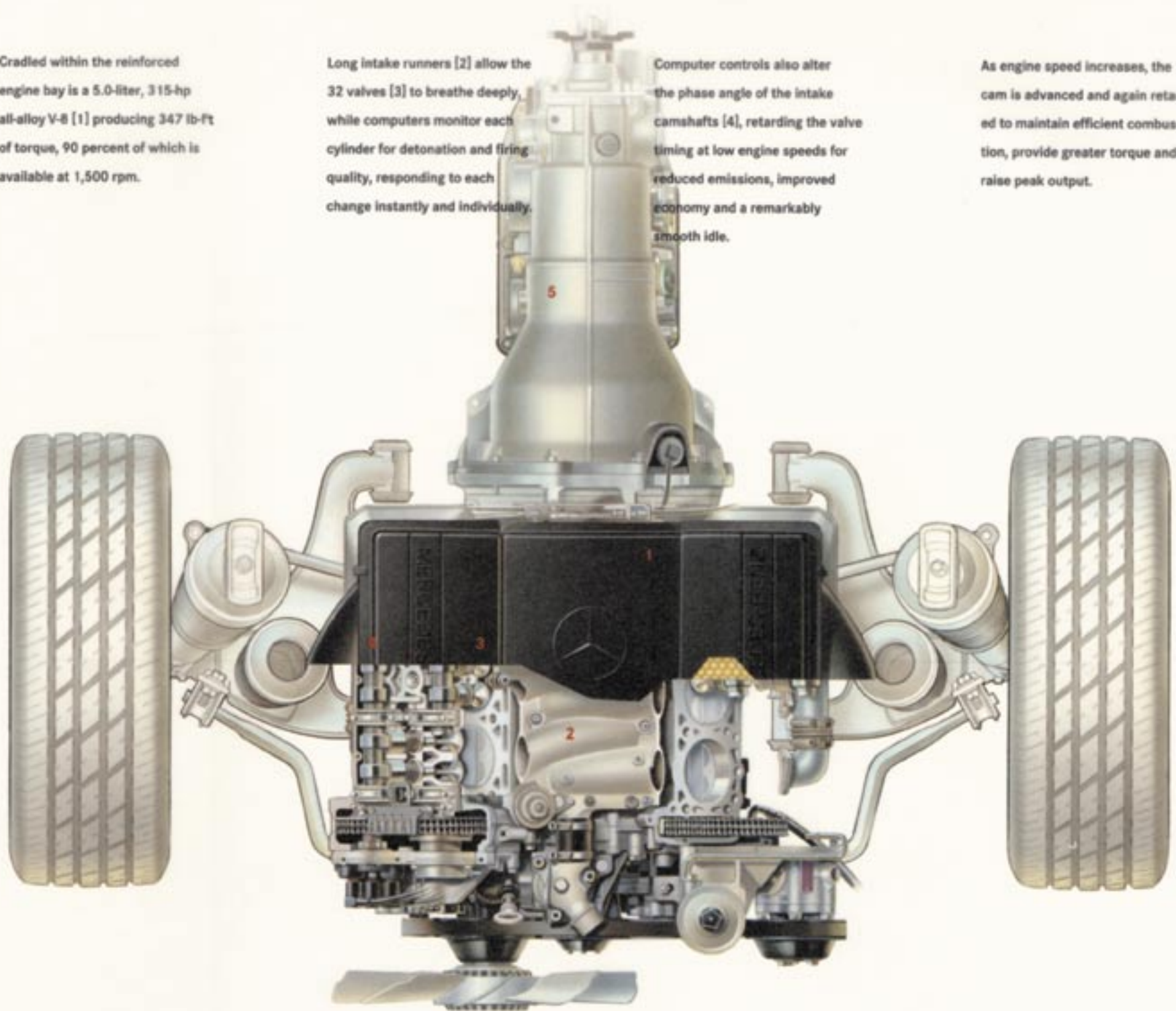
* 0-100 km/h in approximately 6.5 seconds.

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

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

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

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



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

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

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

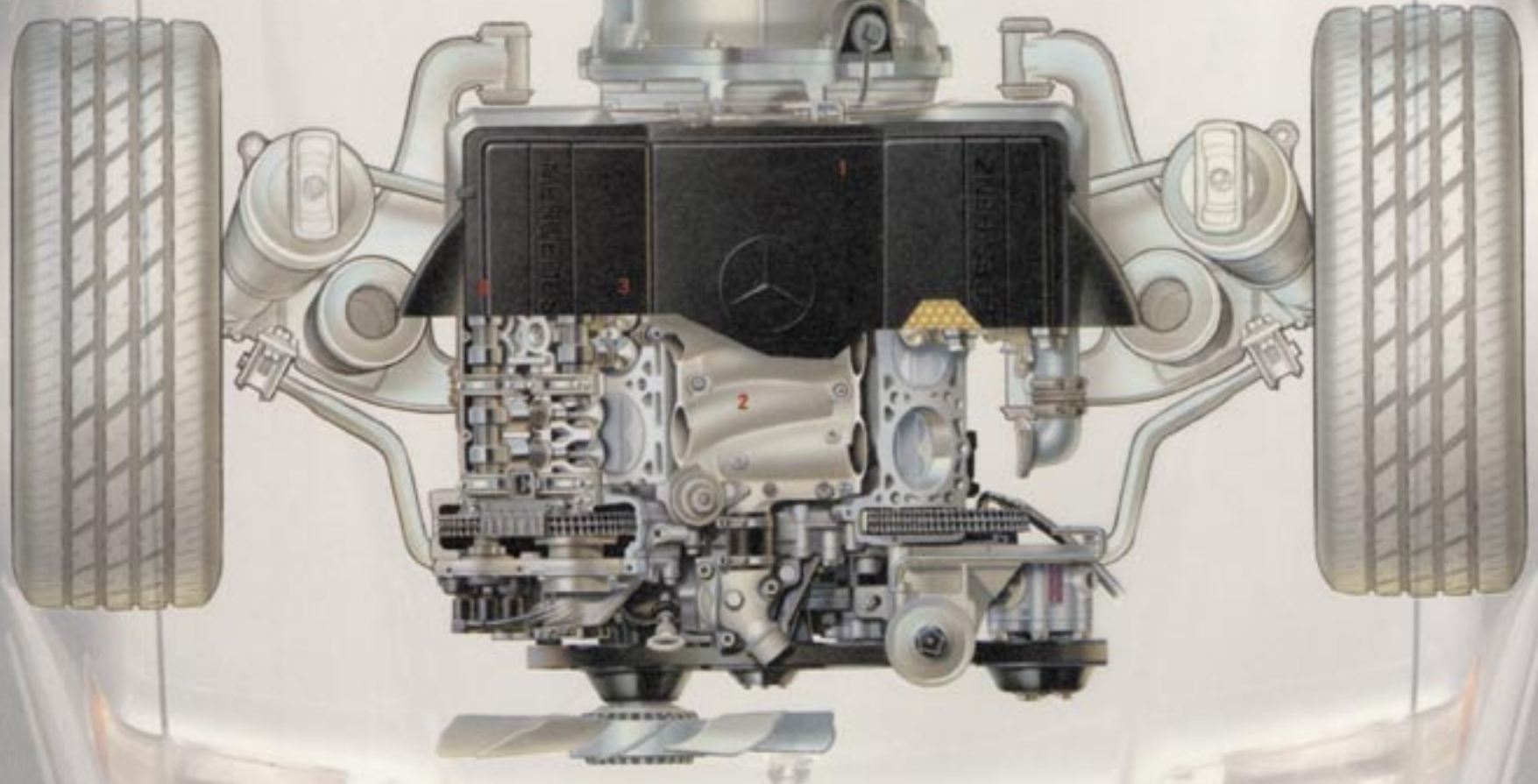
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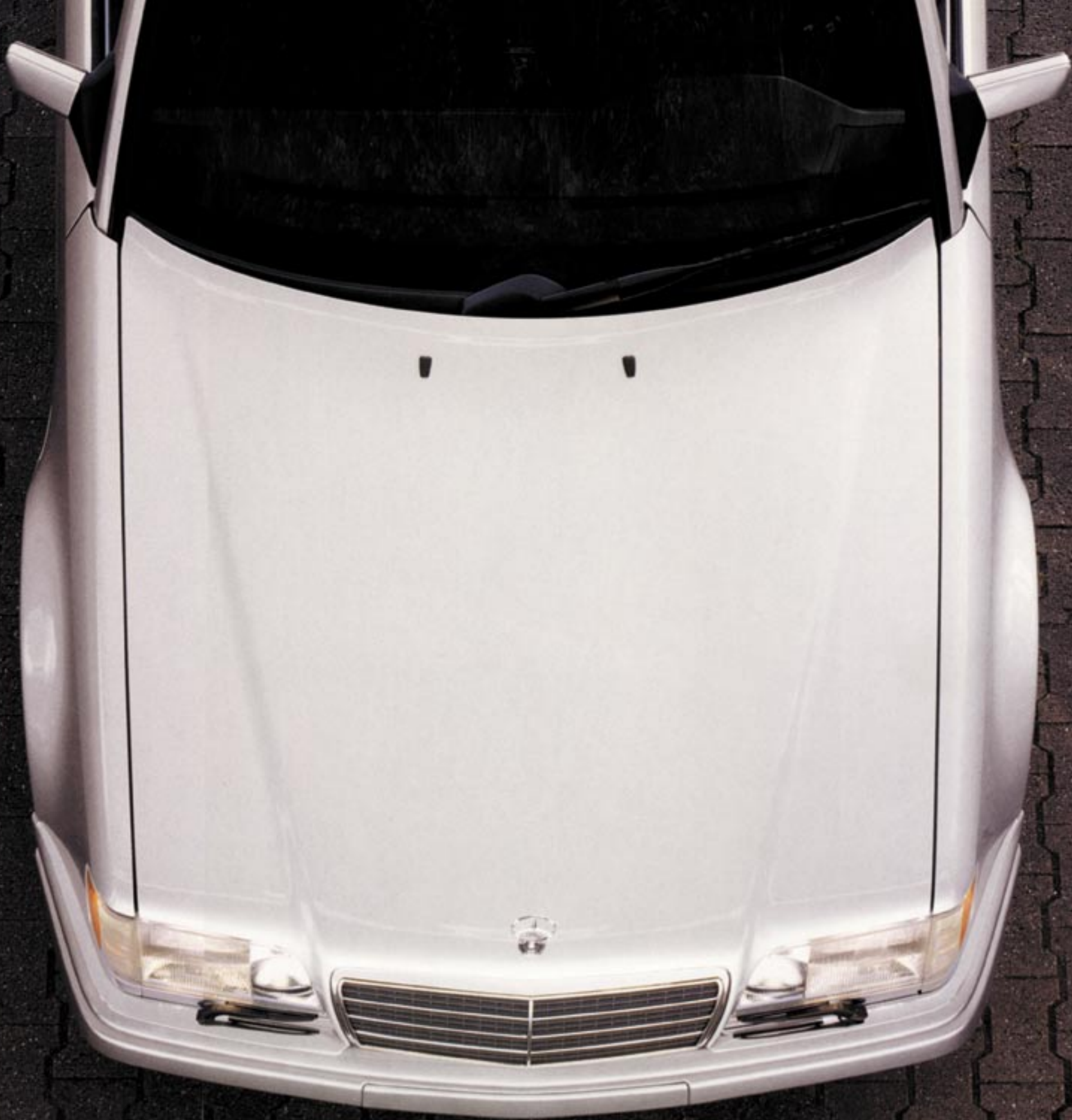


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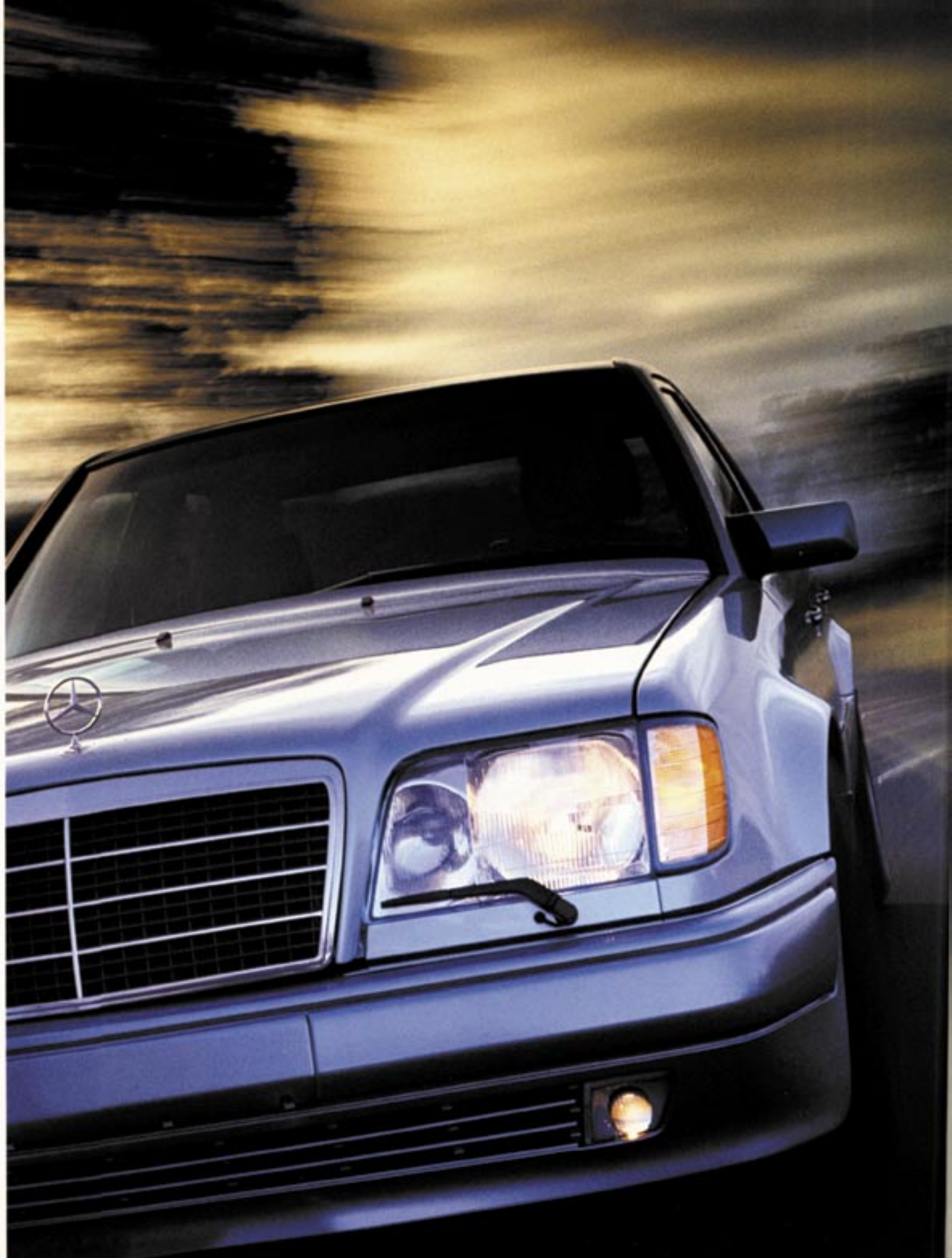
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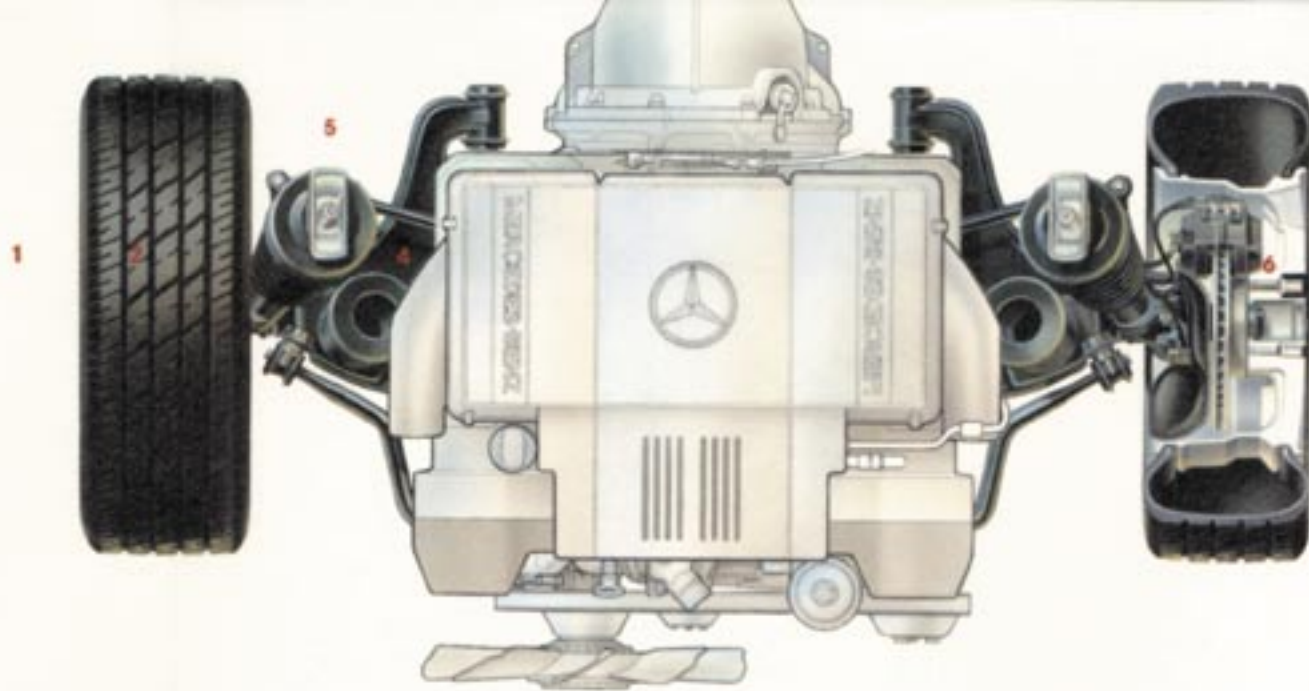
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*The experience of driving
an E500 for the first time
may come as a surprise.
It's not a car that requires
you to hold a master's
degree in performance
driving. It is a car for seri-
ous travel, stable and
secure. Turn the steering
wheel, and it tracks
through corners quickly
and without question.
Its ride quality is unlike
anything ever felt in a
high-performance machine
— a velvet hammer. Only
when you glance down
at the speedometer do
you realize the speed at
which this civilized
excitement has occurred.*





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

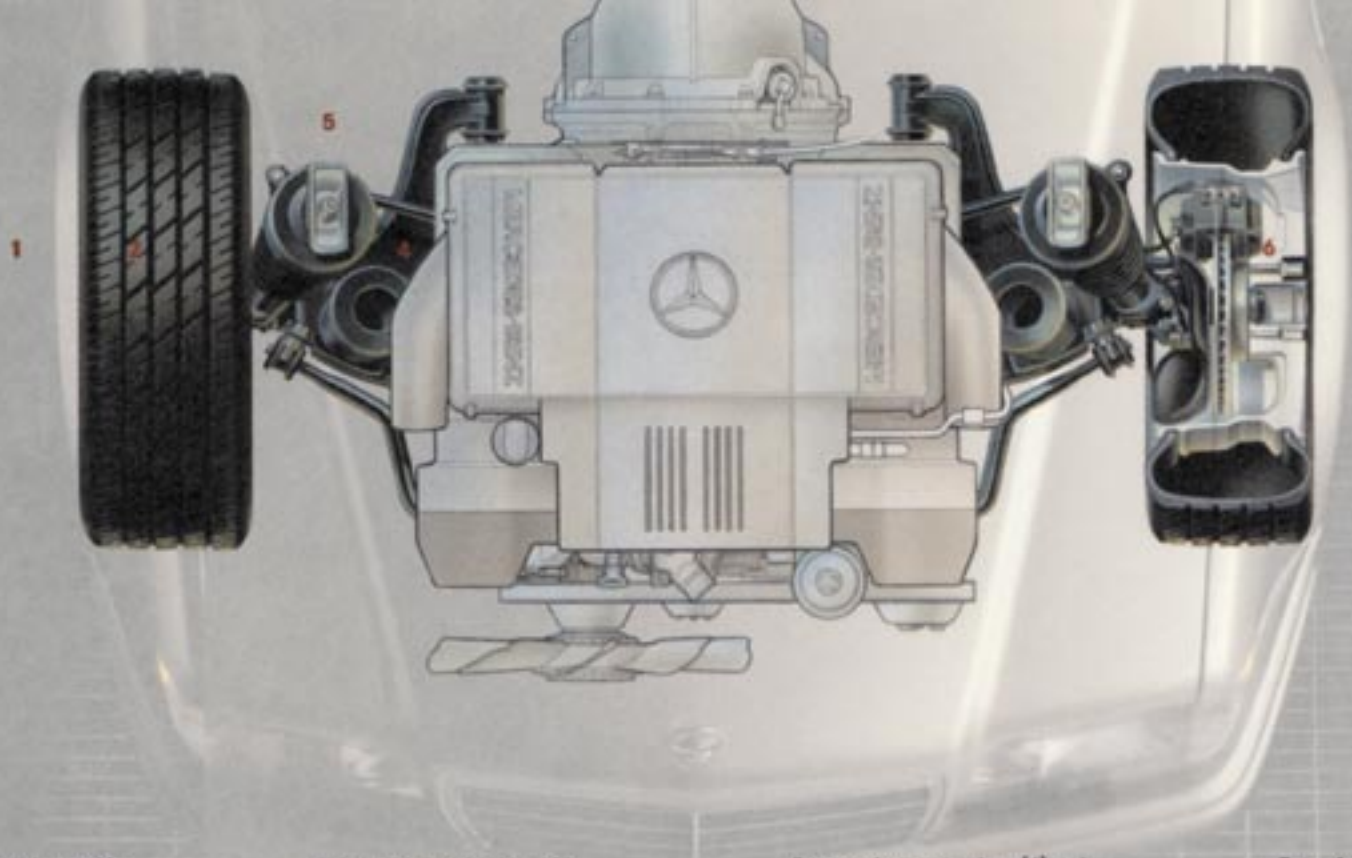
To help maintain attitude and balance as loads within the car vary, a hydropneumatic leveling system [3] controls rear-axle height.

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

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

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





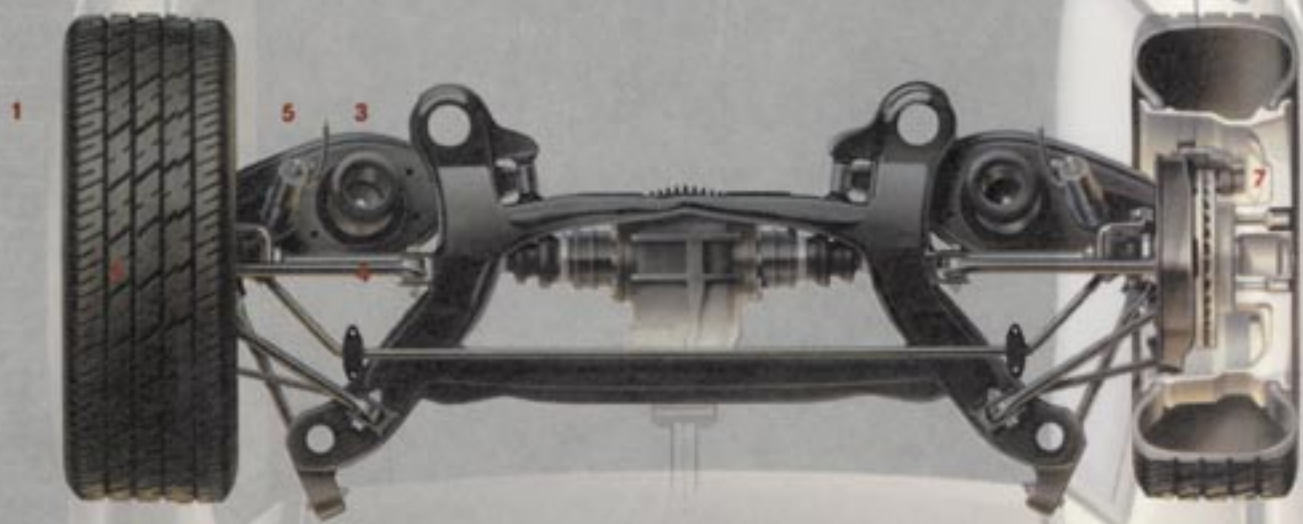
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The E 500 is far from being a spartan, all business and no pleasure performance sedan.

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

Occupant protection is uncompromised; driver and front-passenger

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







ENGINE

Twin-DOHC 32-valve V-8 engine
 Aluminum-alloy block and cylinder head
 LH sequential multiport fuel injection
 Electronic ignition
 Antiknock control • Variable intake-valve timing
 Control Area Network (CAN) data management system
 Displacement: 303.5 cu in/4,973 cm³
 Net power: 315 hp @ 5,600 rpm
 Net torque: 347 lb-ft @ 3,900 rpm
 Compression ratio: 10.0:1

DRIVETRAIN

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

STEERING

Power-assisted recirculating-ball steering
 with hydraulic steering damper

SUSPENSION

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

BRAKES

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

WHEELS AND TIRES

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

EXTERIOR FEATURES

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

INTERIOR FEATURES


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

INSTRUMENTATION

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



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



SOUND SYSTEM

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

OPTIONAL EQUIPMENT

Integrated cellular telephone
Integrated CD changer

DIMENSIONS

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