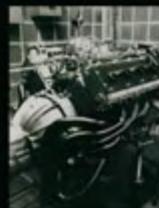




Mercedes-Benz

AMG

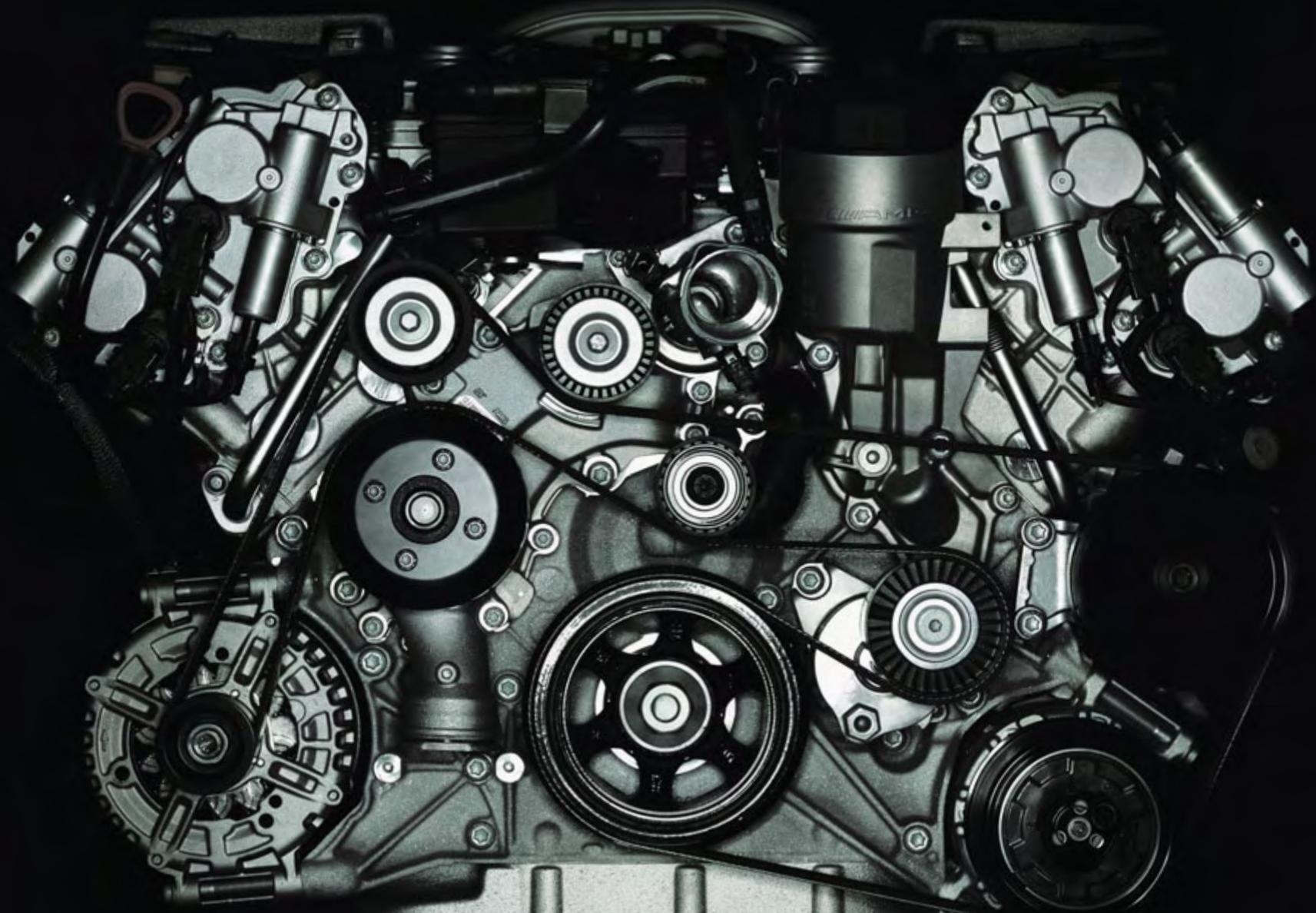


Powered by Passion.

One step further

Granted, we find it hard to accept limits. Instead we always try to go one step further. Here at Mercedes-AMG, this tradition has its origins in motorsport. Second-best has never been good enough for us, neither on the race track nor when developing our road-going sports cars. We are fully committed to fulfilling your every desire, especially

when it comes to outstanding handling dynamics. By adopting innovative technical approaches and by creating cars which are exclusive and unique in terms of both their appearance and their performance. No wonder every car honed by Mercedes-AMG in Affalterbach succeeds in sparking previously undreamt-of emotions.



Discover your dynamic side

20	28	34	34	42	48	54	60	60	68	74
C 63 AMG	E 63 AMG	S 63 AMG	S 65 AMG	ML 63 AMG	CLK 63 AMG	CLS 63 AMG	CL 63 AMG	CL 65 AMG	SLK 55 AMG	SL 63 AMG



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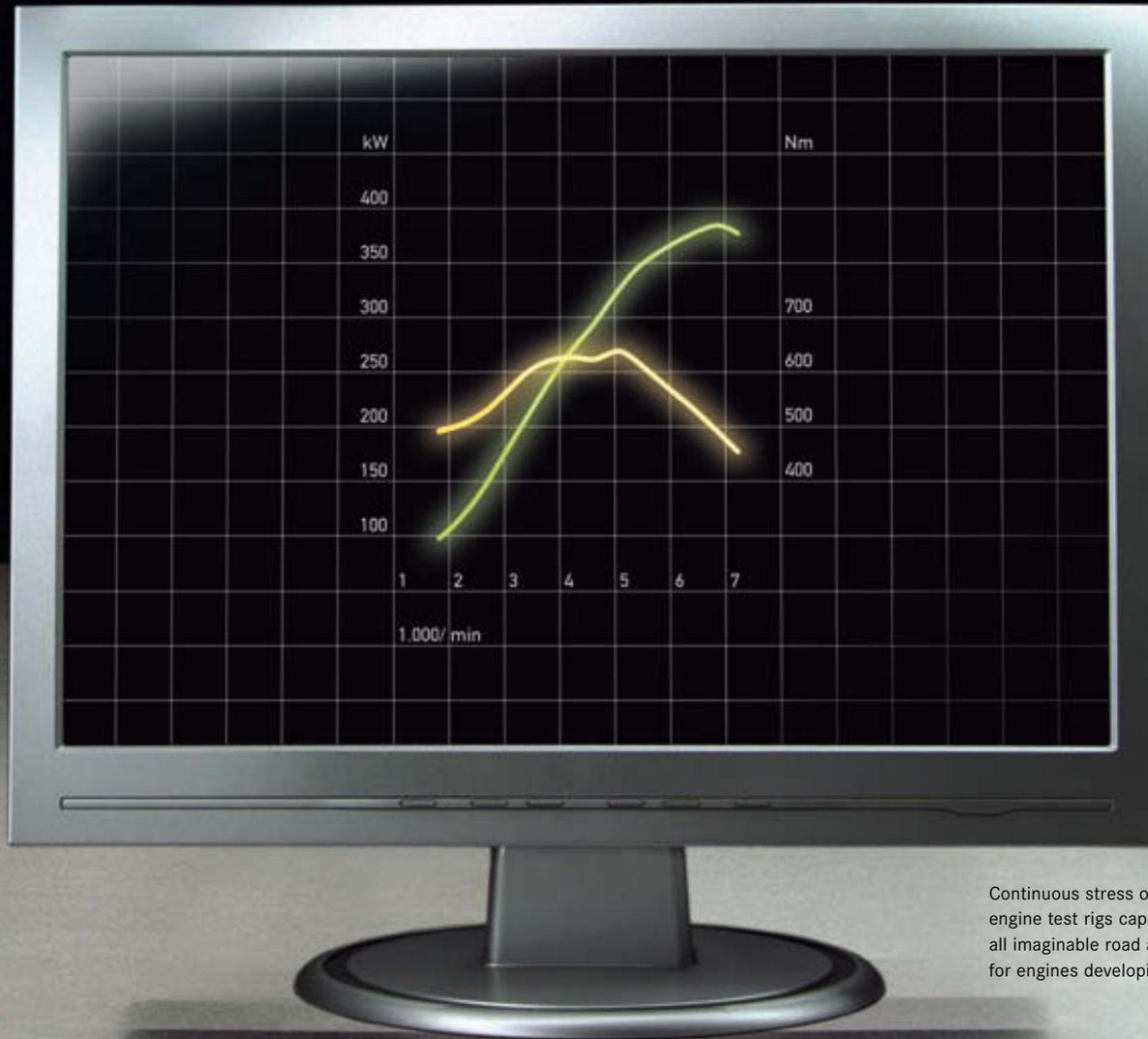
The world of AMG

One man – one engine

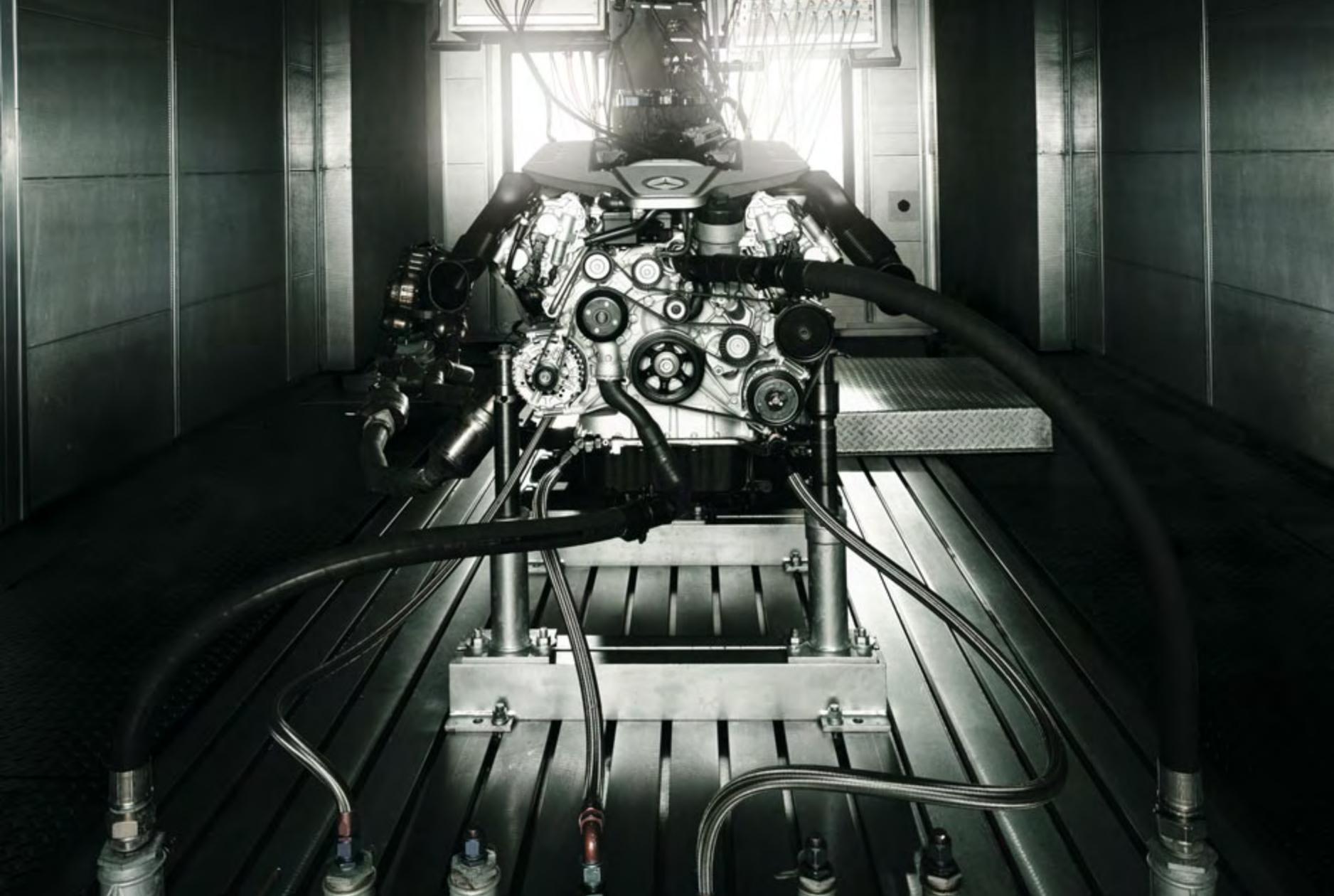
Our penchant for unconventional thinking and our dedicated approach to putting ideas into practice are legendary. So it's hardly surprising to find that Affalterbach is home to some of the world's most sophisticated engine development and production facilities. But there are also areas where highly-skilled manual work is still part of the daily routine. For instance, the heart of every AMG Mercedes is assembled

according to the "one man – one engine" principle. Naturally the components are specially selected and therefore fit together perfectly. Plus all of them undergo a painstaking series of checks and controls. And so you can be sure that your AMG Mercedes will give you countless miles of unbridled driving pleasure, a badge on the engine bears the signature of the engineer responsible for its assembly.





Continuous stress on dynamic high-tech engine test rigs capable of simulating all imaginable road and ambient conditions for engines developing 1000 hp and more





A POTTED HISTORY OF AMG SUCCESS:
1971 Class winner at the 24 Hours of Spa
1992 German Touring Car Championship
1994 German Touring Car Championship
1995 German Touring Car Championship

1995 International Touring Car Series Champion
1997 FIA GT Champion
1998 FIA GT Champion
2000 German Touring Car Masters
2001 German Touring Car Masters

2002 German Touring Car Masters (team ranking)
2003 German Touring Car Masters
2005 German Touring Car Masters
2006 German Touring Car Masters

Success can be a matter of millimetres. Or even milliseconds

For all the success in the world, there are, of course, some things that we are not so good at. One is perfunctoriness. Another is the willingness to accept second-best. When it comes to quality, reliability and precisely implementing our technical or aerodynamic concepts, however, we are in

our element. This strategy has delivered victory after victory for our motorsport division as well as ensuring that every journey in an AMG Mercedes is a safe one, despite the immense demands that are placed on vehicle performance.

Monza, Hockenheim, Bahrain and Affalterbach

Born on the road, bred on the race track and desired by all those who crave exceptionally dynamic four-wheel mobility – Mercedes-AMG has been a byword for sporty, exclusive cars for almost four decades. By tradition, our technology is not just developed at our Affalterbach plant. It is also honed to perfection on the world's race tracks. In tough but fair competition, but also in other areas, where the

expectations regarding performance and endurance are equally high: the Safety Car and Medical Car, for example, are key elements of the Formula 1 safety concept. Both models have been produced at our Affalterbach facility for over a decade. The current Official F1™ Safety Car is based on the SL 63 AMG, the Official F1™ Medical Car on the C 63 AMG Estate.





Your new AMG already has more than half a million kilometres on the clock

To develop a new AMG Mercedes, you need know-how, commitment and passion. Not to mention plenty of time. Not just on the drawing board, in the design studio and inside the wind tunnel, but also in far less welcoming environments. The desert, for example, or the Arctic Circle. On sand, on the race track and, of course, on the road.

After all, only technology which masters all of these challenges earns itself a place in your AMG Mercedes. It's good to know that this arduous past life doesn't show in the finished AMG article. But you can sense it every time you sit behind the wheel, every kilometre of the way.

Closer to the limit: the *AMG PERFORMANCE STUDIO*

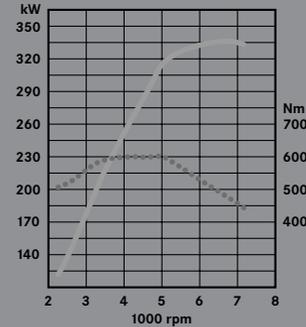
Those for whom even the very special is not unique enough, and who are used to giving their all and expecting the same at all times, will also be prepared to go the extra mile where their car is concerned: to the *AMG PERFORMANCE STUDIO*. This is where you will find exciting technology and materials that inject road-going vehicles with even more motor-racing DNA. The Studio in Affalterbach creates

specific items of optional equipment for your AMG Mercedes which go beyond the conventional. Naturally the same also applies to the exclusive, limited-series models we develop there, not to mention the one-off examples we are able to produce to your individual requirements. We look forward to welcoming you there.



C 63 AMG

The C 63 AMG



No car has been more successful in the German Touring Car Masters (DTM) than the race version of the C-Class created by Mercedes-AMG. And no car comes closer to this serial winner than the sportiest C-Class of all time: the new C 63 AMG. This thrilling fifth generation of the AMG C-Class is a car that flaunts its motor-racing genes and delivers the kind of dynamic handling and agility usually found only on the race track. This car's responsiveness makes every drive a joy, every corner a highlight, every touch of the accelerator an action with thrilling consequences.

ENGINE:

AMG 6.3-litre V8 engine developing 336 kW (457 hp) and 600 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.5 s (Saloon) and 4.6 s (Estate)

CHASSIS:

AMG sports suspension with wider track at the front axle, increased front and rear camber, optimised axle kinematics and modified spring and damper characteristics. 3-stage ESP®: On, Sport, Off

BRAKES:

AMG high-performance braking system with 6-piston fixed callipers and 360 x 36 mm brake discs on the front axle

TRANSMISSION:

AMG SPEEDSHIFT PLUS 7G-TRONIC automatic transmission with double-declutching function for smooth downshifts and reduced braking torque on the drive axle





Dynamism and character are obvious at first sight thanks to the distinctive front end with its flared wheel arches, the distinctive powerdomes on the bonnet and the two-louvre, chrome-trimmed AMG radiator grille



The AMG sports suspension has virtually been redeveloped from scratch. For example, by widening the track at the front axle and increasing the front and rear camber. Striking features include the standard 18-inch AMG light-alloy wheels in a 5-spoke design, which are painted titanium grey with a high-shine finish



The racing heritage is evident from the impressive diffuser-look AMG rear apron with its three distinctive diffuser fins, as well as the AMG sports exhaust system with a sound that produces goosebumps the moment the engine comes to life. Not to mention the AMG spoiler lip on the rear and the LED tail lights



If any car oozes dynamism even when at a standstill, it is the C 63 AMG. The AMG front apron with its side air outlets and integral, circular chrome-ringed fog lamps, as well as the AMG side skirts, already indicate the bullish power that lies within



The AMG sports seats with integral head restraints can be set to suit your precise preferences using the adjustable side bolsters and lumbar supports. A nappa leather interior is available as an option, with a combination of ARTICO man-made leather/AMG fabric as standard. The AMG performance steering wheel has a smaller diameter and aluminium shift paddles, while the AMG-specific instrument cluster features the new AMG main menu with RACETIMER

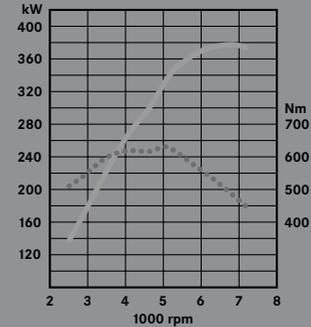


We should, of course, point out that there is an alternative to the C 63 AMG Saloon: the Estate with the same name and the same thrilling characteristics. It is shown here with the optional 19-inch AMG light-alloy wheels in a multi-spoke design, which are painted titanium grey with a high-shine finish, from the AMG *PERFORMANCE STUDIO*. The AMG performance package for the Saloon and Estate is also available from here – for further-enhanced handling dynamics.



The E 63 AMG

E 63 AMG



What happens when you instill a car that exudes effortless superiority with motor-racing DNA? The answer is a breathtaking blend of practically limitless power, dynamism and hallmark Mercedes-Benz comfort. The latest in-house development to come out of the Affalterbach engine workshops – the AMG 6.3-litre V8 powerplant – delivers a level of agility that is unrivalled in this class, bringing a wealth of motorsport technology to the road. The E 63 AMG Saloon and Estate models are simply sports cars, only in a form you may not be familiar with.

ENGINE:

AMG 6.3-litre V8 engine developing 378 kW (514 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.5 s (Saloon) or 4.6 s (Estate)

CHASSIS:

AMG sports suspension with stiffer AMG gas-filled shock absorbers and specially tuned spring elements based on AIRMATIC DC

BRAKES:

AMG high-performance braking system with 360 x 36 mm composite brake discs and 6-piston fixed callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift paddles





The AMG front and rear aprons, along with the AMG side skirts, accentuate the car's dynamic looks, as do the AMG spoiler lip on the boot lid and the AMG sports exhaust system with two chromed twin tailpipes





The AMG sports seats with Alcantara inserts at shoulder level are upholstered in the finest nappa leather. Then there is the AMG ergonomic sports steering wheel and the AMG instrument cluster with AMG main menu including RACETIMER



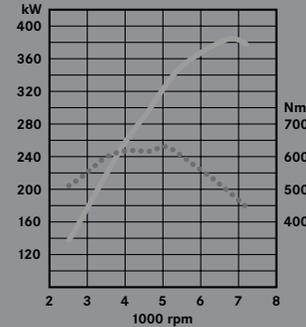


The mark of sporting prowess: the side air outlets in the AMG front apron and the 18-inch AMG 5-spoke light-alloy wheels painted titanium grey with a high-sheen finish

The S 63 AMG and the S 65 AMG

Can a sports car have four doors and offer the stress-relieving qualities of a luxury saloon? And can a saloon boast as much power and torque as the S 63 AMG or S 65 AMG? The answer to both questions is a resounding “yes”. Every Mercedes-AMG S-Class is a high-end saloon par excellence, after all. Whether the new AMG 8-cylinder engine or the AMG 12-cylinder biturbo engine is under the bonnet, the result is a form of driving that is simply unmatched. More assured, dynamic and agile than any performance figures could possibly convey.

S 63 AMG



ENGINE:

AMG 6.3-litre V8 engine developing 386 kW (525 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.6 s

CHASSIS:

AMG sports suspension with AMG spring struts and specially tuned Active Body Control (ABC)

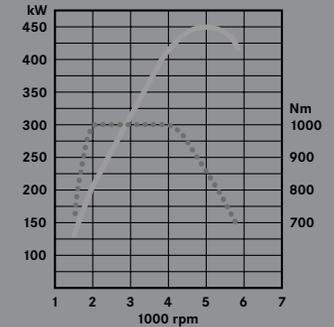
BRAKES:

AMG high-performance braking system with 390 x 36 mm composite brake discs and twin sliding callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift paddles

S 65 AMG



ENGINE:

AMG 6.0-litre V12 biturbo engine developing 450 kW (612 hp) and 1000 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.4 s

CHASSIS:

AMG sports suspension with AMG spring struts and specially tuned Active Body Control (ABC)

BRAKES:

AMG high-performance braking system with 390 x 36 mm composite brake discs and twin sliding callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 5-speed automatic transmission and AMG steering-wheel gearshift operated using shift paddles





Sport with a capital “S”: the AMG front apron with large air inlets, circular fog lamps ringed in chrome and side air outlets, plus AMG side skirts



Dressed for success: the 20-inch AMG 5-spoke light-alloy wheels painted titanium silver are optionally available



First-class seats: AMG sports seats in Exclusive PASSION leather – with the new AMG V12 diamond pattern for the S 65 AMG – the AMG ergonomic sports steering wheel with shift paddles in silver-coloured aluminium, the AMG instrument cluster including RACETIMER and an IWC-design analogue clock



The multi-piece 19-inch AMG 5-spoke light-alloy wheels are painted titanium grey and accentuate the muscular design. A strong finish: the S 65 AMG with AMG rear apron and AMG sports exhaust system with two chromed twin tailpipes featuring distinctive V12 styling





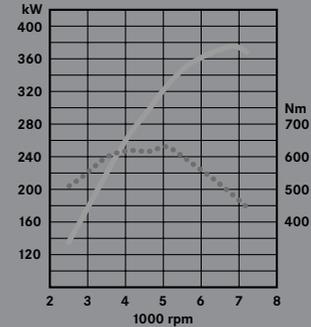
The S63 AMG is shod with high-sheen 19-inch AMG multi-spoke light-alloy wheels. The AMG sports exhaust system is recognizable by the oval shape of the two chromed twin tailpipes



D S MA 6316

The ML 63 AMG

Anyone who has ever desired a truly exceptional and extremely powerful car with superb off-road capability will almost certainly find themselves behind the wheel of the ML 63 AMG at some stage. In addition to practically unlimited mobility, it offers a thrill a minute courtesy of spontaneous power delivery and a level of dynamism that even thoroughbred sports cars find hard to match. Motor-racing technology, exclusivity, spaciousness and all-wheel drive combined with AMG sports suspension – the perfect recipe for mile after mile of exhilarating driving.



ENGINE:

AMG 6.3-litre V8 engine developing 375 kW (510 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 5.0 s

CHASSIS:

AMG sports suspension based on the AIRMATIC package with AMG spring struts and specially tuned Adaptive Damping System (ADS)

BRAKES:

AMG high-performance braking system, front axle with 2-piston sliding callipers and 390 x 36 mm brake discs

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift paddles





The dynamic front apron and the powerful rear apron, part of the AMG bodystyling, give the ML 63 AMG a distinctive look. The broader wings, the uniquely styled AMG radiator grille and the AMG front and rear underguards in high-shine chrome are available exclusively for the ML 63 AMG



Impressive in every respect: 20-inch AMG 5-spoke light-alloy wheels, painted titanium grey with a high-sheen finish, with 295/40 tyres. Plus the AMG high-performance braking system with 2-piston sliding callipers and 390 mm internally ventilated and blind-drilled discs



The powerful forwards thrust and palpable dynamism are also down to the AMG SPEEDSHIFT 7G-TRONIC automatic transmission, which has three modes and ensures extremely slick gear changes. The AMG sports exhaust system with chromed twin tailpipes is a clear indicator of the sporty potential at the heart of the ML 63 AMG

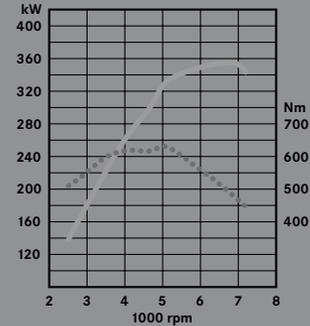


AMG sports seats in exclusive nappa leather with Alcantara inserts at shoulder level and multicontour function. Plus the AMG instrument cluster with special multifunction display menu – including RACETIMER, engine oil temperature and central gear indicator, for example – not to mention the AMG ergonomic sports steering wheel with shift paddles



A little something extra? Options available for the ML 63 AMG include 21-inch AMG twin-spoke light-alloy wheels, painted titanium grey with a high-sheen finish, shod with 295/35 tyres

The CLK 63 AMG



The CLK also appears frequently on the roll-call of champions in the DTM series (German Touring Car Masters). No wonder it causes such a sensation when seen out on the road. Because scarcely any other car conveys exclusive elegance with such dynamism. The harmonious combination of power, agility and assuredness – in Coupé or Cabriolet guise – opens up a whole new dimension in driving enjoyment. A sports car that marks the rebirth of the classic touring car, harking back to a time when driving was more important than arriving.

ENGINE:

AMG 6.3-litre V8 engine developing 354 kW (481 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.6 s (Coupé) or 4.7 s (Cabriolet)

CHASSIS:

AMG sports suspension with AMG spring struts, AMG shock absorbers and larger torsion bars

BRAKES:

AMG high-performance braking system with 360 x 32 mm composite brake discs and 6-piston fixed callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift paddles



Power and beauty: AMG bodystyling for the CLK 63 AMG
with side air outlets in the front apron as well as rear apron
and side skirts



A high-performance athlete when viewed from the rear as well: thanks to the spoiler lip on the boot lid and the AMG sports exhaust system – with two chromed twin tailpipes for the Coupé and one for the Cabriolet





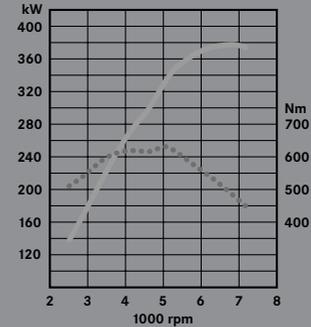
Ready to go: 18-inch AMG 5-spoke light-alloy wheels painted titanium grey with a high-sheen finish. Ready to stop: AMG high-performance braking system with 6-piston fixed callipers



Strongly contoured AMG sports seats upholstered in fine nappa leather. The AMG ergonomic sports steering wheel features aluminium shift paddles, while the AMG instrument cluster with uniquely designed main menu includes a RACETIMER function



The CLS 63 AMG



Style has always been a topic of endless fascination. Especially in the case of the trailblazing CLS 63 AMG. The perfect synthesis of sporty, elegant design and remarkable performance potential takes your breath away. And that's before you even start driving. Plus, when you do fire the engine, an impressive 630 Nm of torque await. So you may be reluctant to give up the wheel once you're behind it.

ENGINE:

AMG 6.3-litre V8 engine developing 378 kW (514 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.5 s

CHASSIS:

AMG sports suspension with stiffer AMG gas-filled shock absorbers and specially tuned spring elements based on AIRMATIC DC

BRAKES:

AMG high-performance braking system with 360 x 36 mm composite brake discs and 6-piston fixed callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT PLUS 7G-TRONIC automatic transmission with double-declutching function and AMG steering-wheel gearshift operated using shift paddles





The unmistakably powerful appearance of the CLS 63 AMG is also down to the distinctive, uniquely styled AMG radiator grille with black-painted louvres, not to mention the dynamic AMG front apron. Equally exciting technical aspects include the AMG SPEEDSHIFT PLUS 7G-TRONIC automatic transmission, whose double-declutching function and extremely slick gear changes make for a thrilling sound and dynamic handling



Elegant and dynamic: exclusive nappa leather and AMG sports seats with Alcantara inserts at shoulder level. Plus an AMG ergonomic sports steering wheel with shift paddles in silver-coloured aluminium and an AMG instrument cluster with a special main menu including RACETIMER. Carbon-fibre trim elements are available as optional extras from the *AMG PERFORMANCE STUDIO*



The AMG spoiler lip on the boot lid reduces rear-axle lift and, together with the two chromed twin tailpipes that round off the AMG sports exhaust system, accentuates the dynamic aura at the rear end



63
AMG

The exciting look of the CLS 63 AMG is emphasised by 19-inch AMG triple-spoke light-alloy wheels, painted titanium grey with a high-shine finish, shod with equally imposing tyres: 255/35 at the front and 285/30 at the rear

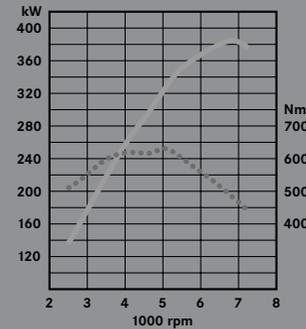


The AMG *PERFORMANCE STUDIO* also goes a step further when it comes to optional extras for the CLS 63 AMG, here for example with the exterior carbon-fibre package comprising the AMG spoiler lip on the boot lid, the deflectors on the AMG front apron, the exterior-mirror casings and the carbon-fibre insert in the rear apron. Equally impressive are the optionally available 19-inch AMG forged wheels

The CL 63 AMG and the CL 65 AMG

The dream of an exciting coupé with innovative technology and outstanding performance becomes a reality. Whereas thoroughbred sports cars are normally cramped, hard and noisy, the CL 63 AMG with the agile AMG V8 engine and the new CL 65 AMG with the enormously powerful AMG 12-cylinder biturbo engine are simply superior in every respect. Ample performance reserves and exemplary handling safety to the very limits ensure an incomparable driving experience.

CL 63 AMG



ENGINE:

AMG 6.3-litre V8 engine developing 386 kW (525 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.6 s

CHASSIS:

AMG sports suspension with AMG spring struts and specially tuned Active Body Control (ABC)

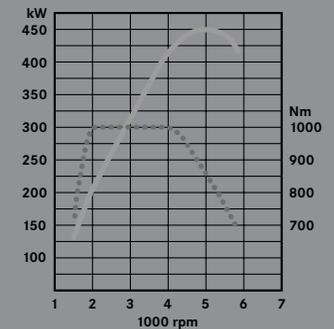
BRAKES:

AMG high-performance braking system with 390 x 36 mm composite brake discs and twin sliding callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift paddles

CL 65 AMG



ENGINE:

AMG 6.0-litre V12 biturbo engine developing 450 kW (612 hp) and 1000 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.4 s

CHASSIS:

AMG sports suspension with AMG spring struts and specially tuned Active Body Control (ABC)

BRAKES:

AMG high-performance braking system with 390 x 36 mm composite brake discs and twin sliding callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 5-speed automatic transmission and AMG steering-wheel gearshift operated using shift paddles





The epitome of power and elegance: the CL 63 AMG with AMG front and rear apron, AMG side skirts, darkened bi-xenon headlamps and the muscular AMG radiator grille with two chromed louvers



The 19-inch AMG multi-spoke light-alloy wheels conceal the equally impressive AMG high-performance braking system with twin sliding callipers and composite brake discs



The sporty rear design, including the characteristic AMG sports exhaust system with two chromed twin tailpipes, hints at the sheer dynamism that underpins the CL 63 AMG



The best sports seats in the house: AMG sports seats in PASSION leather, AMG ergonomic sports steering wheel with aluminium shift paddles. View of the AMG instrument cluster with AMG main menu including RACETIMER as well as the special IWC-design analogue clock



Every inch the perfect design: the optionally available 20-inch AMG forged wheels are painted titanium grey and feature polished spokes



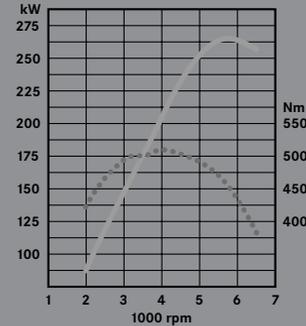
Exclusive and sporty: the seats and interior door/side wall panels of the CL 65 AMG in Exclusive PASSION leather with the new AMG V12 diamond pattern. The more pronounced side bolsters of the AMG sports seats provide outstanding lateral support even when taking bends at speed



Distinguishing features: the AMG sports exhaust system with two chromed twin tailpipes in a V12 design. Plus 20-inch AMG forged wheels in a twin-spoke design, painted titanium grey and polished. The carbon-fibre diffuser insert in the rear apron is part of the optional AMG exterior carbon-fibre package

SLK 55 AMG

The SLK 55 AMG



Even before you turn the key, the SLK 55 AMG reveals its true character, immediately catching the eye with its directness, openness and emotive appeal. Its inner values – agility, manoeuvrability, versatility, exemplary durability and performance potential – are also designed to arouse your passions. Thoroughbred sports-car technology abounds, from the AMG 8-cylinder engine to the AMG sports suspension. If you're looking for a thrill-a-minute ride that leaves you totally breathless, look no further.

ENGINE:

AMG 5.5-litre V8 engine developing 265 kW (360 hp) and 510 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.9 s

CHASSIS:

AMG sports suspension with AMG spring struts and shock absorbers as well as larger torsion bars

BRAKES:

AMG high-performance braking system with 345 x 30 mm brake discs and 4-piston fixed callipers on the front axle

TRANSMISSION:

AMG SPEEDSHIFT 7G-TRONIC automatic transmission and AMG steering-wheel gearshift operated using shift paddles





Pure muscle and not an ounce of excess weight – the SLK 55 AMG clearly has motor-racing in its genes. As is also displayed by the AMG spoiler lip at the rear, the AMG rear apron with black insert and the AMG sports exhaust system with two chromed twin tailpipes



The ergonomically optimised AMG sports seats add to the excitement thanks to their fine nappa leather upholstery and the outstanding lateral support they provide in all driving situations. The armrest and door centre panels are also trimmed in nappa leather



The SLK 55 AMG is a finely-honed athlete from front to rear, a case in point being the standard 18-inch AMG multi-spoke light-alloy wheels, which are painted titanium grey with a high-sheen finish. This athleticism is even more evident when it comes to the options available from the AMG *PERFORMANCE STUDIO*, ranging from carbon-fibre trim elements to the AMG performance package, including AMG high-performance composite brakes



Thanks to the new AMG ergonomic sports steering wheel with silver-coloured aluminium shift paddles, coupled with the new AMG instrument cluster with 320 km/h dial and AMG main menu including RACETIMER, every drive becomes an uplifting experience

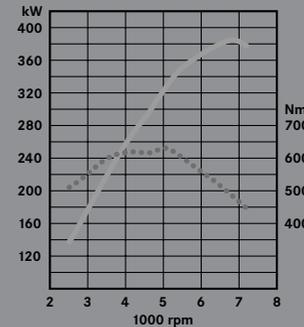


The SLK 55 AMG lives up to the promise of its sporty, powerful design – including the AMG front apron with black-painted crossmember, the likewise black-painted horizontal fins in the radiator grille, the darkened front headlamps and the characteristic fins running the length of the bonnet – by delivering handling dynamics that seem to know no limits

The SL 63 AMG and the SL 65 AMG

SL – perhaps the two most beguiling letters in the whole of the sports car world. A legend among roadsters. Especially when three further letters – AMG – are added. The sign of the ultimate in driving enjoyment. Whether it be the extremely dynamic SL 63 AMG with agile AMG 8-cylinder engine and new AMG SPEEDSHIFT MCT 7-speed sports transmission or the powerful SL 65 AMG with AMG 12-cylinder biturbo powerplant generating a peak torque of 1000 Nm, making this one of the most powerful engines on the road. In any case, when it comes to design idiom and exclusivity, hardly anything else can come close.

SL 63 AMG



ENGINE:

AMG 6.3-litre V8 engine developing 386 kW (525 hp) and 630 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.7 s

CHASSIS:

AMG sports suspension with AMG gas-filled shock absorbers and specially tuned spring elements based on Active Body Control (ABC)

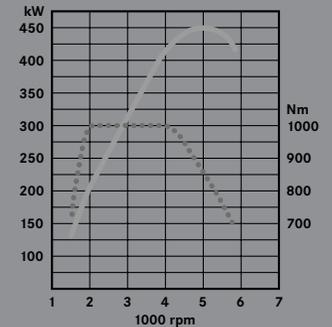
BRAKES:

AMG high-performance braking system with 360 x 36 mm composite front brake discs and 6-piston fixed callipers

TRANSMISSION:

AMG SPEEDSHIFT MCT 7-speed sports transmission and AMG steering-wheel gearshift operated using shift paddles

SL 65 AMG



ENGINE:

AMG 6.0-litre V12 biturbo engine developing 450 kW (612 hp) and 1000 Nm of torque

PERFORMANCE:

Top speed 250 km/h (electronically limited), acceleration from 0 to 100 km/h in 4.2 s

CHASSIS:

AMG sports suspension with AMG gas-filled shock absorbers and specially tuned spring elements based on Active Body Control (ABC) with limited-slip rear axle differential

BRAKES:

AMG high-performance braking system with 390 x 36 mm composite front brake discs and 6-piston fixed callipers

TRANSMISSION:

AMG SPEEDSHIFT 5-speed automatic transmission and AMG steering-wheel gearshift operated using shift paddles





Both SL AMG models are consistently sporty, dynamic and captivating, not least thanks to the unique AMG bonnet, the black-painted radiator grille and the side AMG trim elements painted matt silver. One distinctive difference between the two is the crossmember in the front apron: finished in matt silver for the SL 65 AMG and high-gloss black for the SL 63 AMG



The exclusive AMG V12 diamond design of the AMG sport seats and door centre panels is available solely for the SL 65 AMG. An AMG instrument cluster with special AMG main menu, genuine carbon-fibre trim elements and an AMG ergonomic sports steering wheel with shift paddles are also available for the SL 63 AMG



The SL 65 AMG takes the ideal racing line: forged 19-inch AMG twin-spoke light-alloy wheels, painted titanium grey with polished spokes, shod with 255/35 tyres at the front and 285/30 tyres at the rear. The "V12 BITURBO" lettering is integrated in the AMG trim elements



The rear end of the SL 65 AMG is yet another truly eye-catching feature – thanks to the unique V12 design of the AMG sports exhaust system, the spoiler lip at the rear, dynamic AMG bodystyling with a diffuser-style rear apron and the darkened tail lights



Likewise, the SL 63 AMG boasts impressive handling dynamics and design. On the one hand thanks to the AMG sports suspension based on Active Body Control and on the other hand thanks to the powerful AMG bodystyling and the matt-silver AMG trim elements with integrated "6.3 AMG" lettering



Truly captivating: the 19-inch AMG triple-spoke light-alloy wheels, painted titanium grey with a high-shine finish, for the SL 63 AMG. The large AMG high-performance composite brakes are known for their outstanding deceleration capabilities

The spoiler lip at the rear of the SL 63 AMG reduces rear-axle lift when driving at high speed and also contributes to the powerful, dynamic rear design, as do the rear apron, the side skirts and the two chromed twin tailpipes belonging to the AMG sports exhaust system





In the SL 63 AMG, the AMG sports seats ensure perfect ergonomics and optimal lateral support at all times. The AMG *PERFORMANCE STUDIO* offers a vast range of technical and visual individualisation options, such as the smaller-diameter AMG performance steering wheel shown here

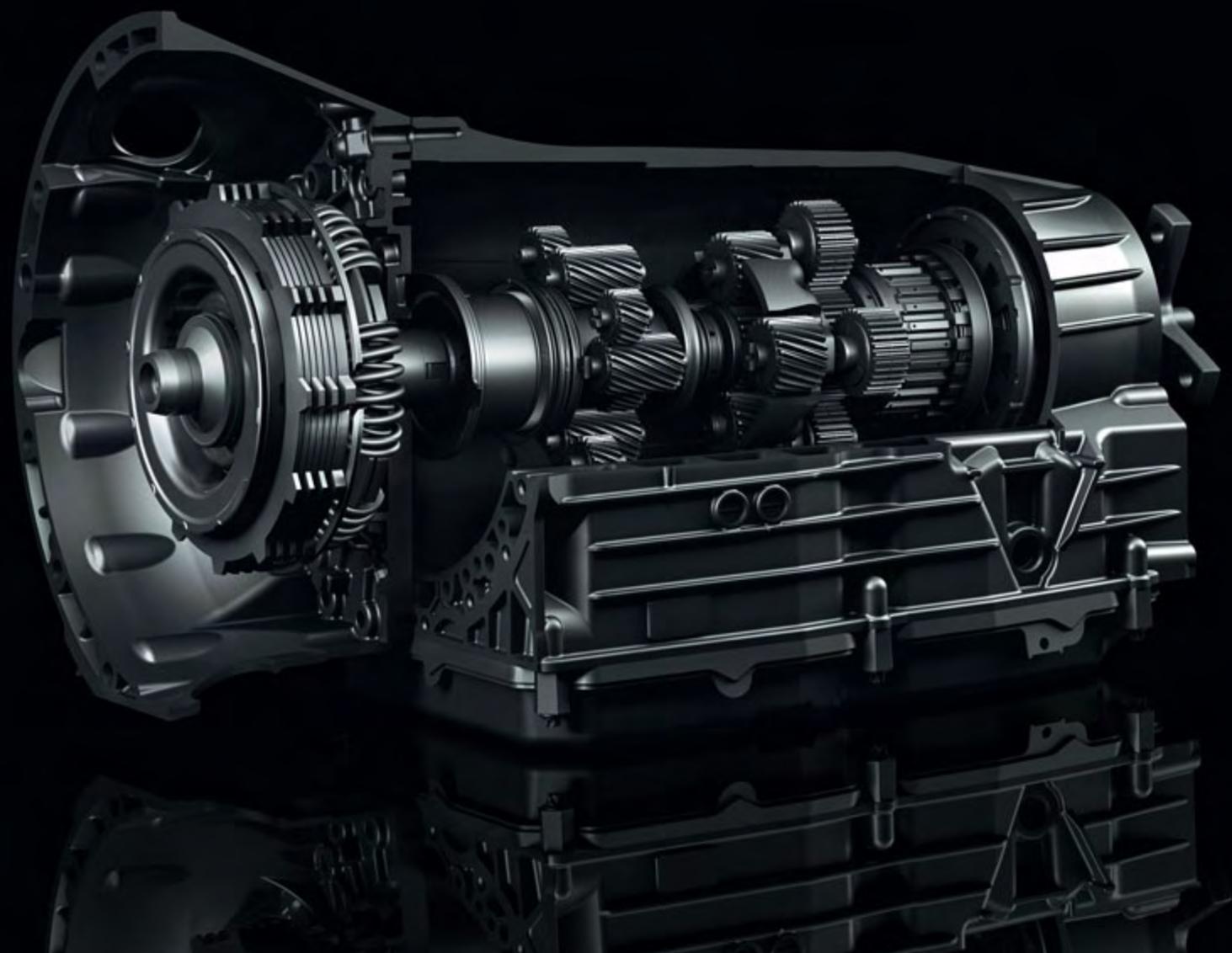


World premiere in the SL 63 AMG: the AMG DRIVE UNIT as the central control element for all dynamic handling control functions. The rotary switch enables the driver to select the "Race Start" function and one of the four modes with different acceleration and gear-change characteristics: one "Comfort" mode, two "Sport" modes and one "Manual" mode. The ESP® button has three settings - ON / SPORT / OFF - while the suspension can be set to Comfort or Sport mode and the "AMG" button can be used to store the preferred combination of transmission mode and suspension setup

Gear changes with fewer speed-limit restrictions: the AMG SPEEDSHIFT MCT 7-speed sports transmission

As innovative as it is unique: the AMG SPEEDSHIFT MCT 7-speed sports transmission allows extremely slick gear changes without interruptions in tractive power and thus contributes decisively to the outstanding handling dynamics. Then there is an unrivalled choice of transmission modes, ranging from the “Race Start” function to “Comfort” mode, each with optimised acceleration and gear-change

characteristics. The direct non-slip link – like a manual transmission – means that the car responds immediately to any accelerator pedal movements. The AMG DRIVE UNIT lets drivers individualise the settings for extremely sporty driving or smooth, comfort-oriented cruising. Plus the automatic double-declutching function ensures that the engine sound is as enjoyable as the drive itself when shifting down.

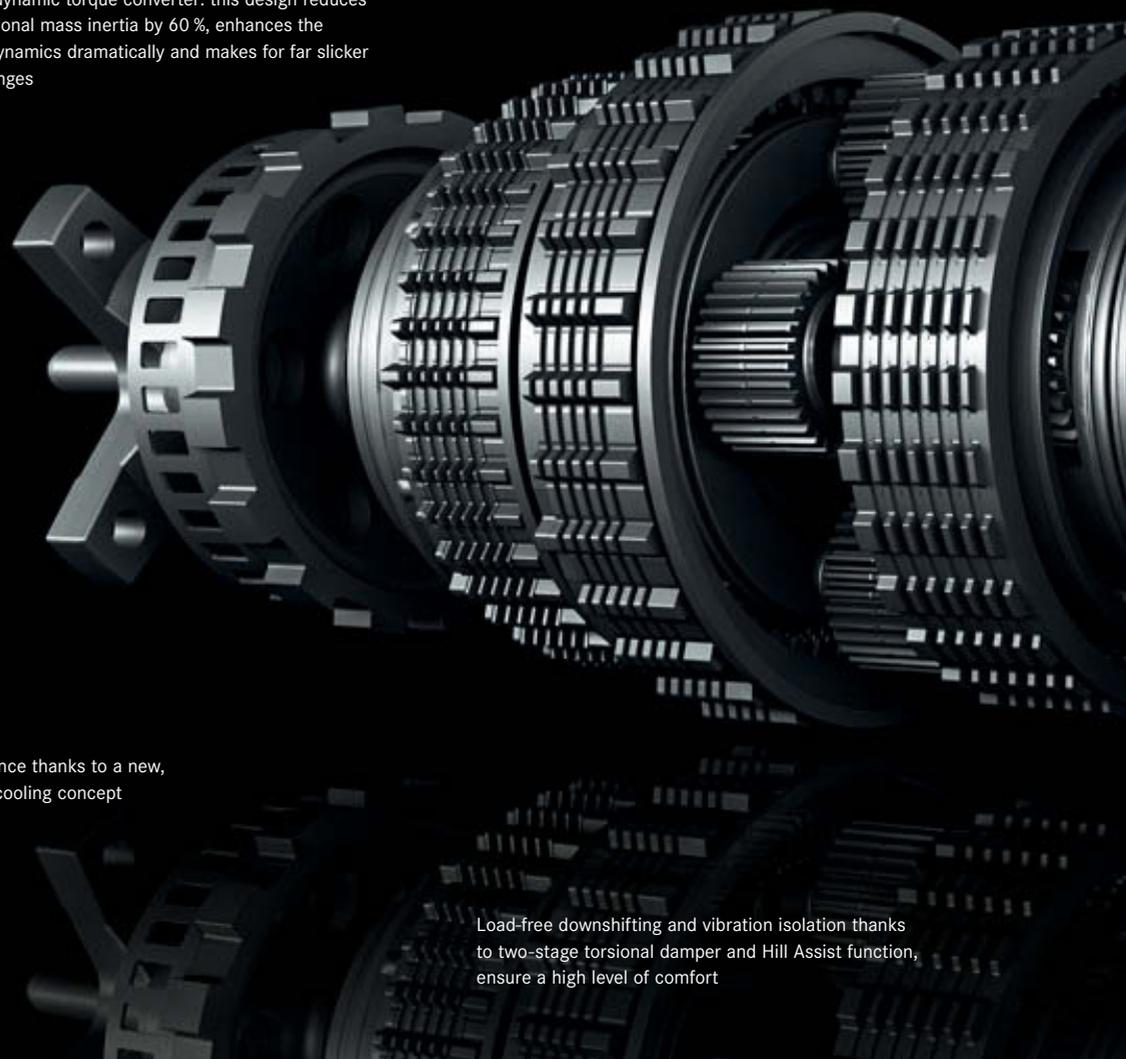


Unique combination of automatic transmission with planetary gearing and wet start-up clutch instead of hydrodynamic torque converter: this design reduces the rotational mass inertia by 60 %, enhances the engine dynamics dramatically and makes for far slicker gear changes

The ability to select the mode – from variable slip to direct link – ensures that there is an extremely wide range of driving experiences on offer: from the purely comfort-oriented to the extremely sporty

Outstanding endurance thanks to a new, extremely efficient cooling concept

Load-free downshifting and vibration isolation thanks to two-stage torsional damper and Hill Assist function, ensure a high level of comfort





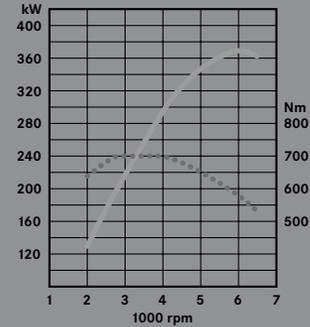
Different start-off strategies can be selected in the different modes, ranging from “consumption-optimised” to “performance-oriented” and the “Race Start” function, which ensures optimal acceleration and traction

Extremely spontaneous gear changes without interruptions in tractive power ensure outstanding dynamics

The new, fully integrated transmission control system with automatic double-declutching function when downshifting further enhances handling dynamics and driving safety. Fast, load-free downshifts and the reduction of the braking torque on the driven axle let your emotions run wild

The G 55 AMG

G 55 AMG



What do you get when you cross the epitome of an off-roader with cutting-edge sports-car technology? The answer is the G 55 AMG – a declaration of independence on four wheels. A vehicle which knows no bounds. Whether on the road or off it, it brings a whole new dimension to the driving experience. A vehicle with a character as unique as your own: effortlessly assured, powerful, robust and dynamic.

ENGINE:

AMG 5.5-litre V8 supercharged engine developing 368 kW (500 hp) and 700 Nm of torque

PERFORMANCE:

Top speed 210 km/h (electronically limited), acceleration from 0 to 100 km/h in 5.5 s

CHASSIS:

AMG sports suspension with stiffer, uniquely designed AMG springs and dampers

TRANSMISSION:

5-speed automatic transmission





The broader wings and the silver-painted radiator grille hint at the tremendous power that lies within the G 55 AMG



Exclusive and ergonomically exemplary:
the new cockpit of the G 55 AMG. With designo
leather and trim elements, the multifunction
steering wheel in a combination of wood and
leather plus the AMG instrument cluster with
"AMG" and "V8 KOMPRESSOR" lettering as
a clear indication of high power reserves

All the hallmarks of an impeccable off-roader coupled with sports-car-like acceleration: 18-inch AMG light-alloy wheels, AMG exhaust system with twin tailpipes on both sides and AMG door sills with illuminated logo



Performance à la carte

In the AMG *PERFORMANCE STUDIO* you will find everything your heart desires when it comes to making your new AMG Mercedes even more individual and sporty. Perfectly configured for your vehicle, developed by our own engineers and tested by our expert drivers, there is a choice of individual options or specially assembled AMG performance packages. Naturally we will endeavour to accommodate any special requirements you may

have which go beyond the usual range of optional extras. And whether you opt for multi-piece AMG light-alloy wheels, an AMG performance suspension, AMG carbon-fibre trim for the exterior and interior, the AMG locking differential or the AMG performance steering wheel with its flattened underside – all of them are guaranteed to make not only your pulse race.



	C 63 AMG	E 63 AMG
Optional equipment from the AMG PERFORMANCE STUDIO:		
AMG performance suspension	–	■ ^{3,4}
AMG 18-inch light-alloy wheels, multi-piece, 5-spoke design, painted sterling silver	–	■
AMG 18-inch light-alloy wheels, multi-piece, twin-spoke design, painted sterling silver	–	–
AMG 19-inch light-alloy wheels, multi-spoke design, painted titanium grey with high-sheen finish	■	–
AMG 19-inch forged wheels, twin-spoke design, painted titanium grey, polished	–	–
AMG 20-inch forged wheels, twin-spoke design, painted titanium grey, polished	–	–
AMG limited-slip rear axle differential	■	■
AMG carbon-fibre trim package	■	■
AMG exterior carbon-fibre package	–	■
AMG door sill panels, illuminated	–	–
AMG performance steering wheel, with smaller diameter, flattened underside	–	■
AMG floor mats, velour in the appointments colour	■	■

AMG performance package, consisting of:

AMG performance suspension	●	● ^{3,4}
AMG composite brake discs at the front, internally ventilated, 390 x 36 mm	–	–
AMG composite brake discs at the front, internally ventilated, 360 x 32 mm	● ¹	–
AMG 18-inch light-alloy wheels, multi-piece, 5-spoke design, painted sterling silver	–	● ³
AMG 18-inch light-alloy wheels, multi-piece, twin-spoke design, painted sterling silver	–	–
AMG 19-inch forged wheels, twin-spoke design, painted titanium grey, polished	–	–
AMG limited-slip rear axle differential	●	● ³
AMG carbon-fibre trim package	–	–
AMG performance steering wheel, with smaller diameter, flattened underside	● ²	● ³

S 63 AMG

CLK 63 AMG

CLS 63 AMG

CL 63 AMG

SLK 55 AMG

SL 63 AMG

-	-	■ ⁴	-	■	-
-	-	-	-	-	-
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-	-	● ⁴	-	●	● ⁸
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-	-	●	-	●	●

■ Available as optional extra from the AMG *PERFORMANCE STUDIO*

● Part of the AMG performance package

- Not available

¹ 360 x 36 mm

² In leather/Alcantara

³ Only for E-Class Saloon

⁴ Based on AIRMATIC DC

⁵ Also for S 65 AMG/CL 65 AMG

⁶ Carbon/piano lacquer combination

⁷ With 6-piston fixed callipers

⁸ Based on Active Body Control (ABC)

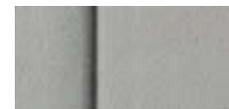
The AMG leather appointments

We are just as enthusiastic about the interior appointments of AMG Mercedes cars as we are about their technology and design. From the ergonomic design – the AMG sports seats and the AMG sports steering wheel being cases in point – to the selection of the materials and the quality of the craftsmanship. Every detail is functional and underlines the interior's sporty character. Plus only exclusive hand-picked nappa or semi-aniline leather, supplemented by Alcantara in some models, makes it into our models. So the thrilling sensation starts before you even turn the key.

C 63 AMG



black (201)



alpaca grey (218)



sahara beige (205)



black ARTICO man-made leather with AMG fabric (701)



alpaca grey ARTICO man-made leather with AMG fabric (718)

G 55 AMG



designo leather anthracite (x22)⁴

SLK 55 AMG



black (851)¹



orient beige (855)



black/gullwing red (887)¹

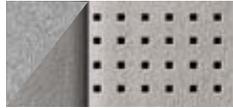


black/alpaca grey (859)¹

E 63 AMG



black (851)¹



sierra grey (858)¹

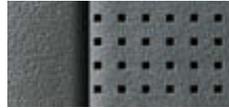


cashmere beige (854)¹

S 63 AMG² | S 65 AMG



black (801/501, 511)



basalt grey (808/508, 518)

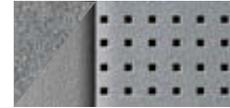


cashmere beige (804/504, 514)

ML 63 AMG



black (501)¹



alpaca grey (508)¹

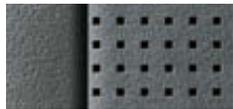


cashmere beige (504)¹

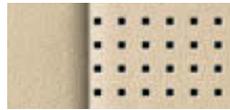
CLK 63 AMG



black (811)



basalt grey (818)



pebble beige (805)

CLS 63 AMG³



black (281/581)¹



basalt grey (288/588)¹



cashmere beige (284/584)¹

CL 63 AMG² | CL 65 AMG



black (801/501, 511)



basalt grey (808/508, 518)



cashmere beige (804/504, 514)

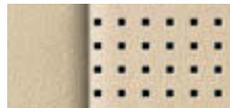
SL 63 AMG³ | SL 65 AMG



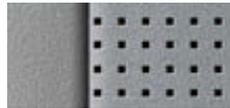
black (211/511, 531)



flamenco red (217/517, 537)



pebble beige (215/515, 535)



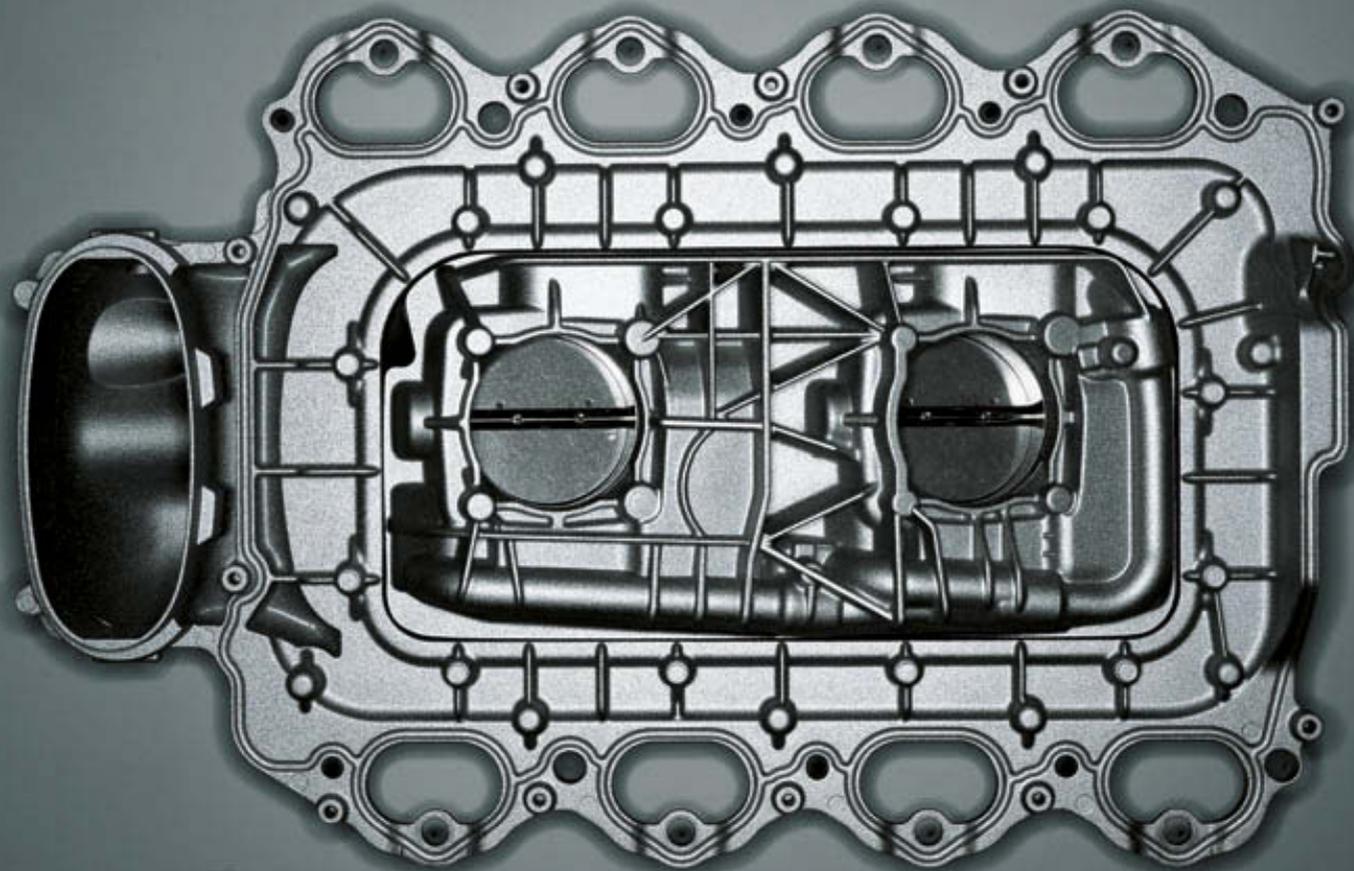
alpaca grey (218/518, 538)

¹ With Alcantara panels at shoulder level

² Exclusive PASSION leather as an optional extra

³ Exclusive nappa leather as an optional extra

⁴ Also available in other designo colours on request





The AMG 5.5-litre V8 engine

This powerplant is the product of more than three decades of AMG motor-racing experience. For instance, the cylinders contain cast-aluminium pistons which are cooled by specially developed oil spray nozzles. This sophisticated design ensures that the pistons remain at the optimum temperature, even under the toughest of conditions. Then there are the composite camshafts, a twin-pipe air intake system and a unique variable-intake manifold. All of which makes for optimal cylinder charging across the entire engine speed range.

A peak torque of 510 Nm – some 400 Nm of which are available at just 2000 rpm – is a clear indication of outstanding acceleration and flexibility. Even the slightest accelerator pedal movement is enough to mobilise the extraordinary pulling power on tap in this high-capacity naturally aspirated engine. Much of our work focuses on producing strong yet lightweight designs. Weighing in at just 172 kg, the 8-cylinder engine has all the right credentials for achieving optimal weight distribution in the vehicle and, therefore, excellent handling.

Like all AMG engines, this V8 powerplant is assembled by one of the technicians at our workshops in Affalterbach. From the first bolt to the last. And strictly in accordance with the “one man – one engine” principle, of course. It is then checked for flawlessness on state-of-the-art test rigs.



Presented with the “Engine of the Year” award in the “Best Performance Engine” category

The AMG 5.5-litre V8 supercharged engine

The V8 supercharged engine is undoubtedly one of Mercedes-AMG’s finest achievements – a new legend for the road. Not only does it deliver scintillating performance, it also assures exceptionally dynamic power development, yet without compromising the poise and assurance typically associated with high-displacement 8-cylinder engines. The extraordinary torque and output figures promise a driving experience to be truly savoured. And as one would expect from an AMG powerplant, this V8 also incorporates our wealth of motor-racing know-how and a catalogue of technical innovations.

Take the belt-driven supercharger, for example, which is located between the two banks of cylinders. Two aluminium shafts - one of them coated in Teflon – push up to 1850 kg of air per hour into the combustion chambers, rotating at speeds of up to 23,000 rpm. Rather than operating continuously, the compressor is activated by an electromagnetic clutch as a function of the engine speed and charging status. All of this happens within a fraction of a second, meaning that the engine responds to even the slightest of accelerator pedal movements with practically no lag. The intercooler, which cools down the air effectively before it enters the combustion chambers, is integrated in the compact charger module.

The low-temperature cooler, a powerful suction-type engine-radiator fan and a separate oil cooler ensure that the supercharged 8-cylinder engine runs efficiently in the optimal temperature range, whatever the operating conditions.



The AMG 6.3-litre V8 engine

It is nigh on impossible to design or produce an engine of this calibre using conventional methods. This new AMG powerplant – whose defining characteristics are outstanding dynamism, supreme agility and incredible response times – is simply beyond the capabilities of even the best techniques currently employed in standard car production. Instead, motorsport experience is called for. And a single-minded approach aimed at transferring motor-racing genes to the road.

So it comes as no surprise that this particular V8 engine was developed in Affalterbach, from the first bolt to the last, and assembled in our engine workshops. None of this would be possible without highly sophisticated installations such as our new, dynamic, high-tech engine test rigs. Nor without the most specialised tools of all: the hands of experienced engineers. The best way to optimise the air supply into the combustion chambers, for example, is to introduce large cross-sections and optimise all the air-ducting components leading into the cylinders. This involves making the intake ducts extremely steep and using bucket tappets to control the valves. Optimal airflow intake is assured by a dual-length variable intake manifold made

of magnesium with two internal throttle valves – a patented technology that is only available from Mercedes-AMG. Then there is one final detail, hitherto the reserve of the motor-racing world: the lower section or bedplate of the crankcase is based on a closed-deck design, which makes for a more torsionally rigid engine and reduces pulsation losses. The result of this painstaking development is the world's most powerful V8 naturally aspirated engine. All courtesy of AMG.



Presented with the “Engine of the Year” award
in the “Best Performance Engine” category

The AMG 6.0-litre V12 biturbo engine

Another attribute for which AMG engines are renowned is their high torque. This is a crucial part of our philosophy, since torque, as opposed to other performance variables, is often the key contributor to driving enjoyment. When it comes to pulling power, the AMG V12 biturbo engine enters a new dimension, producing no less than 1200 Nm from just 2000 rpm, which the car electronically limits to an almost equally impressive 1000 Nm. Performance capability is, of course, practically unlimited.

In order to achieve these figures, nearly every major engine component had to be redesigned in terms of both dimensions and materials. Here the main focus was on two areas: in-cylinder airflow and engine cooling. An unusually high volume of air is able to enter the cylinders thanks to the generously proportioned compressor and turbine housing as well as the size of the vaned units in the two turbochargers. All at an optimal charge pressure of 1.5 bar.

In addition, camshafts with an increased stroke and optimal timing allow the valves to remain open for longer at the intake end. The pistons are cooled by one nozzle per cylinder, supplied by an oil pump that permits an extremely high flow rate. The oil cooler and radiator, together with the extra-large low-temperature cooler, ensure a constantly high power output, even under extreme operating conditions.



The AMG high-performance braking system

In terms of vehicle dynamism and sportiness, the braking system is at least equally as important as the engine and the chassis.

Key factors here include, firstly, the deceleration figures, which determine the stopping distance on dry road surfaces and, secondly, fade resistance, especially when faced with tough operating conditions or high thermal loads.

In both cases motorsport has taught us more than we could ever have learned by applying theory and simulation alone. So it's hardly surprising that all AMG high-performance braking systems ensure outstanding deceleration, whatever the conditions.



The AMG sports suspension

When we develop sports suspension, harder and lower does not necessarily mean better. Instead, the main aim is sporty tuning to enable dynamic handling without losing sight of the comfort and everyday practicality aspects.

AMG sports suspension features AMG anti-roll bars, AMG shock absorbers and AMG spring struts that are optimised for the vehicle in question. And even dynamic handling control systems such as ESP® operate based on parameters developed by Mercedes-AMG.

The result is fast and direct response to steering movements. All of which makes for sporty, dynamic handling and optimal directional stability.



The AMG SPEEDSHIFT 7G-TRONIC transmission

Ultimately it is the engine, chassis, brakes and, last but not least, the transmission that dictate a vehicle's dynamism. The AMG SPEEDSHIFT 7G-TRONIC 7-speed automatic transmission combines the advantages of a manual transmission with those of an automatic.

Three selectable modes enable the driver to influence the engine speed as required when changing up or down. However, whatever the scenario, extremely slick and fast gear changes and active downshifting substantially enhance handling dynamics and, therefore, driving enjoyment.

Plus the option of changing gear manually by means of the large shift paddles on the AMG steering wheels creates a genuine motor-racing feel.

		C 63 AMG Saloon Estate	E 63 AMG Saloon Estate	S 63 AMG short long	S 65 AMG	ML 63 AMG
No. of cylinders/arrangement		8/V	8/V	8/V	12/V	8/V
Bore/stroke (mm)		102.2/94.6	102.2/94.6	102.2/94.6	82.6/93.0	102.2/94.6
Total displacement (cc)		6208	6208	6208	5980	6208
Rated output ¹ (kW at rpm) (hp at rpm)		336/6800 457/6800	378/6800 514/6800	386/6800 525/6800	450/4800 612/4800	375/6800 510/6800
Rated torque ¹ (Nm at rpm)		600/5000	630/5200	630/5200	1000/2000	630/5200
Max. engine speed (rpm)		7200	7200	7200	5950	7200
Compression ratio		11.3	11.3	11.3	9	11.3
Transmission		AMG SPEEDSHIFT PLUS 7G-TRONIC	AMG SPEEDSHIFT 7G-TRONIC	AMG SPEEDSHIFT 7G-TRONIC	AMG SPEEDSHIFT 5-speed automatic	AMG SPEEDSHIFT 7G-TRONIC
Acceleration 0-100 km/h (s)		4.5 4.6	4.5 4.6	4.6	4.4	5.0
Top speed approx. (km/h)		250 ²	250 ²	250 ²	250 ²	250 ²
Wheel size	Front Rear	8 J x 18 9 J x 18	8.5 J x 18 9 J x 18	8.5 J x 19 9.5 J x 19	8.5 J x 19 9.5 J x 19	10 J x 20 10 J x 20
Tyre size	Front Rear	235/40 R 18 255/35 R 18	245/40 R 18 265/35 R 18	255/40 R 19 275/40 R 19	255/40 R 19 275/40 R 19	295/40 R 20 295/40 R 20
Fuel		Super Plus	Super Plus	Super Plus	Super Plus	Super Plus
Fuel consumption ³ (l/100 km)						
urban		20.9 21.1	22.3 22.6	23.2	23.1	24.1
extra-urban		9.2 9.5	9.8 9.9	10.2	10.0	12.2
combined		13.4 13.7	14.3 14.5	14.9	14.8	16.5
CO ₂ emissions ³ (g/km) overall		319 326	341 345	355	355	392
Kerb weight ⁴ (kg)		1730 1795	1840 1955	2070 2115	2260	2310
Perm. gross vehicle weight (kg)		2170 2275	2365 2460	2595 2615	2705	2880

CLK 63 AMG Coupé Cabrio	CLS 63 AMG	CL 63 AMG	CL 65 AMG	SLK 55 AMG	SL 63 AMG	SL 65 AMG	G 55 AMG
8/V	8/V	8/V	12/V	8/V	8/V	12/V	8/V
102.2/94.6	102.2/94.6	102.2/94.6	82.6/93.0	97.0/92.0	102.2/94.6	82.6/93.0	97.0/92.0
6208	6208	6208	5980	5439	6208	5980	5439
354/6800 481/6800	378/6800 514/6800	386/6800 525/6800	450/4800 612/4800	265/5750 360/5750	386/6800 525/6800	450/4800 612/4800	368/6100 500/6100
630/5000	630/5200	630/5200	1000/2000	510/4000	630/5200	1000/2000	700/2650
7200	7200	7200	5950	6700	7200	5950	6500
11.3	11.3	11.3	9	11	11,3	9	9
AMG SPEEDSHIFT 7G-TRONIC	AMG SPEEDSHIFT PLUS 7G-TRONIC	AMG SPEEDSHIFT 7G-TRONIC	AMG SPEEDSHIFT 5-speed automatic	AMG SPEEDSHIFT 7G-TRONIC	AMG SPEEDSHIFT MCT 7-speed sports transmis.	AMG SPEEDSHIFT 5-speed automatic	5-speed automatic
4.6 4.7	4.5	4.6	4.4	4.9	4.7	4.2	5.5
250 ²	250 ²	250 ²	250 ²	250 ²	250 ²	250 ²	210 ²
8 J x 18 8.5 J x 18	9.5 J x 19 9.5 J x 19	8.5 J x 19 9.5 J x 19	8.5 J x 20 9.5 J x 20	7.5 J x 18 8.5 J x 18	8.5 J x 19 9.5 J x 19	8.5 J x 19 9.5 J x 19	9.5 J x 18 9.5 J x 18
225/40 R 18 255/35 R 18	255/35 R 19 285/30 R 19	255/40 R 19 275/40 R 19	255/35 R 20 275/35 R 20	225/40 R 18 245/35 R 18	255/35 R 19 285/30 R 19	255/35 R 19 285/30 R 19	285/55 R 18 285/55 R 18
Super Plus	Super Plus	Super Plus	Super Plus	Super Plus	Super Plus	Super Plus	Premium
21.3 21.6	22.6	23.2	23.1	17.7	21.4	23.4	21.4
10.0 10.2	9.9	10.2	10.0	8.8	9.5	10.4	12.7
14.2 14.4	14.5	14.9	14.8	12.0	13.9	15.1	15.9
338 344	345	355	355	288	330	362	378
1755 1875	1905	2085	2240	1575	1970	2120	2580
2175 2260	2370	2510	2635	1850	2225	2385	3200

¹ Figures according to Directive 80/1269/EEC in the currently applicable version

² Electronically limited

³ The figures indicated have been calculated in accordance with the specified measuring methods (currently applicable version of Directive 80/1268/EEC). These figures do not refer to individual vehicles, nor do they form part of the offer. Their sole purpose is to allow comparisons between different vehicle models

⁴ Figures as per Directive 92/21/EC, version 95/48/EC (vehicle in ready-to-drive condition, fuel tank 90% full, including a 68 kg driver and 7 kg luggage) for vehicles in standard specification. Accessories and optional extras generally increase the weight and reduce the payload capacity accordingly



Five-star treatment for you and your car: www.mercedes-amg.com

Regardless of which car you currently drive, it's easy to experience a foretaste of the sporty, exclusive world of AMG. All you need is Internet access. Visit www.mercedes-amg.com to find out more about AMG sportswear for your new Mercedes, including AMG light-alloy wheels, AMG bodystyling and plenty more besides.

Keen drivers can also find out about the range of AMG sports driving programmes and AMG winter sporting events on offer. Or maybe you just want that sporty or unique look for yourself, in which case the AMG Collection is just the ticket. It features exclusive items made from the finest materials and manufactured to the highest quality. Just what you are accustomed to from Mercedes-AMG. We look forward to your visit.

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Take-back of end-of-life vehicles. Coming full circle. At the end of its long life, you can return your AMG vehicle to us for environment-friendly disposal in accordance with the EU End-Of-Life Vehicle Directive¹ – but that day lies a long way off.

¹Applies in accordance with national regulations to vehicles up to 3.5 t permissible gross weight. AMG vehicles have met the statutory regulations governing the suitability of the vehicle's design for reuse and recycling for a number of years now. A network of vehicle take-back depots and dismantlers has been established which will process your vehicle in an environment-friendly manner. The ways in which both vehicles and parts can be recovered are subject to ongoing development and improvement. Consequently, an AMG vehicle will be able to comply with any future increases in the recycling quota within the stipulated time limits. For further information, please call 00800 1 777 7777.

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