



2003 Mercedes-Benz CLK500

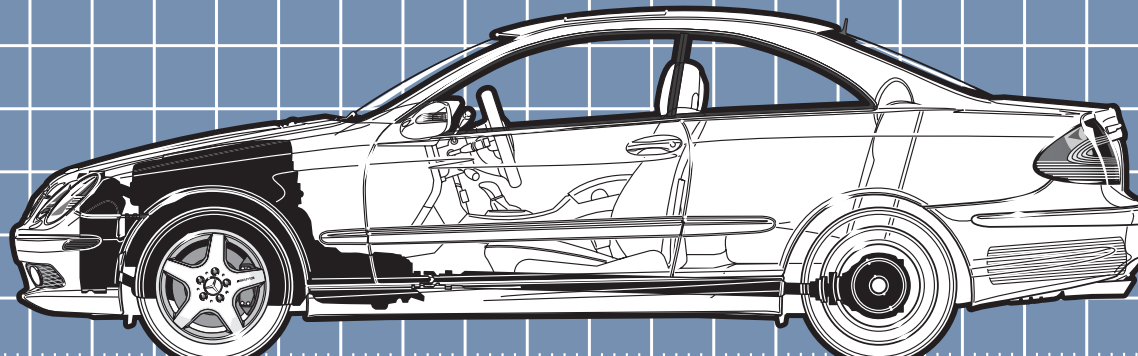
Mercedes-Benz of North America, Inc., One Mercedes Drive, Montvale, N.J. 07645; www.mbusa.com

At a Glance

0-60 mph	5.8 sec
0-¼ mile	14.3 sec
Top speed	155 mph*
Skidpad	0.85g
Slalom	66.5 mph
Brake rating	very good

List Price: **\$52,200**
Price as Tested: **\$60,281**

Price as tested incl std equip. (dual front, side and side-curtain airbags, ABS, cruise control, auto. air cond, AM/FM/CD sound system, wood trim, leather upholstery, trip computer, anti-theft system, keyless entry, pwr seats, tilt & telescope wheel, mirrors, windows and door locks), integrated cell phone (\$1595), K3 pkg (pwr moonroof, rear sunshade) \$1375, K4 pkg (xenon headlamps w/washers) \$1150, Ice Blue paint (\$655), heated front seats (\$650), 6-CD changer (\$400), gas-guzzler tax (\$1000), luxury tax (\$591), dest charge (\$665).



SCALE: 10 IN.(254mm) DIVISIONS
DRAWING BY TIM BARKER

SPECIFICATIONS

Engine

Type	aluminum block & heads, V-8
Valvetrain	sohc 3-valve/cyl
Displacement	303 cu in./4966 cc
Bore x stroke	3.82 x 3.31 in./97.0 x 84.0 mm
Compression ratio	10.0:1
Horsepower (SAE)	302 bhp @ 5600 rpm
Bhp/liter	60.8
Torque	339 lb-ft @ 2700-4250 rpm
Redline	6000 rpm
Fuel injection	elect. sequential port
Fuel	premium unleaded, 91 pump octane

Warranty

Basic warranty	4 years/50,000 miles
Powertrain	4 years/50,000 miles
Rust-through	4 years/50,000 miles

Chassis & Body

Layout	front engine/rear drive
Body/frame	unit steel
Brakes: Front	13.6-in. vented discs
Rear	11.8-in. vented discs
Assist type	vacuum, ABS
Total swept area	540 sq in.
Swept area/ton	277 sq in.
Wheels	cast alloy; 17 x 7½ f, 17 x 8½ r
Tires	Pirelli P Zero Rosso; 225/45ZR-17 91Y f, 245/40ZR-17 91Y r
Steering	rack & pinion, variable power assist
Overall ratio	na
Turns, lock to lock	3.0
Turning circle	35.3 ft
Suspension	
Front:	MacPherson struts, twin lower lateral links, coil springs, tube shocks, anti-roll bar
Rear:	multilink, coil springs, tube shocks, anti-roll bar

General Data

Curb weight	3720 lb
Test weight	3895 lb
Weight dist (with driver), f/r, %	56/44
Wheelbase	106.9 in.
Track, f/r	58.9 in./58.2 in.
Length	182.6 in.
Width	68.5 in.
Height	55.4 in.
Ground clearance	5.5 in.
Trunk space	10.4 cu ft

Accommodations

Seating capacity	4
Head room: Front	38.0 in.
Rear	34.3 in.
Seat width: Front	2 x 18.0 in.
Rear	2 x 17.0 in.
Front-seat leg room	44.3 in.
Seatback adjustment	45 deg
Seat travel	8.8 in.
Rear-seat knee room	22.0 in.

Drivetrain

Transmission:	5-speed automatic			
Gear	Ratio	Overall ratio	(Rpm)	Mph
1st	3.56:1	10.04:1	(5800)	38
2nd	2.19:1	6.18:1	(6000)	64
3rd	1.41:1	3.98:1	(6000)	99
4th	1.00:1	2.82:1	(6000)	140
5th	0.83:1	2.34:1	est (5500)	155*
Final drive ratio	2.82:1			
Engine rpm @ 60 mph in top gear	2000			

*Electronically limited.

Instrumentation

160-mph speedometer, 7000-rpm tachometer, clock, coolant temp, fuel level

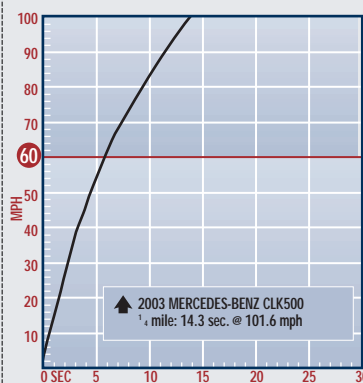
Safety

dual front airbags, dual front & rear-seat side airbags, side-curtain airbags, anti-lock braking, brake assist, stability control, traction control (all standard equip.)

PERFORMANCE

Acceleration

Time to speed	Seconds
0-30 mph	2.3
0-40 mph	3.3
0-50 mph	4.5
0-60 mph	5.8
0-70 mph	7.5
0-80 mph	9.4
0-90 mph	11.5
0-100 mph	13.9
Time to distance	
0-100 ft	3.2
0-500 ft	7.9
0-900 ft	11.3
0-1320 ft (¼ mile)	14.3 @ 101.6 mph



Braking

Minimum stopping distance	
From 60 mph	131 ft
From 80 mph	228 ft
Control	very good
Brake feel	very good
Overall brake rating	very good

Subjective ratings consist of excellent, very good, good, average, poor; na means information is not available.

Fuel Economy

Our driving	17.0 mpg
EPA city/highway	16/23 mpg
Cruise range	262 miles
Fuel capacity	16.4 gal.

Handling

Lateral acceleration (200-ft skidpad)	0.85g
Balance	moderate understeer
Speed through 700-ft slalom	66.5 mph
Balance	mild understeer
Lateral seat support	very good

Interior Noise

Idle in neutral	46 dBA
Maximum in 1st gear	72 dBA
Constant 50 mph	66 dBA
70 mph	68 dBA

Test Notes:

For best standing starts, hold the revs at 2000 rpm by power braking. Once under way, ease off so it scoots with just the right wheelspin. The CLK shifts with near perfection, with little hint of hesitation. The car's brake calipers respond instantly

when the pedal is rapidly depressed. Through the slalom, the CLK exhibits mild understeer, but controllable with throttle. Around the skidpad, the Mercedes' abundant torque can be used to position the car, giving it moderate understeer.

Test Conditions:

Temperature	Humidity	Elevation	Wind
76° F	39%	150 ft	calm