

# CLASSIC DRIVER

## AMG and the revised E-Class



**Mercedes-AMG has produced a new AMG sports package that combines an array of optional items (many of them not available on their own), for the face-lifted E-Class. The pack includes; AMG bodystyling, sports suspension, special seats and the AMG ergonomic sports steering wheel.**

AMG bodystyling includes an AMG front apron with large cooling air inlets and chrome-ringed, oval fog lamps, as well as an AMG rear apron featuring two oval, chromed AMG exhaust tailpipes. New rear silencers help to provide a rich engine note. Also included in the AMG sports package are sterling-silver-painted 8.5-inch and 9-inch-wide 18-inch five-spoke AMG light-alloy wheels, shod with 245/40 R 18 (front) and 265/35 R 18 (rear ) wide-base tyres. The 4MATIC models are fitted with 245/40 tyres on AMG 8.5 x 18 light-alloy wheels front and rear. More sporty suspension tuning is available on models with steel springs, speed-sensitive power-assisted steering and perforated front brake discs plus silver-painted brake callipers bearing Mercedes-Benz lettering.

Inside the car, modified contouring of the special front seats means they give even better lateral support on fast bends. Upholstery is in ARTICO man-made leather with colour-contrasting double topstitching. There is also a leather/aluminium selector lever, sports pedals made of brushed stainless steel with rubber studs, and velour floor mats with AMG lettering.

Models with automatic transmission come with the 7G-TRONIC Sport version. In manual mode "M" the gears can be changed using new steering-wheel shift paddles, with faster response and shift times. In addition, acceleration times are also shortened by up to 0.2 seconds - for instance from 6.9 to 6.7 seconds in the case of the E 350, and from 5.1 to 4.9 seconds in the case of the E 500.



The revised E-Class range was launched in New York last week and its principle revisions are to the interior (THERMATIC automatic climate control, safety, new colours) as well as braking (flashing brake lights, ADAPTIVE BRAKE system taken from the new Mercedes-Benz S-Class) and to the engine range.

From mid-2006, the E-Class engine range will be headed by the newly developed 5.5-litre eight-cylinder

engine from the S-Class with an output of 285 kW/388 hp. Compared with the previous V8, the new engine delivers 26 percent more output. At 530 Nm the torque also comfortably exceeds the maximum for the preceding engine by around 15 percent. The new E 500 delivers the performance profile of a sports car: the Saloon accelerates from 0 to 62 mph in just 5.3 seconds, 0.7 seconds faster than the previous E 500.

The new E 63 AMG from the Mercedes-AMG stable is fitted with a naturally aspirated V8 engine delivering 378 kW/514 hp and maximum torque of 630 Nm. The E 63 AMG is the most powerful E-Class of all time.

The new E 220 CDI diesel develops a maximum output of 125 kW/170 hp and maximum torque of 400 Nm, around 14 and 18 percent respectively more than the outgoing model. Meanwhile the new six-cylinder diesel engine in the E 320 CDI (165 kW/ 224 hp) now provides even more torque: peak torque has been increased from 510 to 540 Nm.



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