



AMG
DRIVING PERFORMANCE



Mercedes-Benz

one man, one engine. one mission.

The legend began in an old German mill in 1967: A pair of former Mercedes-Benz engineers—Hans Werner Aufrecht and Erhard Melcher—set out to handcraft engines for Mercedes-Benz racecars. Their first of many victories came at Spa-Francorchamps, Belgium, in a car quite unlike anything else in this 24-hour competition: a large 300 SEL sedan powered by a massive 6.8-liter V-8. Within a decade they had outgrown the mill and moved to Affalterbach, an orchard town outside Stuttgart, where they began to apply their racing prowess to enhance series-production cars for the road. In 1987 they unleashed the 300 E 5.6 AMG, a stealthy sedan concealing a 360-hp V-8. The first 4-door sedan ever to exceed 300 km/h (186 mph), it was dubbed “The Hammer” by enthusiasts and put AMG on the map. Continuing their devotion to the automobiles of Mercedes-Benz, 1993 saw the first vehicle jointly developed by both entities: the C 36 AMG. After 45 years of performance milestones, AMG is now a wholly owned subsidiary of Daimler. Today, every Mercedes-AMG automobile retains not just the soul of its founders but the hand-built heart and racing-bred embodiment of its ongoing legacy: Each AMG engine is individually handcrafted by its own Master Engine Builder, and mated to an automobile that melds the unconquerable passion, power and precision of a racing champion with the unrivaled standards of Mercedes-Benz.





Learn more at MBUSA.com/AMG

Winning formula. The first champion to carry the AMG banner was based on the luxurious 1971 300SEL sedan. AMG co-founder Erhard Melcher enhanced its V-8 with high-precision racing components and cut 400 lbs from the car's weight. With output boosted from a stock 250 to 428 hp and a 165-mph top speed, it entered Belgium's 24-hour endurance race against 59 smaller cars. After 308 laps, and zero technical problems, the car finished second overall.

Pacing Formula 1. AMG has a long history of providing the Safety Car that paces Formula 1™ races, and the latest escort is the SLS AMG. The race-ready SLS AMG GT3 is also a formidable competitor that captured the 2011 FIA GT3 European Team Championship. While its modifications include a carbon fiber safety cell and advanced aerodynamics, its 6.3-liter V-8 is virtually identical to stock—a testament to the performance potential within every Mercedes-AMG.



performance art. signed by the artist.

The heart and soul of every Mercedes-AMG starts at the hands of a single master craftsman. The “One Man, One Engine” ideology has been a guiding philosophy of AMG since its inception, and it reflects the attention to detail that defines every automobile that emerges from the thoroughbred stables of Affalterbach. From the careful assembly of its race-proven components, to the topping-up of its synthetic oil, each engine is borne from the personal devotion of its own artisan. As an enduring reminder, he affixes a plaque engraved with his signature before closing the hood on this masterpiece for the first time. More than the strict adherence to a manufacturing process, it's both a work ethic and a fundamental principle that bring a racing legacy to life.



5.5-liter AMG V-8. This handcrafted high-tech powerhouse mates high-pressure Direct Injection with a rapid-multispark ignition that can fire up to four times in a millisecond. Dual overhead cams can precisely vary the timing of its 32 valves by up to 40 degrees. In its naturally aspirated form for the SLK 55 AMG, it produces 415 hp. In other models, twin turbos spin up to 185,000 rpm to dramatically boost low-end torque and produce between 518 and 563 hp, depending on model.

6.3-liter AMG V-8. Developed entirely by AMG to be one of the most powerful naturally aspirated V-8s in production, its race-proven technology includes a rigid one-piece aluminum bedplate and self-adjusting bucket-type followers for its 32 variably-timed valves. Cylinder walls are plasma-sprayed to a mirror-like finish to reduce friction and wear, along with weight, fuel consumption and emissions. Peak output ranges from 451 hp in the C 63 AMG models to 563 hp in the SLS AMG.

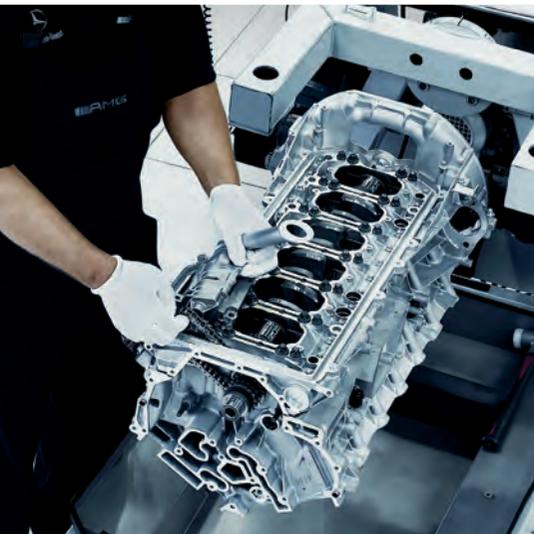
6.0-liter AMG biturbo V-12. To generate more massive torque than any AMG engine before it—738 lb-ft—twin turbochargers operate at up to 22 psi boost, while liquid-to-air intercoolers help chill the intake air by as much as 25 percent. Along with a high-pressure fuel pump and high-speed engine management, this 621-hp V-12 delivers instant, seamless and seemingly endless response at any engine speed, under all conditions.

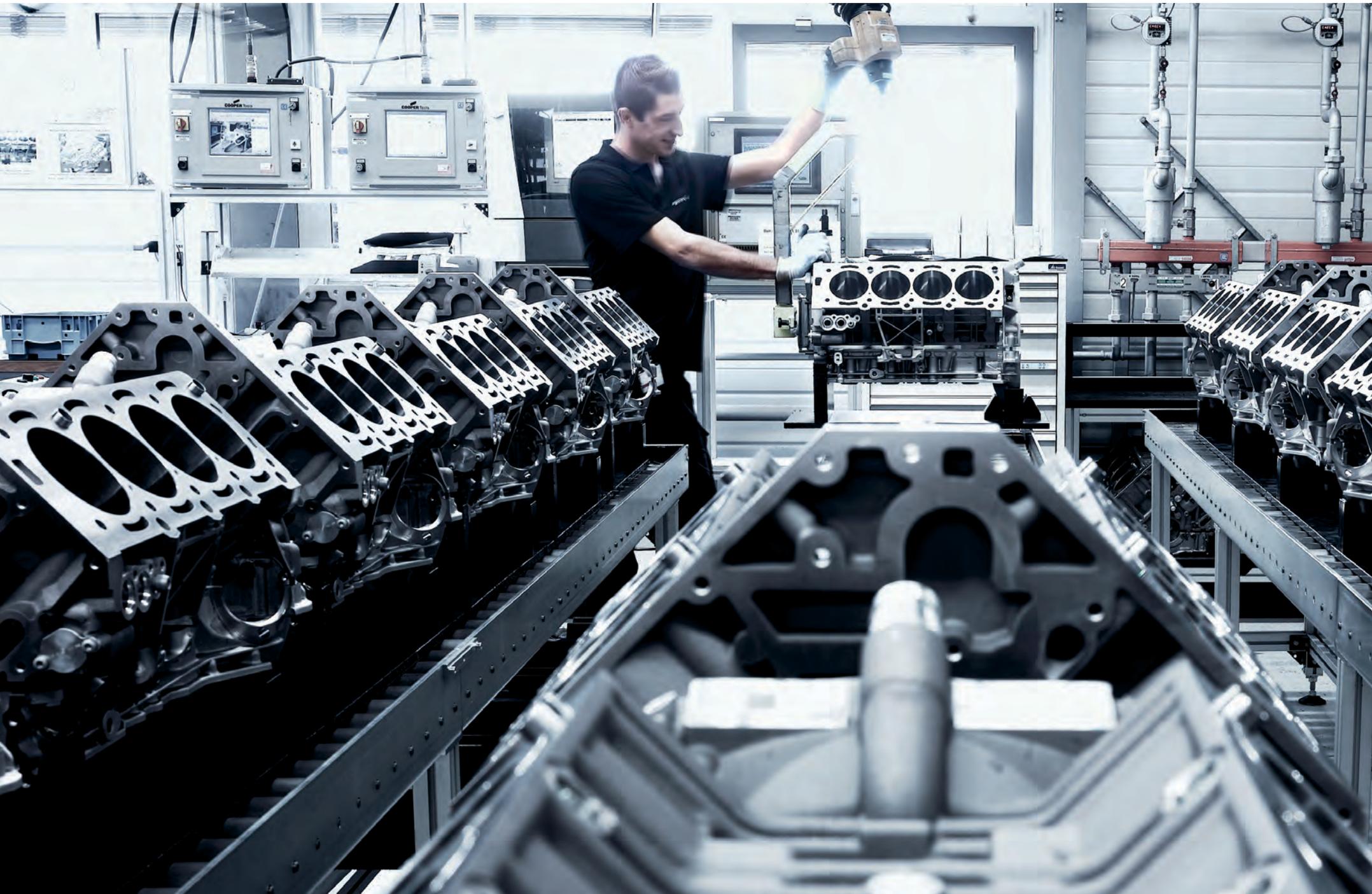
AMG sport exhaust. True dual exhausts are carefully tuned for ideal flow characteristics with an intoxicating vocal presence during revs, gear changes and full-throttle acceleration. And yet they deliver comfortable subtlety in more relaxed cruising.

AMG SPEEDSHIFT. Innovative 7-speed/two-pedal gearboxes deliver instant performance. Dual- or multi-clutch technology replaces the traditional torque converter in most models, for performance that's both efficient and engaging. A wet startup clutch maximizes launch power on multi-clutch versions. No fewer than three modes let the driver select efficient comfort, sportier response, or paddle-shifted manual shifts as quick as 100 milliseconds. Most models also offer a driver-activated Race Start function that optimizes traction and startup revs for maximum launch control and acceleration, with automatic or manual shifting. An ECO-Start/Stop function offers significant fuel savings from the multi-clutch E 63, CLS 63, S 63 and CL 63 AMG transmissions, as well as the SLK 55 and ML 63 AMG.

Powerful brakes. Huge, heat-conquering compound front brake discs are decisively clasped by fixed-type multi-piston brake calipers on most models. Innovative twin front sliding calipers optimize both heat transfer and pedal feel on the S 63, S 65, CL 63 and CL 65 AMG models. Internally ventilated front and rear discs feature perforations that are cast in place, to avoid the stress points that ordinary cross-drilling can create.

Chassis and wheels. Suspensions are far more than tuned for high performance. Exclusive AMG hardware, from springs and shocks to entire front axles in many models, team with revised geometry and elastokinematics. Active and semi-active setups feature AMG calibration. On most models, multistage ESP® allows greater driver choice. And with a range of cast, forged and innovative flow-formed alloys, every model wears purebred AMG wheels¹ that balance high rigidity with ultralight weight.







every detail. of every detail.

Impeccable workmanship is not limited to the engine compartment of a Mercedes-AMG. Every element is created and crafted to outperform in every arena, whether conquering the most challenging corner or capturing its owner's highly discerning eye. What AMG learns in racing directly inspires their roadgoing models. Hands-on experience seamlessly aligns with high-tech engineering in countless facets of design, development and assembly. From the most delicate calibration of its running gear to the finishing of the distinctive cabin appointments, every AMG model aims to satisfy both the highest demands of driving and the deepest desires of its driver. The bond that exists between an AMG automobile and its owner begins to form long before car and driver ever meet. It's a passion that's created as the car is crafted.

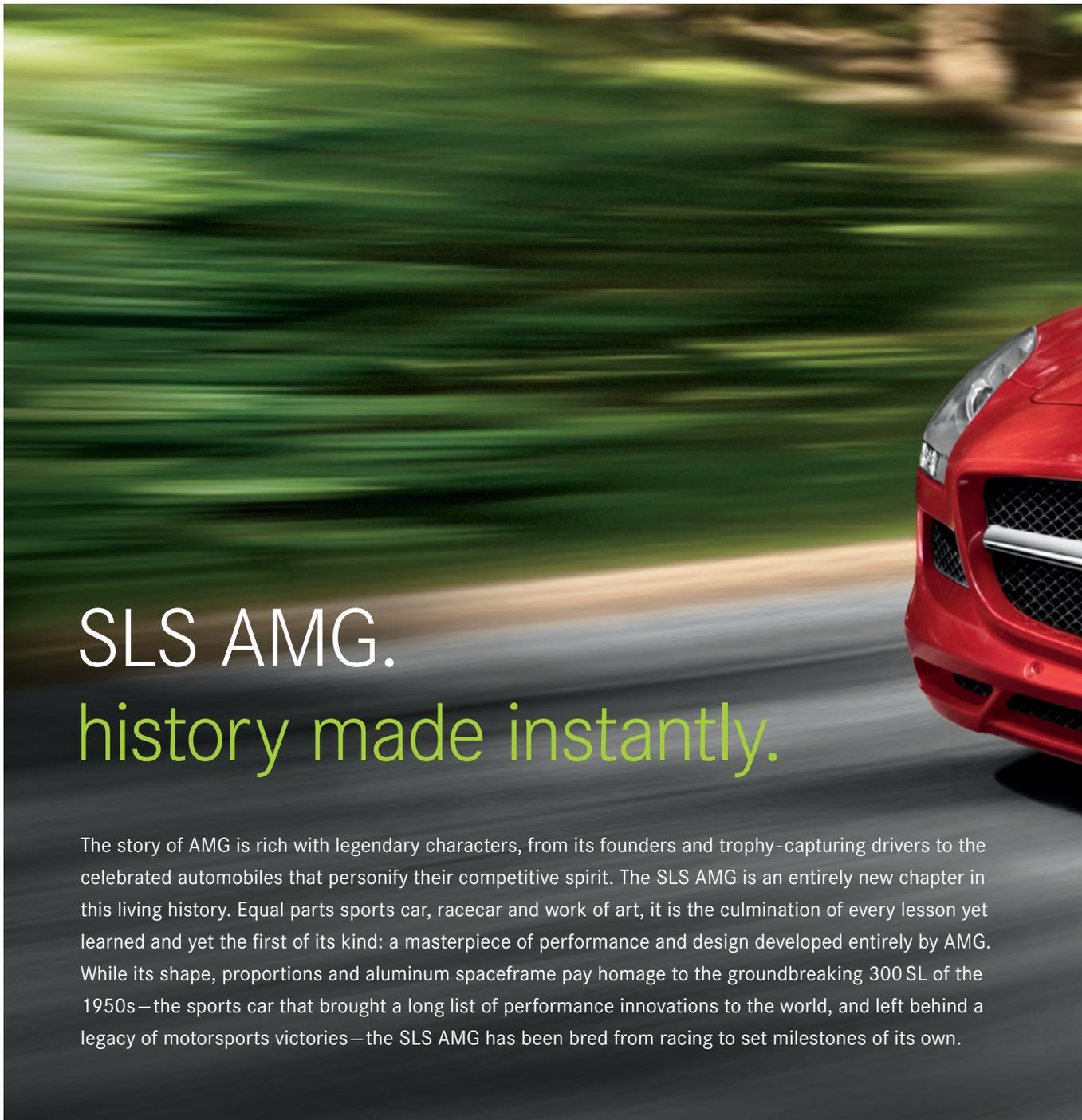
Development. AMG has created high-performance vehicles for competition and on-road enjoyment for 45 years. Every Mercedes-AMG reflects the knowledge gained from the rigors of motorsports and in the benchmark-bending, limit-pushing development that every model and its components undergo. Each AMG automobile is then brought to life with a high degree of hand craftsmanship, creating at once an imposingly potent machine and a finely composed, high-precision instrument.

Workmanship. The AMG cabin blends business-class luxury with a businesslike focus on driver engagement. Front seats are emphatically contoured, and all seats are finely tailored in AMG-exclusive upholsteries. Sport steering wheels, brushed aluminum pedals and fingertip paddle shifters are designed for instinctive operation, quick response and enduring comfort. Even the detailing is executed in the finest materials, including brushed metal, hand-finished woods and genuine carbon fiber.

Connection. AMG instrumentation delivers vital information with an immediate glance while offering lasting visual appeal. Illuminated needles sweep speedometers and rev counters whose extended ranges reflect their higher-output engines. An exclusive AMG performance menu can be displayed in the dash via controls on the multifunction steering wheel. And as a crowning touch on the CLS 63, S 63 and CL 63 AMG, an analog timepiece is modeled after another icon of precision and high performance: the IWC® Ingenieur sports watch.

Control. As drivers have many moods, a Mercedes-AMG has many modes. From dominating the open road to docile driving around town, there are numerous settings for the transmission, multistage ESP® and other driving systems on various models. On E 63, CLS 63 and SLS AMG models, the AMG DRIVE UNIT arranges the drive-mode controls in a driver-oriented console alongside the shapely AMG E-SELECT electronic gear selector.





SLS AMG. history made instantly.

The story of AMG is rich with legendary characters, from its founders and trophy-capturing drivers to the celebrated automobiles that personify their competitive spirit. The SLS AMG is an entirely new chapter in this living history. Equal parts sports car, racecar and work of art, it is the culmination of every lesson yet learned and yet the first of its kind: a masterpiece of performance and design developed entirely by AMG. While its shape, proportions and aluminum spaceframe pay homage to the groundbreaking 300 SL of the 1950s—the sports car that brought a long list of performance innovations to the world, and left behind a legacy of motorsports victories—the SLS AMG has been bred from racing to set milestones of its own.



Ideal proportions. Stretched tight over an aluminum spaceframe, the SLS AMG bodywork forms a solid basis for its superlative running gear. With its cabin set aft of a hood that's nearly six feet long, its shape ideally distributes its overall light weight. The signature gullwing doors of the Coupe facilitate driver entry, even with the car's ultralow center of gravity and seating height.

Heroic performance. With dry-sump lubrication and tuned velocity stacks, the front mid-mounted 563-hp V-8 delivers 0-60 in 3.7 seconds.² The rear-mounted 7-speed AMG SPEEDSHIFT DCT dual-clutch transaxle and limited-slip differential turn its industry-leading power into winning performance via AMG-developed and race-proven suspension, braking and steering systems.

with or without wings. either way, it soars.

Both the SLS AMG Coupe and new Roadster were developed from the racetrack up entirely by AMG. They differ only in how they reach for the sky. In place of the Coupe's signature doors, the Roadster's fabric top is tautly tailored over an aluminum, steel and magnesium frame. An artfully designed switch dispatches the top in just 11 seconds—even at speeds up to 30 mph. Underneath, both are pure SLS AMG: The same superlative racing-derived chassis, low center of gravity and balanced light weight. One of the most powerful naturally aspirated V-8s fitted standard to any car. And a 3.7-second rush to 60 mph.² Other than the Roadster's unlimited headroom, they are birds of a feather in virtually every measure.



Competition chassis. Forged aluminum wishbones and track rods—a setup proven in Formula 1™—allow the shocks to work independently of wheel position. The optional AMG Adaptive Suspension can instantly vary handling response with electronically controlled damping and three modes. The Coupe also offers an even sharper AMG Performance Suspension option.

Compound front brakes. Cast-iron discs are floated on aluminum centers via stainless steel pins, to help the AMG brakes dissipate heat and maintain their dimensional stability in high-performance driving. For even more extreme endurance, an optional AMG Carbon Ceramic Braking System uses extraordinarily hard discs that are larger in size, yet 40% lighter.³



a spirit uplifted. a soul upheld.

The SLS AMG cockpit takes its lessons from both racing and aviation. Each, after all, is an environment where second-guessing is not an option, and where clarity and precision are as valuable as intuition and feel. The wide console and winglike dashboard are decisively driver-centric, with all instrumentation and switchgear within the natural reach and sightlines of the pilot in command. While its tactile qualities are evident at first touch, every driving maneuver reveals the virtues of what lies beneath. The AMG DRIVE UNIT that dominates the console allows instant mode selection for the transmission, ESP® and optional adaptive suspension. Between the light yet robust magnesium frames of each seat and their soft leather covering, varying-density foam offers firm support from the side bolsters and cushions tuned for comfort. Purposeful and pleasurable, the SLS AMG is built not just to elevate the driving spirit, but exhilarate it.

Inspired design. Classical round instruments and air outlets are ringed in polished metal, yet among them reside a pair of technologically advanced LCD screens. In the gauge cluster, the multifunction display offers readouts for vehicle setup and vital information. The central 7" color screen unifies the audio, navigation and a new option for tracking performance data.

Individual desire. Pure elegance in function merits an artistic expression of style. SLS AMG paintwork options include deep gloss and matte finishes, plus one with the glow of liquid metal. Ten handcrafted *designo* leather seating options—including four striking two-tones—can be accompanied by diecast aluminum, Piano Black Lacquer or genuine carbon-fiber appointments.

SLS AMG Coupe and Roadster

Engine	type	6.3-liter naturally aspirated V-8	Suspension	AMG-developed, 4-wheel forged-aluminum double wishbone
	power	563 hp @ 6,800 rpm		
	torque	479 lb-ft @ 4,750 rpm	Brakes	disc type Ventilated and perforated
Transmission		7-speed AMG SPEEDSHIFT DCT with 4 modes and paddle shifters	disc size (f/r)	15.4" – 14.2"
Acceleration		0–60 mph in 3.7 seconds ²	Wheels ¹	(f/r) 9.5x19" – 11.0x20"
			Tires	(f/r) 265/35R19 – 295/30R20





C 63 AMG Sedan. C 63 AMG Coupe.

The racing prowess of AMG and the nimble C-Class have long been a perfect marriage. The first model developed jointly by Mercedes-Benz and AMG, the 1995 C 36 AMG, achieved overwhelming success both in its street version and racing to victory in the German Touring Car Championships. The new C 63 AMG advances its legacy with some firsts of its own. For 2012, an all-new coupe joins the sedan, bringing its proven performance to a new arena. Each of the C 63 AMG models leads its class in power, with a handcrafted 6.3-liter V-8 generating 451 hp. And both treat their driver and passengers to a first-rate cabin, with racing-style seats—four of them in the coupe—and exclusive AMG instrumentation. Once again, raw performance and refined luxury are an ideal match. Make that twice again.



C 63 AMG Sedan

With an aggressive new design and entirely new cockpit, the C 63 AMG Sedan is a muscular machine that's uniquely adept at all-around driving pleasure. Massive brakes lurk behind 18" AMG wheels, fed by functional intakes in the front air dam. With fierce power and refined comfort, it's a supercar you can enjoy every day.

Engine	type	6.3-liter naturally aspirated V-8	Suspension	AMG-developed with wider front track, AMG springs and shocks
	power	451 hp @ 6,500 rpm		
	torque	443 lb-ft @ 5,000 rpm		
Transmission		7-speed AMG SPEEDSHIFT MCT with 4 modes and paddle shifters	Brakes	disc type Ventilated and perforated
				disc size (f/r) 14.2" – 13.0"
Acceleration		0–60 mph in 4.4 seconds ²	Wheels ¹	(f/r) 8.0x18" – 9.0x18"
			Tires	(f/r) 235/40R18 – 255/35R18

C 63 AMG Coupe

From its deep front air dam and twin power-dome hood to its rear spoiler and lower diffuser, the C 63 AMG Coupe draws both the eye and the mind the power lurking within. From the heated 10-way power sport seat, the driver can select multiple modes for the rev-matching multi-clutch transmission and 3-stage ESP.[®]

Engine	type	6.3-liter naturally aspirated V-8	Suspension	AMG-developed with wider front track, AMG springs and shocks
	power	451 hp @ 6,500 rpm		
	torque	443 lb-ft @ 5,000 rpm		
Transmission		7-speed AMG SPEEDSHIFT MCT with 4 modes and paddle shifters	Brakes	disc type Ventilated and perforated
				disc size (f/r) 14.2" – 13.0"
Acceleration		0–60 mph in 4.4 seconds ²	Wheels ¹	(f/r) 8.0x18" – 9.0x18"
			Tires	(f/r) 235/40R18 – 255/35R18





E 63 AMG Sedan. E 63 AMG Wagon.

Few automobiles can attain icon status by even a single measure. The E 63 AMG achieves it in multitudes, as the direct descendant of the original AMG street car, "The Hammer," and the latest iteration of the benchmark E-Class. It is a brilliant concoction of both overachievement and understatement: The domineering output of its new 518-hp twin-turbo V-8, the dexterous control of its AMG-developed chassis, and the exclusive appointments of its spacious cabin. Its dual heritage also merges passion and practicality like no other high-performance automobile, from its landmark safety systems and fuel-saving ECO-Start/Stop feature to the sublime stealth of a new Wagon. With each innovation and every generation, the E-Class raises the ante for all cars. The E 63 AMG Sedan and Wagon go all in.



E 63 AMG Sedan

A more powerful, torque-rich new twin-turbo V-8 teams with a lightning-quick 7-speed multi-clutch gearbox. The AMG Adaptive Suspension pairs a wide-track steel-spring front axle with recalibrated rear air suspension. And with finely stitched Premium leather and multiple driving modes, the cockpit is tailored for performance.

Engine	type	5.5-liter biturbo V-8	Suspension	AMG Adaptive Suspension, steel front springs and rear AIRMATIC
	power	518 hp @ 5,250–5,750 rpm		
	torque	516 lb-ft @ 1,750–5,000 rpm		
Transmission	7-speed AMG SPEEDSHIFT MCT with 4 modes and paddle shifters			
Wheels ¹	(f/r)	9.0x19" – 9.5x19"	Brakes	disc type Ventilated and perforated disc size (f/r) 14.2" – 14.2"
Tires	(f/r)	255/35R19 – 285/30R19		
Acceleration	0–60 mph in 4.3 seconds ²			

E 63 AMG Wagon

Functional fantasy, practical passion or simply the rarity of wielding 516 lb-ft of twin-turbo torque in a wagon make this more than a family hauler. With its multi-mode AMG Adaptive Suspension, racing-bred brakes and standard 19" wheels, it can tackle back roads all weekend, then take you back to the workweek in comfort.

Engine	type	5.5-liter biturbo V-8	Suspension	AMG Adaptive Suspension, steel front springs and rear AIRMATIC
	power	518 hp @ 5,250–5,750 rpm		
	torque	516 lb-ft @ 1,750–5,000 rpm		
Transmission	7-speed AMG SPEEDSHIFT MCT with 4 modes and paddle shifters			
Wheels ¹	(f/r)	9.0x19" – 9.5x19"	Brakes	disc type Ventilated and perforated disc size (f/r) 14.2" – 14.2"
Tires	(f/r)	255/35R19 – 285/30R19		
Acceleration	0–60 mph in 4.4 seconds ²			

CLS 63 AMG Coupe.

Rarely does passion coexist in so many forms—most notably, form itself. Enscorced deep within the dramatically sculpted 4-door coupe silhouette of the CLS 63 AMG is the soul of a racecar. From its authoritative powertrain to its alluring cabin, exacting craftsmanship asserts its performance pedigree with both fervor and flair. A sweeping console divides all four individually tailored seats, and places the multiple modes of the AMG DRIVE UNIT at the driver's hand. Whether unraveling corners or unwinding on the highway, its polished presence alone can spark any driver's passion. The 518 hp of its biturbo V-8 sets it ablaze.

Engine	type	5.5-liter biturbo V-8
	power	518 hp @ 5,250–5,750 rpm
	torque	516 lb-ft @ 1,750–5,000 rpm
Transmission	7-speed AMG SPEEDSHIFT MCT with 4 modes and paddle shifters	
Acceleration	0–60 mph in 4.4 seconds ²	

Suspension	AMG Adaptive Suspension, steel front springs and rear AIRMATIC	
Brakes	disc type	Ventilated and perforated
	disc size (f/r)	14.2" – 14.2"
Wheels ¹	(f/r)	9.0x19" – 10.0x19"
Tires	(f/r)	255/35R19 – 285/30R19



SLK 55 AMG Roadster.

The most powerful SLK yet is not just the most invigorating, it's the most refreshing. An abundance of innovative technologies collaborate to cut fuel use and emissions, even as power reaches for the stratosphere. AMG Cylinder Management and an ECO-Start/Stop system allow its 415-hp V-8 to shut down four cylinders—or even all eight—when they're not needed, then reignite them in as little as 30 milliseconds. A Torque Vectoring Brake feature takes to curves with confidence. Sun-reflecting Premium leather and a choice of three power hardtops let you take in the sky. Its eco-friendly power helps you keep it blue.

Engine	type	5.5-liter naturally aspirated V-8 with AMG Cylinder Management
	power	415 hp @ 6,800 rpm
	torque	398 lb-ft @ 4,500 rpm
Transmission		7-speed AMG SPEEDSHIFT with 3 modes and paddle shifters
Acceleration		0-60 mph in 4.5 seconds ²

Suspension		AMG sport-tuned with Torque Vectoring Brake, Direct-steer
Brakes	disc type (f/r) disc size (f/r)	Ventilated and perforated – solid 14.2" – 13.0"
Wheels ¹	(f/r)	8.0x18" – 9.0x18"
Tires	(f/r)	235/40R18 – 255/35R18



S 63 AMG Sedan.

S 65 AMG Sedan.

The raw potential of their power is rivaled only by their pure refinement: Two AMG interpretations of the car that occupies the pinnacle of automotive achievement—each rejecting the notion of compromise in its own way. With a 536-hp biturbo V-8, the S 63 AMG generates earth-rumbling acceleration with effortless grace. The S 65 AMG can make superlatives seem inadequate, its biturbo V-12 achieving 621 hp, 738 lb-ft of torque, and a top track speed of 186 mph.⁴ Both of them deliver supreme capability with sublime comfort and the nearly supernatural composure of AMG-sharpened Active Body Control.



S 63 AMG Sedan

Its biturbo V-8, multi-clutch transmission and advanced fully active suspension conspire to defy the limits of performance, if not the laws of physics. While its hardware packs a serious punch, its lavish accommodations and ECO-Start/Stop system treat its driver, its passengers and the planet with unexpected graciousness.

Engine	type	5.5-liter biturbo V-8	Suspension	AMG-calibrated Active Body Control (ABC) with Sport mode	
	power	536 hp @ 5,500 rpm	Brakes	disc type	Ventilated and perforated
	torque	590 lb-ft @ 2,000–4,500 rpm		disc size (f/r)	15.4" – 14.4"
Transmission	7-speed AMG SPEEDSHIFT MCT with 3 modes and paddle shifters				
Acceleration	0–60 mph in 4.4 seconds ²				
	Wheels ¹	(f/r)	8.5x20" – 9.5x20"		
	Tires	(f/r)	255/35R20 – 275/35R20		

S 65 AMG Sedan

Its indomitable power is matched with undeniable luxury. Its dramatic style conveys potency with understated poise. And virtually every imaginable feature—and several nearly unimaginable—is standard: AMG Exclusive leather, 1,200 watts of Bang & Olufsen sound, Night View Assist PLUS and power Active Ventilated rear seats.

Engine	type	6.0-liter biturbo V-12	Suspension	AMG-calibrated Active Body Control (ABC) with Sport mode	
	power	621 hp @ 4,800 rpm	Brakes	disc type	Ventilated and perforated
	torque	738 lb-ft @ 2,000–4,000 rpm		disc size (f/r)	15.4" – 14.4"
Transmission	5-speed AMG SPEEDSHIFT with 3 modes and paddle shifters				
Acceleration	0–60 mph in 4.2 seconds ²				
	Wheels ¹	(f/r)	Forged alloy, 8.5x20" – 9.5x20"		
	Tires	(f/r)	255/35R20 – 275/35R20		

CL 63 AMG Coupe.

CL 65 AMG Coupe.

The unbridled passion of a Mercedes-Benz coupe becomes virtually unlimited when infused with the magic of AMG. The pillarless CL-Class profile and peerless 4-seat cabin are ideally suited to the potential unleashed by AMG-crafted engines and active suspensions. The 536-hp CL 63 AMG and 621-hp CL 65 AMG exert immense power with intense control. Innovative driving technologies are derived from racing yet offer calm composure during everyday enjoyment. They are unquestionably the most powerful, luxurious and advanced coupes AMG has ever set free into the world.



CL 63 AMG Coupe

Twin turbochargers unleash a torrent of torque, while an ECO-Start/Stop system gives its handcrafted V-8 a gentle side, too. The impeccable 4-seat cabin takes a similar approach, with race-ready instruments and front seats that offer active support in corners or a soothing massage. AMG lower bodywork encircles 20" wheels.

Engine	type	5.5-liter biturbo V-8	Suspension	AMG-calibrated Active Body Control (ABC) with Sport mode	
	power	536 hp @ 5,500 rpm	Brakes	disc type	Ventilated and perforated
	torque	590 lb-ft @ 2,000–4,500 rpm		disc size (f/r)	15.4" – 14.4"
Transmission	7-speed AMG SPEEDSHIFT MCT with 3 modes and paddle shifters				
Acceleration	0–60 mph in 4.4 seconds ²				
	Wheels ¹	(f/r)	8.5x20" – 9.5x20"		
	Tires	(f/r)	255/35R20 – 275/35R20		

CL 65 AMG Coupe

The Mercedes-Benz coupe ascends to a rewarding new apex with two turbochargers, twelve cylinders, forged 20" wheels and an active suspension that is arguably the world's most advanced. Its 4-seat cabin reaches its own summit, with virtually every Mercedes-Benz innovation embedded in a haven of AMG Exclusive leather.

Engine	type	6.0-liter biturbo V-12	Suspension	AMG-calibrated Active Body Control (ABC) with Sport mode	
	power	621 hp @ 4,800 rpm	Brakes	disc type	Ventilated and perforated
	torque	738 lb-ft @ 2,000–4,000 rpm		disc size (f/r)	15.4" – 14.4"
Transmission	5-speed AMG SPEEDSHIFT with 3 modes and paddle shifters				
Acceleration	0–60 mph in 4.2 seconds ²				
	Wheels ¹	(f/r)	Forged alloy, 8.5x20" – 9.5x20"		
	Tires	(f/r)	255/35R20 – 275/35R20		

ML 63 AMG.

Start with what is arguably the most advanced SUV ever, the groundbreaking M-Class, and stir it into a virtual tempest of AMG mightiness. The result: a tantalizing performance vehicle with capabilities like no other. The ferocious output of a new 518-hp twin-turbo V-8 teams with the tenacious grip of its 4MATIC™ all-wheel drive, adaptive AMG air suspension and corner-taming new ACTIVE CURVE SYSTEM. And while its innovative luxury, safety and efficiency features—including a new ECO-Start/Stop system—give it a friendly side, the ML63 AMG can brazenly go where other SUVs don't dare to tread. And go there fast.

Engine	type	5.5-liter biturbo V-8
	power	518 hp @ 5,250 rpm
	torque	516 lb-ft @ 1,750–5,000 rpm
Transmission	7-speed AMG SPEEDSHIFT with 3 modes and paddle shifters	
Acceleration	0–60 mph in 4.7 seconds ²	

Suspension	AMG-calibrated AIRMATIC with Adaptive Damping System (ADS)	
Brakes	disc type	Ventilated and perforated
	disc size (f/r)	15.4" – 13.6"
Wheels	(f/r)	9.0x20" – 9.0x20"
Tires	(f/r)	265/45R20 – 265/45R20



performance packages.

MBUSA.com/AMG

AMG Performance Package	E 63 AMG Sedan	E 63 AMG Wagon	CLS 63 AMG	S 63 AMG CL 63 AMG	ML 63 AMG
Increased engine output	550 hp 590 lb-ft	550 hp 590 lb-ft	550 hp 590 lb-ft	563 hp 664 lb-ft	550 hp 560 lb-ft
Red brake calipers	●	●	●	—	●
Raised top speed ⁴	186 mph	186 mph	186 mph	186 mph	174 mph
AMG sport suspension	●	—	●	—	—
AMG performance steering wheel	●	●	●	—	●
Carbon fiber engine cover	●	●	●	●	●
Carbon fiber trunklid spoiler	○	—	○	—	—

AMG Development Package	C 63 AMG Sedan	C 63 AMG Coupe
Increased engine output	481 hp	481 hp
Red brake calipers	●	●
Raised top speed ⁴	174 mph	174 mph
Carbon fiber trunklid spoiler	●	●

AMG Handling Package	SLK 55 AMG
18" AMG multispoke wheels ¹ (Silver or Black finish)	●
AMG performance suspension	●
AMG performance steering wheel	●
Raised top speed ⁴	174 mph
AMG limited-slip differential	●

● Included ○ Available separately — Not Available

Every Mercedes-AMG comes standard with a high-performance pedigree that spans nearly a half-century of motorsports success, from Europe's touring car championships to years of serving as the Safety Car in Formula 1™ racing. And yet, as AMG history has repeatedly demonstrated, the true potential of these thoroughbred automobiles is not measured by their glowing achievements but by the euphoria of reaching for them. In that spirit, the AMG Performance Packages hone their razor-sharp skills to an even finer edge. From increased engine output to the reassuring grip of a performance steering wheel, most every AMG model offers a meticulously crafted collection of upgrades.

Increased power. Strategic enhancements to the components and engine management system of the AMG V-8 boost its substantial peak output to simply dominating levels.

Performance suspension. More aggressive calibration of the AMG Adaptive Suspension sharpens its response, while maintaining a versatile balance of ride and handling.

Performance steering wheel. In addition to its thick, contoured and Premium leather-wrapped rim, the AMG performance steering wheel incorporates racy DINAMICA side grips and flattened top and bottom sections.

Carbon fiber engine cover. As beautiful to behold as it is to unleash the power it conceals, an engine cover crafted with this high-strength, lightweight racing material is a fitting crown to the increased-output V-8.

Carbon fiber spoiler. Crafted in the racing tradition from carbon fiber, the functional AMG rear lip spoiler helps increase rear-end downforce at higher speeds, to enhance tire adhesion and overall handling stability.





C 63 AMG Black Series.

Once in a blue moon, something Black emerges. The most powerful C-Class of all time, the C 63 AMG Black Series is only the fourth in a rare line of cars that, while street-legal, are clearly born from racetrack domination. Pronounced fender flares envelop a widened track, adjustable coil-over suspension and forged 19" wheels that reduce unsprung mass by 24 lbs. Aggressive aerodynamics optimize airflow into and away from the engine and brakes, both of which employ technology from the SLS AMG—including the forged pistons, rods and crankshaft of the 510-hp V-8 and the compound brakes. The racing focus continues to its high-tech cockpit, from the leather/DINAMICA steering wheel and twin AMG sport seats to the removal of the rear seats to further trim weight. Though extremely limited in production, the C 63 AMG Black Series is designed to challenge every limit of performance.

2008: CLK 63 AMG Black Series. A 500-hp 6.3-liter V-8 lurked within this roadgoing version of the widebody Formula 1 Safety Car—the second Black Series model but the first to be offered in the U.S. market. Liberal use of carbon fiber, racing-type sport seats and deletion of the stock rear seats slashed weight. Strut-tower bracing, adjustable coil springs and a limited-slip differential bolstered the chassis. Global production totaled 700 units.

2009: SL 65 AMG Black Series. Larger turbos and a revised intake pushed its 6.0-liter V-12 to 661 hp, making it the most powerful AMG model ever built in quantity—though production was limited to a mere 350 cars for the entire world. Crafted primarily of carbon fiber, the fixed-roof widebody widened its track by nearly 5" beyond the standard SL, and shared only its doors. Lighter adjustable coil springs replaced the Active Body Control.



Engine	type	6.3-liter naturally aspirated V-8
	power	510 hp @ 6,800 rpm
	torque	457 lb-ft @ 5,200 rpm
Transmission	7-speed AMG SPEEDSHIFT MCT with 4 modes and paddle shifters	
Acceleration	0-60 mph in 4.2 seconds ²	

Suspension	AMG-developed with wider track and adjustable coil-over springs	
Brakes	disc type	Ventilated and perforated
	disc size (f/r)	15.4" - 14.2"
Wheels ¹	(f/r)	9.0x19" - 9.5x19"
Tires	(f/r)	255/35R19 - 285/30R19



professional driver, closed course. do attempt.

An open invitation to every driving enthusiast: The capabilities of every AMG vehicle on the racetrack are waiting to meet, and raise, your own. Whether you're an AMG owner or a fan, the AMG Driving Academy allows you to push your driving abilities and a selection of AMG vehicles to the limit on some of the most legendary racetracks in the country. Under the one-on-one guidance of professional instructors, and among fellow AMG enthusiasts, it's a tire-scorching, adrenaline-pumping, skill-honing driving adventure that lives up to the legend of AMG—and helps you live it as well.

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Basic Training: \$1,595. Transform from motorist to driver in this comprehensive, action-packed driving experience. This one-day event will have you cornering, drifting and conquering speeds you never thought possible. By day's end you'll be a more confident and capable driver, and quite likely raring for Advanced Training.

Advanced Training: \$2,995. Building on what you learned during Basic Training, Advanced Training helps you shift your skills into the next gear. Over two days of detailed training and technical on-track instruction, you'll also receive onboard diagnostics and computer analysis so you can capture your progress—and your growing achievements—down to the millimeter and second.

Pro Training: \$3,695. For those who wish to excel and accelerate their performance driving prowess, Pro Training is the pinnacle of the AMG Driving Academy experience in the U.S. Comprising three days of intensely focused instruction and technical skills reserved for the highest level of driving, Pro Training allows for maximum speed, challenges, thrills, and driver development.





for a small blue planet.

For 125 years—longer than any other automaker—we’ve been sharing this planet with you. Respecting it, and protecting it, have long been a part of our vision, ambition, and our history of innovation. We introduced the world’s first 100% CFC-free car, not just in its air conditioning but in its entire manufacturing process. We’ve been using water-borne paints for years, and source the wood for our interior trim from responsibly sustained forests. We’ve been pioneering advanced powertrains for generations, from today’s hybrid models and 50-state clean diesels to the fuel cell vehicles of a rapidly approaching tomorrow. Mercedes-Benz is also legendary for producing automobiles of extraordinary durability and longevity. After all, it takes virtually the same amount of energy to build vehicles that last as ones that won’t. Even our brochures conserve resources and are produced with eco-conscious printing. Everything we engineer is born from the motivation to make things better and the ingenuity to make it happen. Passion with compassion—that is what drives us.

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endnotes

- 1 Lower aspect ratio tires and accompanying wheels provide substantially increased treadwear, increased tire noise and reduced ride comfort. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles. These tires are not designed for use on snow and ice. Winter tires mounted on appropriately sized and approved wheels are recommended for driving in those conditions.
- 2 Stated rates of acceleration are based upon manufacturer’s track results and may vary depending on model, environmental and road surface conditions, driving style, elevation and vehicle load.
- 3 The carbon-ceramic brakes are designed expressly for high-performance braking. It is a characteristic of their materials and design that brake noise/squeal may result, along with differing brake pedal feel at lower brake temperatures compared to higher operating temperatures.
- 4 Obey local speed and traffic laws.