

Mercedes W124 Manual Transmission

Mercedes-Benz W124

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The Mercedes-Benz W124 is a range of executive cars made by Daimler-Benz from 1984 to 1997. The range included numerous body configurations, and though collectively referred to as the W-124, official internal chassis designations varied by body style: saloon (W 124); estate (S 124); coupé (C 124); cabriolet (A 124); limousine (V 124); rolling chassis (F 124); and long-wheelbase rolling chassis (VF 124).

From 1993, the 124 series was officially marketed as the E-Class. The W 124 followed the 123 series from 1984 and was succeeded by the W 210 E-Class (saloons, estates, rolling chassis) after 1995, and the C 208 CLK-Class (coupés, and cabriolets) in 1997.

In North America, the W124 was launched in early November 1985 as a 1986 model and marketed through the 1995 model year. Series production...

Mercedes-Benz E-Class (W210)

5". This is the same bolt pattern as most Mercedes, including the previous E-Class (W124). The newer Mercedes, including the 2003 (W211) to the present

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The Mercedes-Benz W210 is the internal designation for a range of executive cars manufactured by Mercedes-Benz and marketed under the E-Class model name in both sedan/saloon (1995–2002) and station wagon/estate (1996–2003) configurations. W210 development started in 1988, three years after the W124's introduction.

The W210 was designed by Steve Mattin under design chief Bruno Sacco between 1988 and 1991, later being previewed on the 1993 Coupé Concept shown at the Geneva Auto Show in March 1993. The W210 was the first Mercedes-Benz production car featuring Xenon headlamps (including dynamic headlamp range control, only low beam).

Mercedes-Benz 500 E

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The Mercedes-Benz 500 E (1990–1993; 1993–1995 sold as E 500; type W124.036) is a high-performance version of the W124 sold by Mercedes-Benz from 1990 to 1995. The 500 E was created in close cooperation with Porsche. With its engineering department being fully occupied with the development of the new S-Class, Mercedes-Benz commissioned Porsche in 1989 to redesign the W124 chassis along with the necessary changes to the suspension system and drivetrain as to accommodate the wider 5-litre M119 V8. A problem was discovered on the W124 assembly line in Sindelfingen: the redesigned front wings were too wide to fit through certain stations along the assembly line. Rather than do the expensive physical changes, Mercedes-Benz organised the new assembly line at Porsche's manufacturing plants specifically...

Mercedes-Benz M104 engine

Ignition system: electronic ignition system Applications Mercedes-Benz 1993–1994 W124 320 E 1994–1996 W124 E 320 1995–1997 W210 E 320 1991–1993 W140 300 SE,

The Mercedes-Benz M104 is an automobile straight-six engine produced from 1988 through 1999. It has a double overhead cam design with 4 valves per cylinder, and used a crossflow cylinder head. It replaced the M103 and was replaced by the M112 V6 starting in 1997. The bore spacing on all M104 engines is the same as M103 engines.

Mercedes-Benz SL-Class (R129)

Designed in 1984, the R129 was based on the shortened floorpan of the Mercedes-Benz W124. The new SL-class was presented at the Geneva Motor Show in March

The Mercedes-Benz R129 SL is a roadster which was produced by Mercedes-Benz from 1988 until 2001. The R129 replaced the R107 in 1989 and was in its turn replaced by the R230 SL-Class in 2002 for the 2003 model year.

The R129 was offered as a two-door roadster with an automated (electro-hydraulic), fabric convertible roof; colour-matched, automated tonneau cover; and a manually detachable hardtop that could be fitted over the stored fabric convertible roof and tonneau. It was available with a variety of powertrains across its twelve-year production, including a V12 option used in the SL600.

Mercedes-AMG

roadster), Mercedes-Benz W116 (1972-1980 S-class), Mercedes-Benz W123 (1976-1985 E-class predecessor), Mercedes-Benz W124 (1984-1997 E-class), Mercedes-Benz

Mercedes-AMG GmbH, commonly known as AMG (Aufrecht, Melcher, Großaspach), is the high-performance subsidiary of Mercedes-Benz AG. AMG independently hires engineers and contracts with manufacturers to customize Mercedes-Benz AMG vehicles. The company has its headquarters in Affalterbach, Baden-Württemberg, Germany.

AMG was originally an independent engineering firm specializing in performance improvements for Mercedes-Benz vehicles. DaimlerChrysler AG took a controlling interest in 1999, then became the sole owner of AMG in 2005. Mercedes-AMG GmbH is now a wholly owned subsidiary of Mercedes-Benz AG, which is in turn owned by the Mercedes-Benz Group.

AMG models typically have more aggressive looks, higher performance, better handling, better stability and more carbon fibre than their regular...

Mercedes-Benz W140

transmission was replaced by the 5-speed electronically controlled automatic transmission. 4MATIC, the all-wheel-drive system introduced in the W124 (1985–1996)

The Mercedes-Benz W140 is a series of flagship vehicles manufactured by Mercedes-Benz from 1991 to 1998 in sedan/saloon and coupe body styles and two wheelbase lengths (SE and SEL). Mercedes-Benz unveiled the W140 S-Class at Geneva International Motor Show in March 1991, with the sales starting in April 1991 and North American launch was on 6 August 1991.

All models were renamed in June 1993 as part of the corporate-wide nomenclature changes for 1994 model year on, becoming "S" regardless of wheelbase length or body style as well as fuel type. Diesel models carried a TURBODIESEL trunk/boot lid label. In 1996, the S-Class coupé was renamed again as CL-Class into its own model range.

The W140 series S-Class was superseded by the W220 S-Class sedan and C215 CL-Class coupé in 1998 after an eight...

Mercedes-Benz W114/W115

until 1986 model year for S-Class (W126/C126) and 300 Series (W124/C124). For 1968 MY, Mercedes-Benz offered the W115 220 and 220 D and the W114 230. Those

The Mercedes-Benz W114 and W115 are ranges of front-engine, rear-drive, five-passenger executive cars and coupés introduced by Mercedes-Benz in 1968 to succeed its W110 models introduced in 1961. Featuring squared-off modern three-box styling by Paul Bracq, they were manufactured until model year 1976, when the W123 was released.

W114/W115s were distinguished in the marketplace by nameplates relating to their engine displacement. W114 models featured six-cylinder engines and were marketed as the 230.6, 250, and 280. W115 models featured four-cylinder engines and were marketed as the 200, 220, 230.4, and 240, with diesel models carrying a D designation, as distinct from gasoline/petrol models.

When Mercedes introduced the W114/115 ranges in 1968 they were marketed as New Generation Models...

Mercedes-Benz B-Class

the Mercedes-Benz MBUX system. It also removed the manual transmission, alongside the A-Class and CLA as part of Mercedes-Benz's plan to retire manual transmissions

The Mercedes-Benz B-Class is a subcompact executive car manufactured and marketed by Mercedes-Benz since 2005. Based on the A-Class with larger dimensions, the European New Car Assessment Programme (Euro NCAP) classifies it as a small MPV.

Mercedes-Benz had presented a concept car Vision B Compact Sports Tourer at the 2004 Paris Motor Show. The concept previewed some features that would be available on the production B-Class. The Vision B was based on the layered platform, so that the drivetrain would be placed partly in front of and underneath the passengers.

As of 20 December 2013, delivery of B-Class vehicles reached 1 million sales worldwide since its launch in 2005.

Mercedes-Benz SL-Class

engines and automatic transmissions. Haynes Service and Repair Manual Series. Sparkford, UK: Haynes. ISBN 0856966983. Mercedes-Benz Technical Companion

The Mercedes-Benz SL-Class (marketed as Mercedes-AMG SL since 2022) is a grand touring sports car manufactured by Mercedes-Benz since 1954. The designation "SL" derives from the German term "Sport-Leicht", which translates to "Sport Light" in English.

Initially, the first 300 SL was a racing sports car built in 1952

with no intention of developing a street version. In 1954, an American importer Max Hoffman suggested the street version of 300 SL for the wealthy performance car enthusiasts in the United States where the market for the personal luxury car was booming after the Second World War.

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