



Mercedes-Benz CLK DTM AMG



Mercedes-Benz celebrated their dominant win in the 2003 German Touring Car Championship (DTM) with a completely over the top very limited production road going version. Having won 9 of the 10 races in the season they had plenty to celebrate - and rub in the noses of their competitors.

Visually the CLK DTM AMG - that's a triumvirate of TLC's - tie-ins with its track going counterpart are obvious with only slightly down played, skirts, flares, dams, diffuser and spoiler - most in carbon fibre. There is no mistaking this car for a sleeper.

Sitting on 19 inch light alloy wheels at front and 20's at the rear this purposeful car gets an extensive engine make-over to the already potent 5.5 litre AMG V8. There are modifications to the crank-case, pistons, valve train, cooling system, intake duct, supercharger and exhaust system. The result - lots and lots of twist with 690 Nm of pulling power at just 2000 rpm and 750 Nm mark at 2500.

The chassis and suspension is tuned to cope with all that torque with height-adjustable spring and shock absorber units with adjustable coil springs are also an integral feature of the new road

Mercedes Benz CLK DTM AMG

- 434.0 kw 582.0 bhp
- 800 nm 590.0 ft lbs
- 320 kph 198.8 mph
- 0 - 60 mph 3.8 seconds
- 0 - 100 mph 7.9 seconds
- 107.0 bhp / litre
- 332.95 bhp / tonne





car. The rear axle gets totally new spring links and hub carriers, as well as reinforced drive shafts. Uniball joints on both axles replace the standard rubber items. A multiple-disc limited-slip differential at the rear axle ensures optimum traction.

The CLK DTM AMG is a strict 2 seater with access to the rear blocked by a full width carbon fibre brace. There is no mistaking the cockpit for anything but a race derived road going hot rod. The leather AMG sports bucket seats are made from exceptionally lightweight CFRP and fitted with four-point safety belts and there is a thick and oval-shaped rim of the high-grip suede-trimmed AMG racing steering. The door panels are made from CFRP, as are many other elements of the interior such as the instrument cluster. The centre console gets a silver-coloured selector lever surround, the starter button, four rocker switches for auxiliary functions and a badge bearing the vehicle number.

The 434 kW monster sees 0 - 60 mph in 3.8 seconds, 0 - 100 mph in 7.9 seconds on to a top speed of 320 kph or 198.8 mph.

Rod Halligan



Mercedes Benz CLK DTM AMG

Year	2004	
Built by	AMG	
ENGINE		
Configuration	90 Degree AMG V8	
Layout	Front Longitudinal	
Induction	Supercharged	
Valvetrain	2 valves / cylinder, DOHC	
Displacement	5439 cc	331.9 in ³
Bore	97 mm	3.82 in
Stroke	92 mm	3.62 in
Compression	10.5:1	
Power	434.0 kw @ 6100 rpm	582.0 bhp
Torque	800 nm @ 3500 rpm	590.0 ft lbs
BHP/Liter	107.0 bhp / litre	
Power to weight	332.95 bhp / tonne	

BODY

Unitary steel - carbon composite		
Weight	1748 kg	3854 lbs
Length	4650 mm	183.1 in
Width	1800 mm	70.9 in
Height	1360 mm	53.5 in
Wheelbase	2722 mm	107.2 in
Front track	1569 mm	61.8 in
Rear track	1580 mm	62.2 in

DRIVE

Rear Wheel Drive		
Transmission	5 Speed Auto Speedshift	

SUSPENSION

Front	McPherson Struts Coil Springs, Gas Pressure Shock Absorbers, Anti-Roll Bar	
Rear	multi-link, coil springs, gas-filled shock absorbers, anti-roll bar	

PERFORMANCE

Top Speed	320 kph	198.8 mph
0 - 60 mph	3.8 seconds	
0 - 100 mph	7.9 seconds	