

Star Motors

Specializing in 300 SEL 6.3's, 450 SEL 6.9's &
600 Limousines



1694 Union Center Maine Hwy. (Rt. 26)
Endicott, NY 13760-1341
Sales & Technical Support: 607-754-4272
Customer Service: 607-786-3918
Fax: 607-754-5112
e-mail: starmotors@stny.rr.com

Star Motors

1694 Union Center Highway
Endicott, NY 13760

Sales & Technical Support: (607) 754-4272
Customer Service: (607) 786-3918
Fax: (607) 754-5112
E-Mail: starmotors@stny.rr.com
Web Site: www.300sel.com

Dear Valued Customer:

We at Star Motors appreciate the interest you have shown in our parts and service. Our goal is to supply quality parts at reasonable prices. Star Motors continually strives for total customer satisfaction.

Many of the parts we deal in are becoming more and more rare. Therefore, the prices provided in our brochure are intended as ballpark figures to help you estimate costs associated with your repair job or mechanical restoration project, and are subject to change without notice. The parts and prices at the end of this brochure are not a complete list of all parts available through Star Motors. We can provide a full line of parts for all Mercedes models, so please call for parts availability.

Most of our parts are sold on an exchange basis and a core charge will be added to your final bill.

Please call our Sales and Technical Support Line for the current price, availability and/or core charges.

Sincerely,

Neil Dubey
Owner

Contents

Why buy from Star Motors?
Customer Service Policy
New Pickup Service4

Common Items to Check for.....5

Rebuilt Rear Axles10

Eliminate Points!
Electronic Ignition.....11

Keep Cool
A/C Conversion Kit12

High Performance Engine Parts.....13

Parts Price List
Mechanical Parts15
Air Suspension Valvs.....16
Miscellaneous Parts18



This "Schwarz" black 6.3 was one of the first off the production line in 1968.



This "Astralsilber" silver 6.3 represents the most frequently requested exterior color. Interestingly, it is also associated with the renowned Mercedes-Benz racing team.

Star Motors

1694 Union Center Maine Hwy. (Rt. 26)
Endicott, NY 13760-1341
Sales & Technical Support: 607-754-4272
Customer Service: 607-786-3918
Fax: 607-754-5112
e-mail: starmotors@stny.rr.com

Quality New & Rebuilt Mercedes-Benz Parts

Specializing in 300 SEL 6.3's, 450 SEL 6.9's and 600's

Why buy from Star Motors?

Our business is dedicated to the maintenance and troubleshooting of the 300 SEL, 450 SEL and 600 Limousine. Whether you're an automotive professional or enthusiast, Star Motors has the new, rebuilt or hard-to-find components you are looking for. We have an intimate working knowledge of the W100, W109 and W116 chassis and M100 drivetrain. An extensive parts inventory, superior knowledge, and the right price ensure an excellent value for you, the customer.

300 SEL 6.3

Star Motors rebuilds virtually every mechanical component for the Mercedes-Benz 300 SEL 6.3, which was manufactured from 1968 through 1972. This classic is renowned for its impressive power and unique air suspension.

450 SEL 6.9

The 450 SEL 6.9's hydraulic suspension is one of our specialties. The 6.9 was produced from 1975 through 1980. This descendant of the 6.3 differs in its amenities and hydraulic suspension.

600 Limousine

The 600 Mercedes-Benz limousine, produced from 1964 through 1981, is the most technologically advanced vehicle of its time. Star Motors has the special tools and technical information required to meet your immediate needs.

Extensive Inventory

We use only original Mercedes-Benz parts for rebuilding and repairing your vehicle. A large inventory of cores enables you to place an order and have the part rebuilt and shipped with minimum down time. Star Motors carries a complete line of new interior, exterior and mechanical parts, and an extensive library of technical literature and owner's manuals. We also stock more rubber and decal 6.3 parts than anyone in the USA. *Special Order Parts:* Star Motors can special order direct from

Germany and have your part within five business days.

Customer Service Policy

Nearly every part that you purchase from Star Motors comes with a 2-year unlimited mileage warranty. We warrantee your rebuilt axle for one-year. Electronic ignitions come with five full years of coverage.

New Pickup Service

Star Motors has a unique and convenient pickup service to better serve you. If you are located in the Northeastern United States within 500 miles of our facility and have scheduled major repairs (motors, transmissions, front and rear ends), we will pickup and drop off your vehicle for a nominal fee. Please call for more details if you are interested in this service.

Let our expertly trained staff ensure that your vehicle is maintained to the original standards set forth by Mercedes-Benz.

**Extensive Parts
Inventory
Expert Technical
Support
Affordable Prices...**

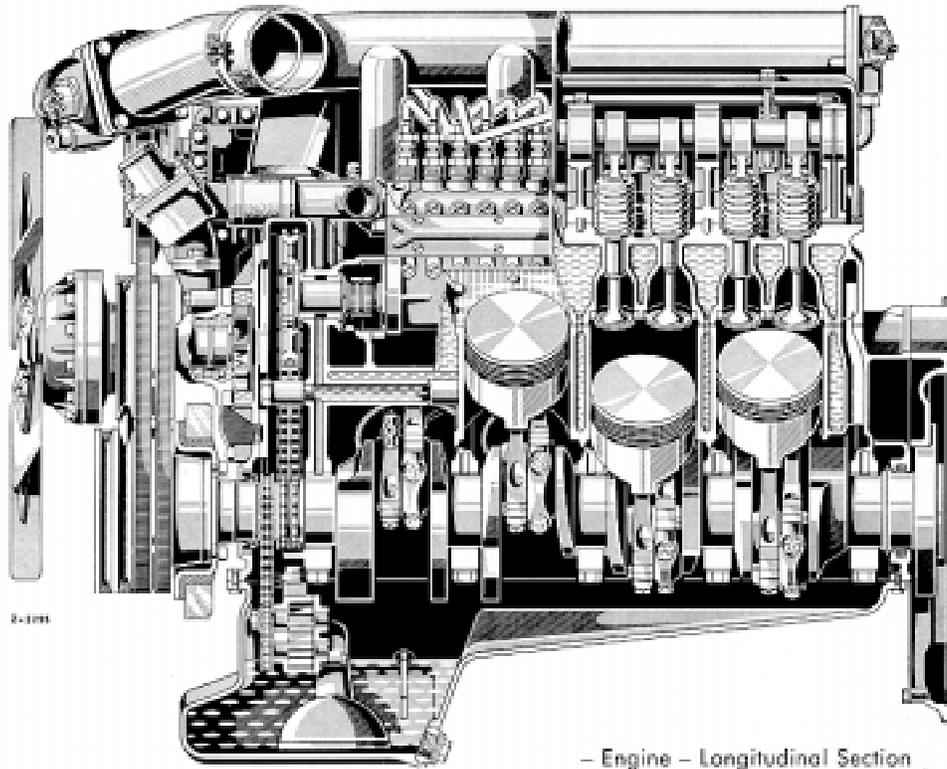


Star Motors

COMMON ITEMS TO CHECK FOR

300SEL 6.3, 450SEL 6.9 AND 600

This is a list of common mechanical items that wear out on the 300SEL 6.3, 450SEL 6.9 and 600. When purchasing a car, making a trip, or having the vehicle serviced please use this list. Items marked in italics are critical to check as they are generally neglected. All the figure descriptions are from Mercedes Benz publication: Catalog 12 802, Type 300SEL-300SEL 3.5-300SEL 6.3, Model 109-Catalog "A"-1971 U.S. Version.



ENGINE

1. Fan belts. Check all fan belts, especially on the 6.3. The alternator belt on the 6.3 should be checked and changed periodically.
2. *Fuel hoses.* Fuel hoses on the 6.9 rarely give problems since the system is Bosch CIS. On the 6.3 and the 600, the fuel lines are steel and cotton covered low-pressure hoses. The hose that runs from the fuel filter to the pressure damper is notorious for chafing. The fuel line from the rear pressure damper mounted on the engine block to the steel return line is susceptible to engine heat and deteriorates rapidly with age. **FIRE HAZARD.** Replace!
3. *Timing chain and tensioner.* A loose tensioner or chain can be heard rattling. Change the pair every 50,000 miles.
4. Injection pump. Check if any oil is present in the V-block where the injection pump resides. Leaking oil or an oil-flooded V-block can cause an engine fire. The injection pump must be rebuilt.

5. Cold start valves. Leaking cold start valves are a very common problem on the 6.3 and the 600. Generally the O-ring must be replaced. But, sometimes the Bakelite on the solenoid is cracked and must be replaced.
6. Fuel filter. Replace the fuel filter on the 6.3 and the 600 every 6,000 miles. CHECK RUBBER SEALS FOR LEAK AND REPLACE ALUMINUM CRUSH WASHER. Clogged fuel filters can cause the car to misfire. On the 6.9 change every 30,000 miles.
7. Fuel pump. The 6.3's and the 600's late-style fuel pumps (distinguished by red and brown terminal ends) can pump only 4 liters per minute. If the pump fails to pump less than this a drivability problem may occur. This may be very hard to diagnose. The early-style pump delivers 6 liters per minute. Change pump to early style. On the 6.9 replace the check valve on the fuel pump. This will eliminate hard starting problems associated with CIS cars.
8. Warm-up regulator. On the 6.9, the warm-up regulator on the CIS system may malfunction, causing a rough idle during warm up. Replace unit if defective.
9. Thermo time switch and vapor lock line. On the 6.3 and the 600, if hard starting is encountered due to high temperature, install the thermo time relay which will activate the cold start valves for one additional second. Install the vapor lock return feed with t fitting. This can only be done on the later-style fuel pumps.
10. Camshaft. Camshaft wear can be heard as a pronounced valve train clatter. If the valves cannot be adjusted, look for squared-off cam lobes or grooved camshafts. Repair camshaft. On the 6.9's hydraulic valve lifter, failure is more common.
11. Oil pan. See if the oil pan plug is correct and if any cracks are present. On the 6.9, the oil canister is prone to rusting out.
12. Radiator. Check the radiator for leaks and oil contamination. The oil is generally from a leaking head gasket. Check radiator core tubes for calcification.
13. Water pump. Check for leaks through the weep hole. Replace if leaking.
14. *Oil feed line to compressor.* This is the most overlooked part on the 6.3 and the 600. The hose is a braided low pressure hose and chaffs itself against the alternator housing. The hose, if ruptured, can cause damage to the engine. The Mercedes-Benz replacement hose does not fit properly and is a low-pressure rubber hose. Replace this hose with a steel braided hose. Page 82 item 92.
15. Upper and lower oil cooler hose. On the 6.3 and the 600, these hoses must be replaced when leaks are present. The lower hose on the 6.3 is notorious for rubbing against the alternator adjusting arm and wearing through.
16. Battery trays. They are notorious for rusting out. Replace.
17. Positive lead from battery to starter. This wire runs along the right-hand side of the block and should be changed because heat deterioration is present.
18. Cruise control. The 6.3 and the 600 never had them. Throw them away. Check the 6.9's vacuum lines.
19. Accelerator linkages. Change the bushings as required and lubricate.

STEERING AND SUSPENSION

1. Air compressor and power steering pumps. The 6.3's and the 600's P/S pump is connected to the air compressor pump. Check for oil contamination in the reservoir of the P/S pump. The oil is forced from the compressor through the radial seal ring. Replace. Page 77 item 55.
2. *Steering gearbox.* The three mounting holes are prone to loosening, causing the gearbox to move against the frame support and crack the frame. Repairing it can only be done by welding or adding a steel plate. On all models, make sure the three mounting holes on the left frame support are tightened every 10,000 miles. Page 166 item 2.
3. Air suspension and hydraulic suspension. These are covered in another handout. In general, check for leaks and excessive cracks in the air bags. In the hydraulic suspension, check for strut leaks and defective accumulators.
4. King pins. Kingpins are used on the 6.3 and must be inspected every 50,000 miles. Mercedes-Benz allows .020" of axial play on kingpins before servicing. Check the play. Replace if a clanking noise is present.
5. *Lower and upper control arms.* On the 6.3, check the threaded portion of the upper and lower inner control arms for cracks. This is a very common problem for this car. Tighten the nuts every 10,000 miles to avoid this problem. Page 131 items 60 and 80.

DRIVELINE

1. Transmission center support. Check the transmission center support on all cars. A loose or mis-adjusted center support will cause the steering gearbox to knock against the frame. Replace if worn.
2. *Flex disk.* Check for eccentric wear or deformation. This is a very common wear item and when worn can cause driveline vibration. Page 152 item 52.
3. Center support and center carrier bearing. Replace these when changing the flex disk. Pushing up on drive shaft at support can check these. Replace if there is excessive play.
4. U-joints. These are non-serviceable. If a clanking from the rear is heard, especially in reverse, replace with a re-manufactured driveshaft.
5. Rear axle. The 600's and 6.9's rarely give problems in this area except for the 6.9's half shaft. The axle half-shaft bearings are prone to wear. A clicking noise will be heard in such a case. Replace with re-manufactured unit.
6. Rear end. The 6.3's rear end is quite durable if prudent care is taken, i.e. no brake torquing, neutral drops, reverse to forward slams, etc. A common way to destroy a 6.3's rear end is to cause it to axle tramp. This means that the wheel hops on the surface causing a violent loading and unloading on the Homokinetic joint on the swing axle. This in turn disintegrates the sliding sleeve or the slip joint. I recommend changing or inspecting the slip joint every 75,000. Other parts that are prone to wear and may cause vibration or clunking noise are the rubber wear items as pointed out. Page 133, items: 150, 111, 159, 130 and 121.
7. Rear axle brake hold support bearings. These are on the 600 and the 6.3'. They will cause a vibration, especially in reverse, when worn out or not properly lubricated. To eliminate this problem, use custom-made hold down bearings with Teflon shims. Page 137 item 66.
8. Inner wheel axle bearings. Generally when worn, the wheel emanates a groaning or growling noise. Replace.

BRAKES

1. Brake master cylinder and booster. Check for leaks and soft pedal pads. On the 6.3, due to age, you may experience no brakes until vacuum pressure is built up. If this occurs, replace the vacuum line from the brake booster, because it may contain a failed check valve. If this does not work, replace the brake booster.
2. *Front flexible brakes lines.* This is only for the 6.3. The front brake line for the 6.3 is a special line and must be of correct length (470 mm). This is to ensure that if the car is placed in high level that the line does not stretch. Most 6.3's no longer have this line. Replace the line with part number 001-428-03-35.

AIR CONDITIONING AND CLIMATE CONTROL

1. Air conditioning. Charge the A/C with R12 and check for leaks. If hoses must be replaced, use barrier hose or Aeroquip Red (original equipment) only. Do not worry about R134a conversion because the system is already compliant and the hose fitting ends would have to be changed. R134a will decrease the cooling temperatures 6 to 8 degrees Fahrenheit. This is totally unacceptable in the 6.3 and the 6.9 evaporators.
2. A/C pulleys. The 6.9's pulley should be checked for play. The 6.3's and the 600's pulleys must have the radial sealed bearing changed every 50,000 miles. Check the cast aluminum-mounting arm for wear and cracks.
3. A/C servo. This is on the 6.9 and is notorious for cracking at the head, causing radiator fluid leaks or the inability to shut off heat.
4. Push button assembly and amplifier. Replace if irregular heat conditions occur after the servo has been replaced.
5. Heater levers. On the 6.3 only. These are prone to cracking. The original European levers were made of hard plastic instead of the hard rubber used on the USA versions. The majority of the levers crack because the cables start to bind. They must be lubricated and checked for binding every 100,000 miles. Replace cracked levers with originals, and cables with Teflon coated housings.

AUTOMATIC TRANSMISSION

In general, the transmissions of all the cars are well built. Leaks are prone around the input shaft and oil pan gasket. The fluid coupler on the 6.3 can leak from the hub or the large O-ring. Another common problem is the car's inability to have a passing gear. Adjusting the kickdown linkage through the right hand passenger compartment on the 6.3 can solve this. Adjusting the modulator can soften hard shifting. Long shift patterns or flaring may be adjusted through the combination of the kickdown solenoid linkage and modulator. Delayed shifting can be caused by a loose ball bearing in the centrifugal governor. This can be remedied by removing the rear cover and replacing the governor. On cold starting, the car's delayed forward or reverse engagement indicates that the steel oil seal rings on the primary input shaft are worn causing fluid to escape the fluid coupler and fill back into the transmission cavity. The transmission must be rebuilt.

ITEMS TO BRING ON A TRIP

The 6.3, 6.9 and 600 are fine touring automobiles that need considerably more care than the average vehicle. If properly maintained, these cars can give years of reliable service. The key is maintenance. If traveling in either the 6.3 or 6.9, please bring the following: (I exclude the 600 because it comes with everything except its own mechanic.)

1. Belts. Always bring an extra set of belts.
2. Hydraulic fluid. On the 6.9, bring a liter of hydraulic fluid.
3. Flat jack. Bring a small portable flat jack for all cars. This is especially helpfully on air cars. Use the wheel chocks provided with vehicle (They are kept in between the spare tire.). Follow the jacking instructions provided in the owner's manual.
4. Air bags. Hydraulic and air suspension emergency buffers are nice to have. Check your air bags and suspension periodically.
5. Manuals. Always carry a spare parts picture catalog and owner's manual. These are invaluable, because there is not a Mercedes-Benz dealership in every town.
6. Spare fuse kit. Spare fuse kits are available for the glove box. These are a must.
7. First aid kit. I have used a first aid kit three times while in a vehicle. Because the kit sits on the rear hat shelf and is exposed to heat, check it for deterioration. Kits are available in pillow form for the 6.3's and 600's.
8. Fire extinguisher. This can be mounted unobtrusively on the floor in front of the driver's seat.
9. Spare gas can. Use a Mercedes-Benz gas can. They are fairly inexpensive and bullet proof.
10. Extra bulbs. Keep one common BA series bulb in the glove box.

"Common Items to Check For" prepared by Neil Dubey and Randy Durrance.

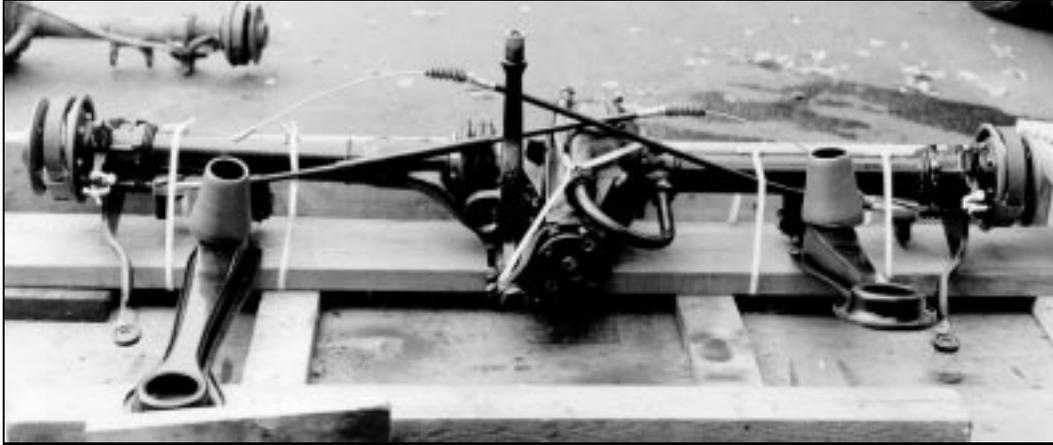
We hope you will find this brochure useful. Please make Star Motors your one stop shop for all you Mercedes Benz parts and service needs. We stock most mechanical components for W108 and W109 cars. On the following pages are just a few of the components available. The price list is intended to provide ball park costs and prices are subject to change without notice. Please call for current price and availability.

Star Motors

**1694 Union Center Highway
Endicott, NY 13760-1341**

REBUILT REAR AXLES

for 300 SEL 6.3's (M100.981) and all swing axle cars
(W108, W109, W110, W111, W112 & W113)



Star Motors offers complete rebuilt rear axles for the 300 SEL 6.3 as shown here. Swing axles for other cars are similar.

Each rear axle is rebuilt to the exacting original standards. Star Motors has many satisfied customers and references can be provided upon request.

Rear Axle includes:

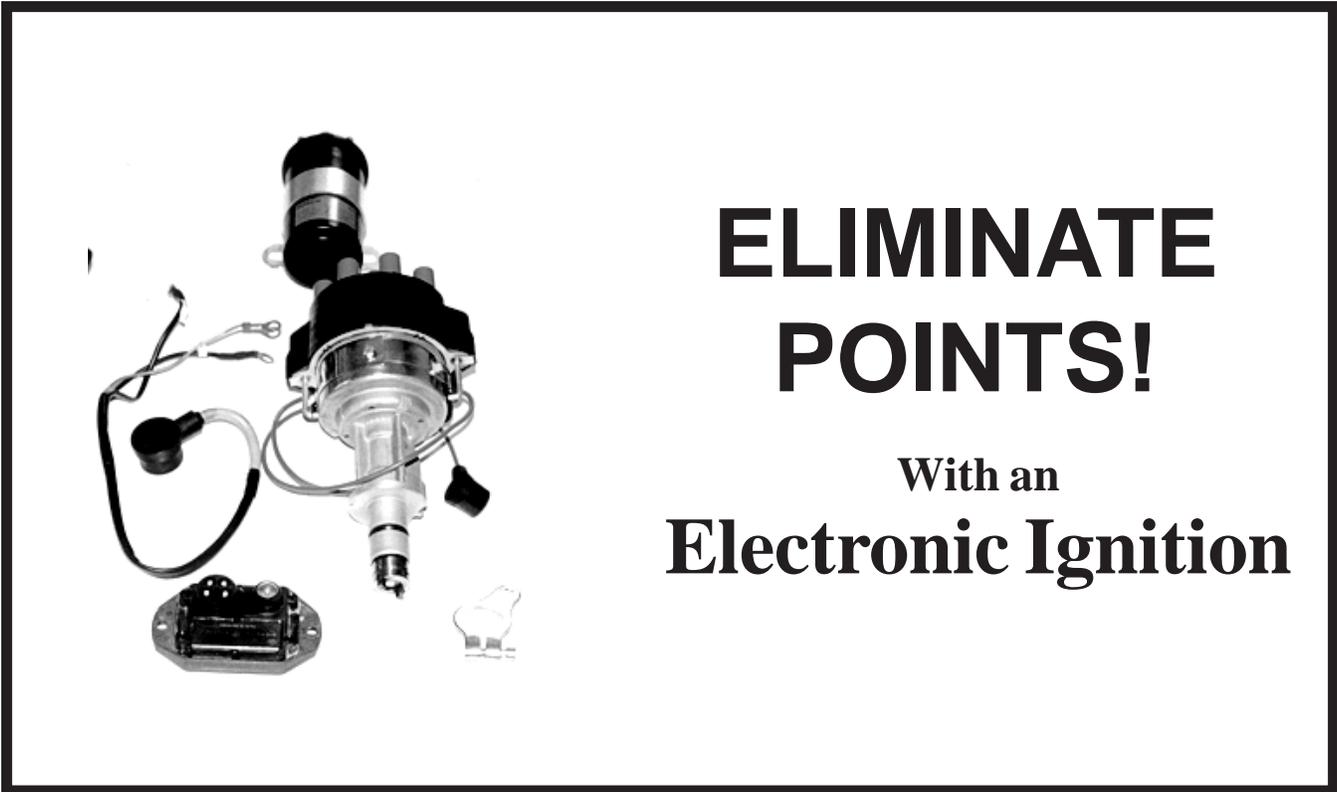
- All new axle bearings
- New sliding sleeve in homokinetic joint along with 114 – 4 mm barrel bearings
- New seals and clutches for limited slip differential
- New differential gears
- Original ring and pinion gears
- New wheel bearings
- New center support carrier for differential (rubber/steel tube)
- New rubber boot

Optional items: new radius arm bushings, new radius arm mounts, new trunk mount for center support tube, calipers, rotors, and brake lines.

Freight: We offer pick up and shipping via Overnite Transportation Company. *Call for pricing.*

Terms and Conditions: All rear axles are warranted for 12 months, unlimited miles. In the unlikely event of a problem, call Star Motors immediately. Damaged sliding sleeves will not be warranted due to the nature of the design. Refundable core charges apply to all axles and will be refunded upon receipt of your core. The standard core charge for a rear axle is \$1,500.00. Any damage to the ring gears, pinion, homokinetic joint, axle half shafts or housing carrier will be considered non-rebuildable and the core charge will be prorated.

Note: *For all vehicles please provide engine number and chassis number.*



ELIMINATE POINTS!

With an
Electronic Ignition

Star Motors along with W.R. Durance Engineering offers a modified late model Mercedes-Benz electronic ignition system for 300SEL 6.3's and 600's. This system offers the latest in electronic spark control from a transistorized switching unit. The distributor is custom machined and anodized black. The coil is replaced with a high performance unit. The complete package, when installed into your 6.3 or 600, transforms the engine idle and acceleration to smooth. The only maintenance required is replacement of the cap and rotor every 50,000 miles.

Star Motors, W.R. Durance engineering and Mercedes-Benz have already tested the reliability of this product. We use only original Mercedes-Benz parts.

This is the ultimate cure-all for the problems associated with points. For \$1,250.00 you receive the following: ignition distributor (cap and rotor included), coil switching unit, harness, spark plug wires and a 5-year warranty. Do it yourself and save - easy to follow installation instructions included.

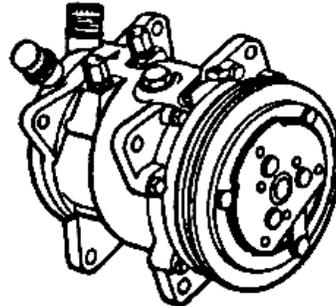
TOOLS THAT YOU WILL:

- 10mm open end wrench
- 8mm open end wrench
- Brady markers or color pens
- Screw drivers
- Wire cutters
- 13mm socket
- 5mm Allen wrench
- Lubricating grease

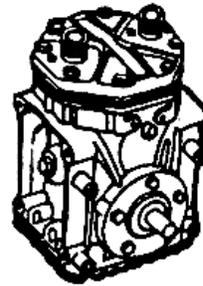
KEEP COOL Air Conditioning Conversion Kit

for the 300 SEL 6.3

Take the sizzle
out of summer with the
Sanden 508.



Sanden Rotary Compressor
(7 lbs. lighter than original York Compressor)



Original York Compressor

Star Motors now offers an air conditioning conversion kit that utilizes a modified rotary compressor. The Sanden 508 compressor is a rotary compressor with approximately 35% higher operating efficiency than the original York compressor.

This kit improves the vibration and cooling problems associated with York compressors originally specified for the 300 SEL 6.3. The rotary design of the Sanden 508 allows the compressor to cool your car to a 35° vent temperature. The result is an ice cold cabin.

OUR KIT INCLUDES THE FOLLOWING FOR A PERFECT FIT:

- New Sanden 508 compressor
- Receiver drier
- Mounting bracket
- 3 hoses (#6, #8 and #10)
- Expansion valve
- Compression fitting crush seals

Please specify chassis when ordering.
This conversion kit costs \$1,250.00 and comes
with a two-year warranty.

High Performance Engine Modification Packages



Headers, electronic ignition and camshaft.

Star Motors has developed a package of high performance engine and chassis modifications to suit the true horsepower and handling enthusiast. Horsepower gains amount to 10% when using the header kit.

The electronic ignition module (all original Mercedes-Benz) improves idle and reliability by going to a pointless system. The front roll bar kit improves handling by using a 28.5-mm roll bar instead of the factory 25-mm roll bar. We offer porting and polishing, high compression pistons, modified air plenum and injection pumps to bring the horsepower gain to 350 hp.

Rebuilt Engines for 300 SEL 6.3 Long Block (M100.981)

- Long block includes balanced crankshaft with new 9:1 compression ratio pistons and rings
- New timing chain and tensioner with slide rails
- Remanufactured oil pump with new oil chain and tensioner

- New pressure oil relief valve
- Reconditioned oil pan without cracks
- New main and rod bearings
- New front and rear seals
- Connecting rods shot peened and fluxed for stress cracks
- Cylinder heads with new valve guides (updated version)
- Seals (updated version) with head gaskets
- Intake and exhaust valves with stems correctly matched
- Valve seats triple angle cut to improve flow
- Heads and block pressure tested
- Water distributors
- Rocker arms and shims correctly matched
- Rocker ball studs matched to correct torque specification
- Camshaft oiler tubes
- Camshaft towers

All head bolts are yellow zinc chromate along with rockers. All specifications are held to factory tolerances. Woodruff keys are installed to correct any timing deviations. The total cost is \$10,500.00 plus shipping.

Optional High Performance Engine for 300 SEL 6.3, Long Block

- Custom 10:1 compression ratio pistons
- Heads, intake and exhaust port matched, extrude honed and *Superflow* tested
- High performance camshaft with longer duration and 1mm extra lift for 10% improved flow
- Custom headers for improved torque and 10% increase in flow
- Intake and exhaust headers
- Electronic ignition

Total improvement in horsepower and torque is 350 SAE net hp and 500 FT-lb. of torque. No modifications are required to the driveline. Total price is \$13,500.00 plus shipping. Price does not include required custom stainless steel exhaust front pipes for \$1,500.00, or any accessories.

Complete Engine with All Accessories Ready to Install (300 SEL 6.3 Only)

- Rebuilt engine with 9:1 compression ratio
- Rebuilt water pump
- Rebuilt air compressor pump with Mahle rings
- Rebuilt power steering pump
- Rebuilt distributor with cap, rotor and points
- New factory correct wires with numbers and in correct loom
- Rebuilt injection pump with injectors
- Rebuilt cold start valves
- New injector blocks and gaskets
- New belts
- Remanufactured alternator (correct 60 amp)
- Mercedes-Benz original fuel, radiator and water hoses
- Norma clamps
- York a/c compressor with clutch*
- Rebuilt idler pulley for a/c with new bearing

All rebuilt items are fully tested. All items are yellow zinc chromate to correct finish and painted to factory specs. A detailed diagram of the complete motor can be provided upon request. The total package price is \$12,500.00 plus shipping. This motor is a direct bolt-in and requires very little adjustment. Items can be deleted or added accordingly to match customers needs. *A custom modified rotary compressor with a/c hoses and bracket can be purchased for an additional \$600.00.

Complete Engine with All Accessories Ready to Install (600 Only)

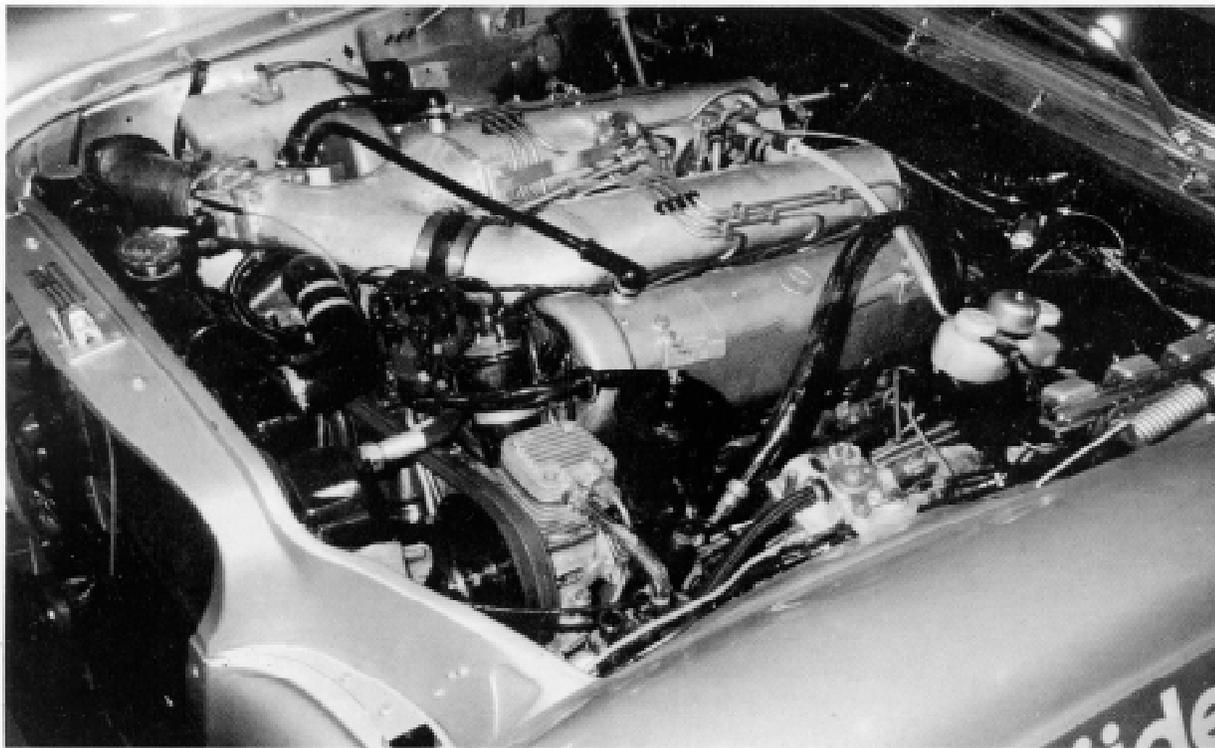
- Rebuilt engine with 9:1 compression ratio
- Rebuilt water pump
- Rebuilt air compressor pump with Mahle rings
- Rebuilt power steering pump
- Rebuilt distributor with cap, rotor and points
- New factory correct wires with numbers and in correct loom
- Rebuilt injection pump with injectors
- Rebuilt cold start valves (absolutely necessary)
- New injector blocks and gaskets
- New belts
- Remanufactured alternator (correct 35 amp)
- Rebuilt hydraulic pump
- Rebuilt starter
- Mercedes-Benz original fuel, radiator and water hoses
- Norma clamps
- York a/c compressor with clutch
- Rebuilt idler pulley for a/c with new bearing

All rebuilt items are thoroughly tested. All items are yellow zinc chromate to correct finish and painted to factory specs. A detailed diagram of the complete motor can be provided upon request. The total package price is \$15,500.00 plus shipping. This motor is a direct bolt-in and requires very little adjustment. Items can be deleted or added accordingly to match customers needs.

Price List

MECHANICAL PARTS

Most mechanical parts are core exchange. Core charges are refunded upon receipt of your old cores. Call for individual core charges.



DESCRIPTION	UNIT PRICE
A/C modification kit with bracket/Sanden 508 compressor or equiv.....	\$1,250.00
A/C pulley.....	\$350.00
Air hose kit for 6.3 includes: all intake hose pre-cut, including air intake boot (P/N 000-094-17-08 only).....	\$275.00
Driveshaft, 2 piece.....	\$500.00
Driveshaft, 3 piece.....	\$600.00
Engine.....	CALL
Front caliper.....	\$225.00
Front brake disc 3.5, 4.5 & 6.3.....	\$135.00
Fuel hose kit for 6.3 includes: all the flexible fuel hoses for the 6.3. Specify right or left hand drive and chassis. All fittings are German Coh-line.....	\$150.00
Fuel pump.....	\$250.00
Homokinetic joint 3.5, 4.5 & 6.3.....	\$650.00
Ignition distributor.....	\$350.00
Ignition wire 6.3.....	\$185.00

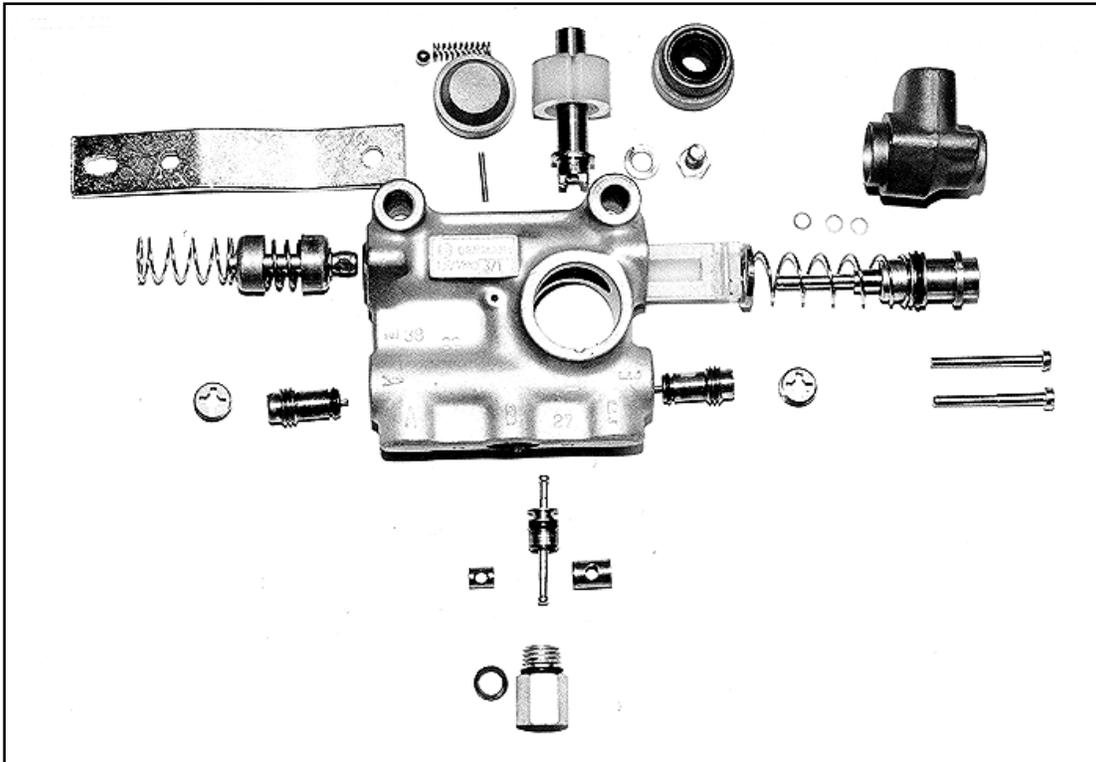
DESCRIPTION	UNIT PRICE
Injection pump.....	\$1250.00
Motor mount kit.....	\$275.00
Power steering pump.....	\$275.00
Power steering gear box.....	\$350.00
Rear axle W109; 6.3, 3.5, 4.5.....	\$2,800.00
Rear caliper for non-vented rotor.....	\$150.00
Rear caliper for vented rotor, early 6.....	\$275.00
Rear rotor, vented, 300SEL 6.3.....	\$300.00
Starter motor 6.3.....	\$650.00
Starter motor 6.9.....	\$650.00
Starter ring gear 6.3.....	\$275.00
Subframe/front axle rebuilt includes: drag link, tie rods, subframe mounts, steering shock, idler arm kit, 2 air suspension valves (remanufactured), torsion bar bushing kit, new king pins, upper outer and inner control arm bushings, new eccentric bushings on caster adjustments, new lower control arm rubber stops. Air bags can be installed at request. All items are shot peened, bead blasted and epoxy painted. This kit is a direct bolt on. It will guarantee new road feel if the tires and steering box are replaced. The gear box can be purchased for \$225.00 with the kit.....	
	\$3,9000.00
Sunroof motor.....	\$275.00
Tachometer 6.3.....	\$250.00
Transmission, automatic 2.8/3.0.....	\$2,500.00
Transmission, automatic 6.3/3.5.....	\$2,800.00
Transmission mount kit.....	\$50.00
Water hose kit for 6.3 includes: all water hoses.....	\$135.00
Water pump 6.3.....	\$275.00
Water pump 6.9.....	\$275.00
Window motor.....	\$250.00
Windshield wiper motor.....	\$200.00

AIR SUSPENSION VALVES

Early style valves for 300 SE. Please specify chassis number when ordering.

NOTE: The early style valves have new centerpieces pressed in along with new inlet and exhaust valves.

Air suspension kit for 300 SE includes:	\$4,800.00
Main valve	000-327-27-25
Alternate numbers	(LF/EV 1A1 or 0501001002)
Left valve	000-327-34-25
Alternate numbers	(LF/VNB 3B2 or 0500001019)
Right valve	000-327-35-25
Alternate numbers	(LF/VNB 1B1 or O500001014)
Rear valve	000-328-12-25
Alternate numbers	(LF/VNB 2B1)
Check valve	000-327-16-25.



Part above is a disassembled air suspension valve with new pieces to be installed.

Individual prices for early style 300 SE air suspension valves

DESCRIPTION	PART NUMBER	PRICE
Front valve left	LF/VNB 3B2	\$1250.00
Front valve right	LF/VNB 1B1	\$1250.00
Rear valve	LF/VNB 2B1	\$1250.00
Main valve	LF/EVB 1/1	\$1250.00

Late style valves for 300SEL

Air suspension valve kit includes:.....		\$990.00
Check valve	0500100003	
Main valve	1501001004	
Front valve left	LF/VNC 3/1	
Front valve right	LF/VNC 3/2	
Rear valve	LF/VNC 4/3	

Valves for 600

Air suspension valve kit for 600 includes:.....		\$1,500.00
Pressure regulator	0481040001	
Main valve	1501001005	
Front valve left	LF/VNC 3/1	
Front valve right	LF/VNC 3/2	
Rear valve	LF/VNC 4/3	

Individual valve prices for 300 SEL and 600

Front valve left	LF/VNC 3/2	\$335.00
Front valve right	LF/VNC 3/1	\$335.00
Rear valve	LF/VNC 4/3	\$335.00

DESCRIPTION	PART NUMBER	PRICE
Antifreeze valve	000-431-14-15	\$350.00
Check valve	050-010-00-03	\$85.00
Drain valve	000-328-14-25	\$85.00
Main valve 300 SEL	1501001004	\$335.00
Main valve 600	1501001005	\$850.00

SUSPENSION PARTS FOR 300 SEL 6.3 & 600

Air bellow, front, 300 SEL		\$175.00
Air bellow, front, 600		\$350.00
Air bellow, rear, 300 SEL & 600		\$175.00
Air compressor 300 SEL & 600		\$950.00
Main valve pressure switch	000-545-69-11	\$115.00
Pressure regulator	048-104-00-01	\$950.00
We also carry airlines, fittings & rubber grommets		

600 PARTS (Please call for additional 600 parts.)

Brake booster (specify type)	002-430-03-01	CALL
Caliper, front/left	000-421-77-98	\$900.00
Caliper, front/right	000-421-78-98	\$900.00
Caliper, rear/left	000-421-76-98	\$900.00
Caliper, rear/right	000-421-79-98	\$900.00
Hydraulic pressure accumulator		\$1,500.00
Hydraulic fingertip pump	000-230-01-64	\$950.00
Hydraulic valve		CALL
Rebuilt hydraulic valves		CALL
Water pump (specify 3 or 5 pulley)	100-200-23-01	\$1,500.00

HYDRAULIC PARTS FOR 450SEL 6.9, W126 AND W123 CARS (Call for 6.9 parts.)

Hydraulic pump (all cars)	117-230-00-64	\$550.00
Leveling valve, fr/rr (W126 & 6.9)	116-320-03-58	\$300.00
Pressure regulator	126-320-01-58	\$950.00
Accumulator, fr/rr (6.9)	126-320-05-15	\$160.00
Struts, fr/rr (6.9) - NEW	126-320-07-15	\$578.00
Complete accumulator kit (380SE, 500SEL, & 450 SEL 6.9)		
Includes: 5 accumulators, 4 hoses, 5 liters fluid.....		\$980.00
Accumulator hose to strut (6.9).....		\$70.00
Accumulator hose to strut (W123 & W126).....		\$35.00
Complete hydraulic suspension kit		
Includes: struts, hoses, valves, accumulator and fluid.....		\$3,700.00
Rear strut assembly (W123 wagons).....		\$265.00
Accumulator, rear (W123 & W126).....		\$125.00

HIGH PERFORMANCE ENGINE PARTS

Header kit for 300 SEL 6.3 left -hand drive.....	\$2,500.00
Roll bar kit (includes all bushings).....	\$360.00
Electronic ignition (Mercedes-Benz original).....	\$1,250.00
High lift camshafts.....	\$900.00
Custom pistons 10:1 (8x).....	\$2,400.00
Modified intake manifold with injection pump.....	\$3,500.00

MISCELLANEOUS (Call for prices if not listed)