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Mercedes-Benz E63 AMG with new AMG 5.5-litre Twin-turbo V8



Don't be fooled by the name; Mercedes' latest '63' model packs a 5461cc V8 with twin turbos. Compared with the outgoing big-capacity, 525bhp unblown AMG V8, though, the latest car now produces (in conjunction with the optional AMG Performance package) 557bhp.

'As delivered', without additional AMG tuning, the new car matches the previous model's power. Torque is now 700Nm from 1750-5000rpm (800Nm from 2000-4500rpm with the 8306.20 euros AMG option, and I'm starting to tire of this...) which impressively bests the unblown 6.2's 630Nm at 5200rpm.

But will it go "de-errr-errr-errr", like the F1 doctor's car on TV? We have yet to find out.

The new engine has already debuted in the CLS 63 AMG. An improvement in torque apart, the big bonus of the new engine is improved economy; fuel consumption, at 9.8 litres per 100km, is 2.8 litres per 100km better than before.





As standard, the new E63 AMG (available as a saloon and an estate) comes with the AMG SPEEDSHIFT MCT 7-speed sports transmission, with stop-start. The wet start-up clutch system not only saves fuel, it helps the new car sprint to 100km/h in just 4.3 seconds. Top speed is electronically limited to 250km/h. CO2 emissions are an impressive 234g/km.

The new E63 AMG saloon is priced at 105,971 euros, the estate 108,409 euros. The AMG Performance package is 8306.20 euros and the 'Driver's package', which de-restricts the car to a new top speed of 300km/h, and includes a driver training course at the AMG Driving Academy, is 3213 euros.

The E63 AMG made its debut at the 2011 New York Auto Show.

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