

# RENNTech MERCEDES-BENZ E60



Legend will recall the late, great Corvette ZR-1 ran the quarter mile in the low 13s, stopped from 60 mph in less than 110 feet, and packed a 405-horsepower four-cam V-8 in its nose. Now, in the mid-'90s, that same power and performance can be had with four doors, room for five plus luggage, and the cathedral-like solidity of a Mercedes-Benz—all in RENNTech's E60 Sport reimagining of the E420 sedan.

An E60 starts out as two elements: a Mercedes E420 sedan and a 5.0-liter version of the DOHC, 32-valve all-aluminum Mercedes V-8. While the RENNTech crew yanks out the stock 4.2-liter V-8 and reinforces the car's chassis with progressive-rate springs, bigger anti-roll bars, and 13-inch-diameter Alcon front disc brakes, the tuning firm's engine shop bores out the 5.0-liter by 3.5 millimeters, and length-

ens its stroke by 9.8 millimeters. The shop also installs special camshafts, ports the cylinder heads, and bolts up a stainless steel exhaust and an extravagantly high-tech carbon-fiber intake system to produce a 6.0-liter beast.

RENNTech's claim of 408 horsepower was confirmed by the superswift 5.0-second jump to 60 mph (compared with the stock's 6.8), the quarter-mile consumption in just 13.3 seconds at 108.5 mph (versus 15.1 at 95.6 for stock), and the 327 ponies that made it through the rear wheels to the DynoJet dynamometer's rollers.

Blazing around the course at full battle speed, the OBD-II compliant drivetrain computers can produce laggard shifts, but when less aggressively driven this could be any VP of Marketing's commuter. Operating the shifter manually takes out the confusion and produces the best performance. Massive 265/35ZR18 Yokohama Nexxus tires on Hyspeed magnesium wheels made the E60 react like a much smaller car. All in all, it's one helluva package.

RENNTech's E60 conversion starts at \$49,900 (doubling the cost of the car), and this one had another \$8130 ladled atop that. Still, considering the performance, comfort, and retained practicality, that \$107,930 total seems almost a bargain. After all, for people shopping at this level, that's not much more than a month's fuel bill for the Gulfstream IV. —John Pearley Huffman



With an estimated 408 horsepower, a five-speed automatic transmission, massive brakes, and a slippery 0.29 Cd, the RENNTech E60 produced performance comparable to a Viper's. Despite a 30-millimeter ride-height reduction, the car retains its luxu ride comfort.

## '96 MERCEDES-BENZ E420

**Engine:** 6.0-liter DOHC V-8

**Major engine modifications:** Displacement increase, carbon-fiber intake, stainless steel exhaust, camshafts

**Horsepower @ rpm:** 408 @ 5500 (est.)

**Torque, lb-ft @ rpm:** 440 @ 4500 (est.)

**Transmission:** 5-speed auto.

**Brakes, f/r:** Stock vented discs/discs, ABS

**Wheels, f/r, in:** Hyspeed magnesium, 18x9.0/18x10.0

**Tires:** Yokohama Nexxus, 265/35ZR18

**Other mods:** RENNTech progressive-rate springs, Koni shocks, RENNTech anti-roll bars, Modifications and labor: \$58,030



## SOURCES

### RENNTech

1369 N. Killian Drive  
Dept. MT  
Lake Park, FL 33403  
407/845-7888  
407/845-6777 (fax)

DRIVE-WHEEL HORSEPOWER (corrected to SAE net)									
	Aurora w/out NOS	Aurora w/NOS	5-Series	Civic	Jetta	E60	Maxima	626	Taurus SHO
RPM									
2500	—	—	66	45	64	109	80	62	67
3000	91	73	77	56	84	142	94	78	75
3500	125	157	90	61	113	180	123	91	90
4000	150	184	105	69	132	211	148	109	108
4500	178	227	138	77	141	301	166	122	119
5000	194	250	157	89	153	314	178	137	155
5500	202	254	172	98	166	327	178	143	162
6000	186	249	173	108	172	312	174	138	163
6500	—	—	159	109	168	—	—	138	160
7000	—	—	—	—	—	—	—	—	147
PEAK HORSEPOWER (hp @ rpm)									
	202 @ 5500	254 @ 5500	173 @ 5750	109 @ 5500	172 @ 6000	327 @ 5500	179 @ 5750	143 @ 5500	164 @ 6250

### ACCELERATION, 0-60 mph (sec)

RENNTech E60	5.0
Borla Aurora w/NOS	5.9
Stillen Maxima SMX	6.7
Neuspeed Jetta	7.1
Tokico 626	7.6
Borla Aurora w/o NOS	8.1
Vector Taurus SHO	8.2
AC Schnitzer S5 S	8.8
DC Sports Civic	8.9

### ACCELERATION, QUARTER MILE (sec/mph)

RENNTech E60	13.3/108.5
Borla Aurora w/NOS	14.4/98.0
Stillen Maxima SMX	15.1/92.2
Neuspeed Jetta	15.4/91.5
Tokico 626	15.8/87.6
Vector Taurus SHO	16.1/88.3
Borla Aurora w/o NOS	16.1/86.6
AC Schnitzer S5 S	16.7/83.3
DC Sports Civic	16.7/81.4

### STOPPING DISTANCE, 60-0 mph (ft)

RENNTech E60	106
Stillen Maxima SMX	111
AC Schnitzer S5 S	118
Borla Aurora	118
DC Sports Civic	120
Vector Taurus SHO	122
Neuspeed Jetta	124
Tokico 626	137

### SKIDPAD, 200 ft (lateral g)

DC Sports Civic	0.90
Stillen Maxima SMX	0.90
RENNTech E60	0.88
Tokico 626	0.87
AC Schnitzer S5 S	0.86
Neuspeed Jetta	0.85
Borla Aurora	0.82
Vector Taurus SHO	0.82

### SLALOM, 600 ft (mph)

DC Sports Civic	69.5
Neuspeed Jetta	69.3
Stillen Maxima SMX	68.7
Tokico 626	68.6
RENNTech E60	68.5
AC Schnitzer S5 S	67.9
Borla Aurora	63.9
Vector Taurus SHO	63.9

### ROAD COURSE LAP TIME (min:sec)

RENNTech E60	1:04.6
Stillen Maxima SMX	1:08.0
DC Sports Civic	1:08.7
Neuspeed Jetta	1:09.2
Borla Aurora w/NOS	1:09.5
Tokico 626	1:10.1
AC Schnitzer S5 S	1:10.5
Borla Aurora w/o NOS	1:10.9
Vector Taurus SHO	1:12.0