

MODIFIED

LUXURY & EXOTICS

WIDEBODY
Z06



All American Muscle Machines

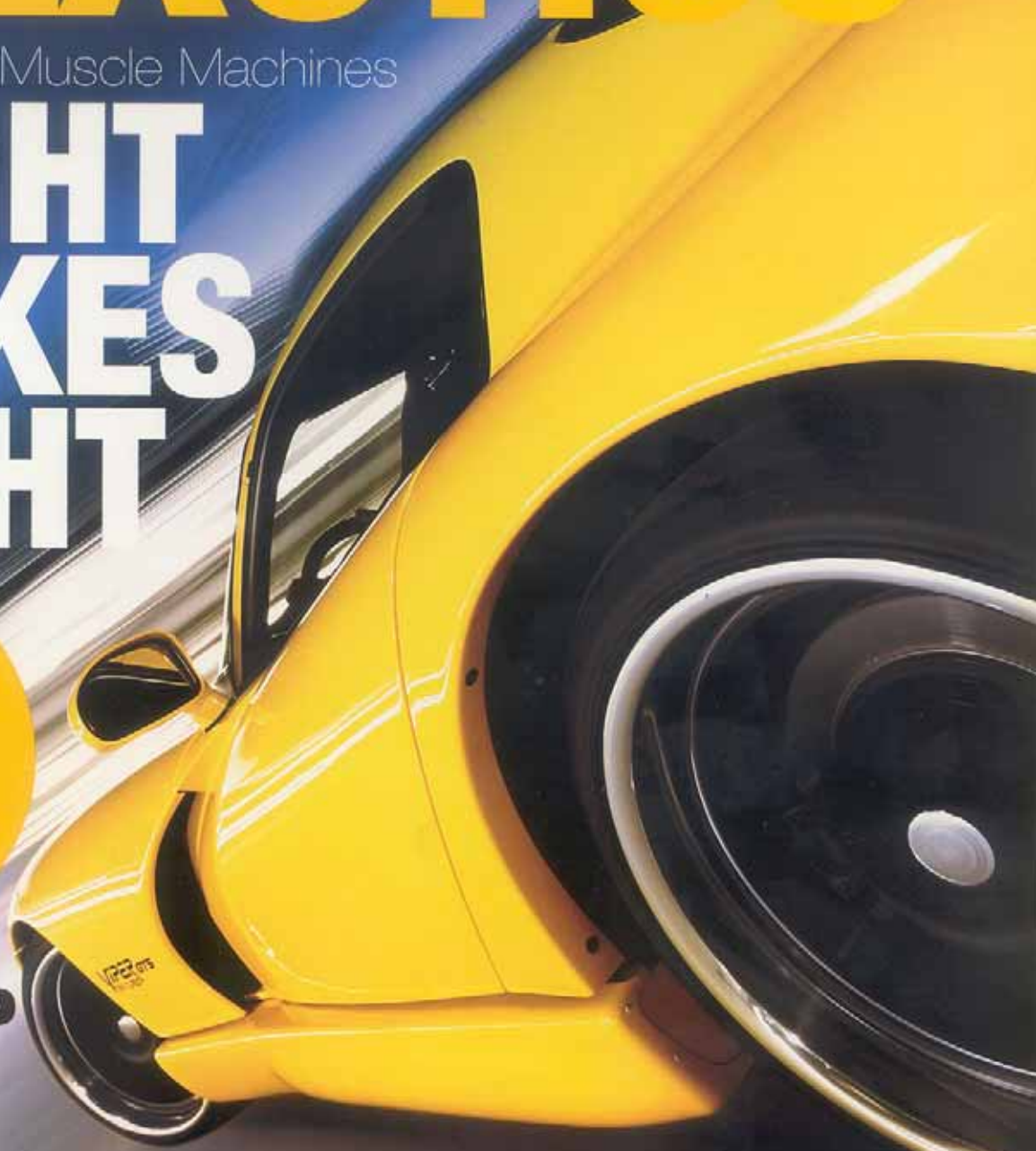
MIGHT MAKES RIGHT

PLUS

Active
Autowerke M3 *
Carlsson S-Class
* Stillen Infiniti
FX35 * Imagine
Auto Porsche
996 & 997

TUNER GP

European
Time Attack



DISPLAY UNTIL OCTOBER 10

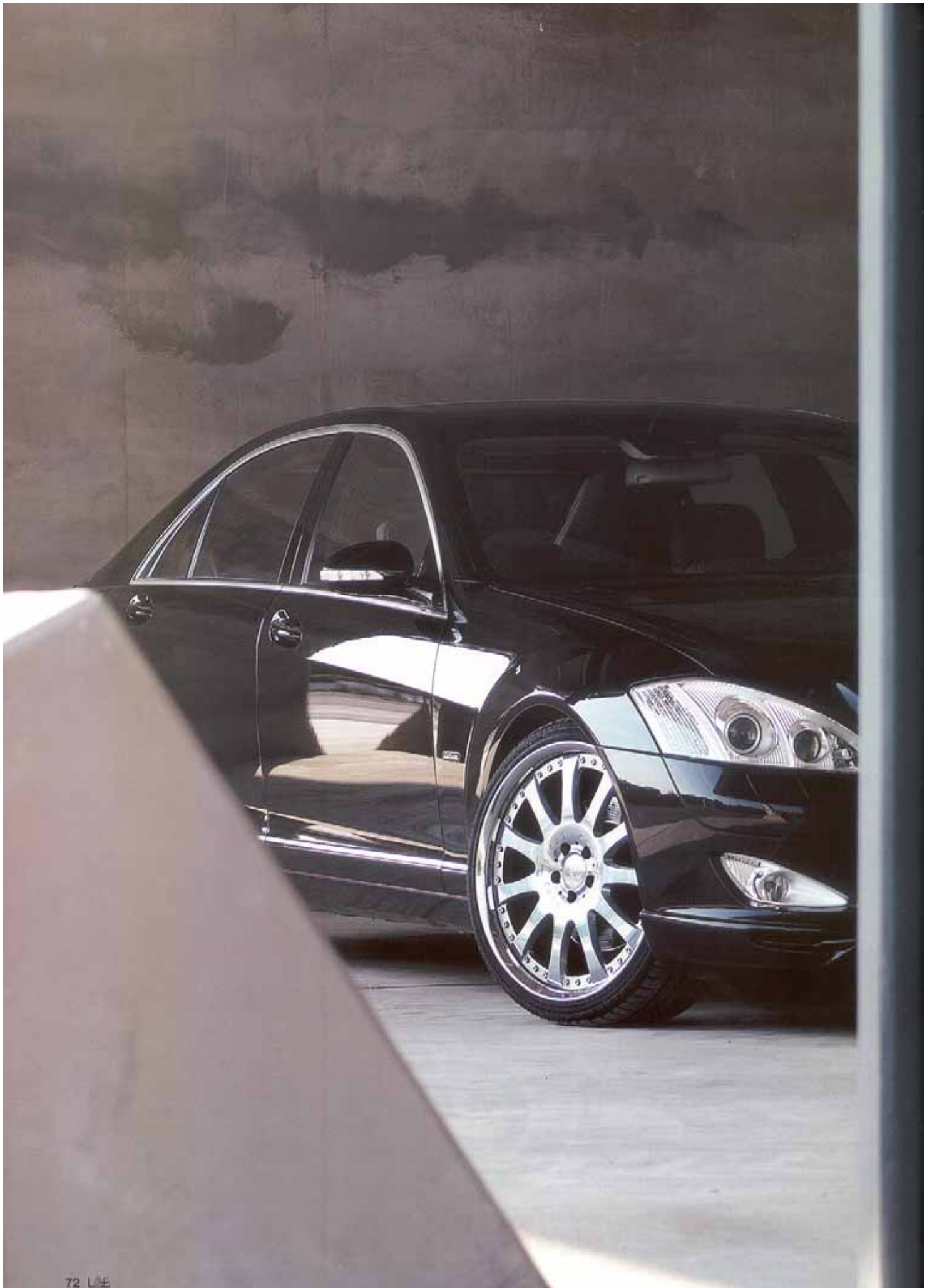
\$4.99US \$5.99CAN

0 71486 02209 1

10>

HYPER VIPER 1200 HP





CARLSSON'S S-CLASSY 500

STORY SHAUN KEENAN PHOTOS JOOST DEMUYNCK

While coachbuilding in the traditional sense has all but disappeared, modern tuning companies like Carlsson are helping bring the market for lavish vehicle customizing full circle.

When it comes to customizing Mercedes-Benz models, few can do it better than Carlsson. Last year, I drove their CM55 K roadster based on the 2005 SLK55 AMG in Hockenheim – what an amazing car that is! But, during my most recent trip to Germany, it was their new tuning program for the 5.5L S500 W221 sedan that captured my attention. Perhaps influenced by my Frankfurt airport pick-up by an S-Class, or maybe because the current flagship sedan is so new that tuned versions are very scarce, getting intimate with this classy car was at the top of my priority list.

Allow me to introduce the Carlsson CK50 RS. Based on the 2007 Mercedes-Benz S500 (the S550 in North America),

Carlsson hopes to capitalize on what could very well be the best-selling luxury saloon on the market right now. Built exclusively in Sindelfingen, Germany, Mercedes has delivered well over 50,000 new S-Class sedans to customers worldwide since its European launch in September 2005. It continues to dominate automotive buzz circles and sales are growing like a wildfire in the US and Germany especially.

Carlsson took delivery of a very early production model to start R&D on. To illustrate that they are at the forefront of S-Class tuning, they proudly unveiled their first CK50 “S-Classy” two months after the car’s release (three months before the North American launch) at the 2005 Essen Motorshow last November.

By making a few relatively simple

modifications and reprogramming the engine management system, Carlsson has managed to extract 11 percent more horsepower (originally 388 hp) and bump torque by 13 percent (was 391 ft-lbs). With 440 hp and 443 ft-lbs of torque, the CK50 accelerates from zero to 60 mph in 5.1 seconds – three tenths quicker than stock – up to a top speed of 182 mph. The car is more aerodynamic, but nothing has been done to compromise ride quality, or the Benz’ numerous safety features, such as radar-sensing brake assist, an occupant protection system with added functionality as well as infrared night vision technologies, for example.

Brakes were not upgraded, but for more precise handling and a reduction in body roll, Carlsson’s intelligent



CARLSSON'S S-CLASSY 500

C-Tronic suspension module reduces the vehicle's ride height by up to 30mm, about 1.2-inches. A smooth-shifting Mercedes 7G-Tronic seven-speed automatic transmission, which is unique worldwide, with direct select technology, comes standard on this new S-Class.

Whereas the CK50 was shown in Essen, I drove Carlsson's newer CK50 RS version, which has some new second-gen parts on it. Development on the newer W221 platform is still ongoing, but already well on its way to becoming a worthy successor to Mercedes' new flagship sedan. Contributing to the engine's greater dynamism in both sound and performance terms, modifications on the CK50 RS include a sportier dual exhaust system with upgraded center silencer (resonator) and four metal catalytic converters, plus high performance stainless steel mufflers featuring quad oval tailpipes. A special exhaust manifold (the CK50 does not have this) generates more low-end torque with less exhaust back pressure, and provokes a more muscular yet

mature V8 growl from the engine, which also gets new air filters with the package.

The pulling power of the CK50 RS' tuned V8 becomes a bit more evident when accelerating to merge onto the freeway. Peak horsepower is now 460 at 6000 rpm with 454 ft-lbs of torque available from 2800 to 4800 rpm. Sprints to 60 mph now take just 4.9 seconds. And by removing the speed limiter, Carlsson has achieved a top speed of 186 mph in the W221, although reaching it is only practical on Germany's autobahns.

A new compressor system for the new 5.5L V8 engine has been discussed, but Carlsson will wait and see what the market does before committing any resources. They're keeping the lid on the project pretty tight, but hinted that if demand continues to stay strong they'll likely go forward.

The CK50 RS exterior features a number of discreet functional components that cleverly round off the S-Classy appearance with a sporting touch. The front spoiler and rear apron lip, for instance, are



DETAILS

2007 MERCEDES-BENZ S500 (W221)

CHASSIS, BODY, DRIVETRAIN

Carlsson front lip spoiler, diffuser-style rear apron, electro-plated lower mesh grille, trunk lid spoiler, badges

SUSPENSION

Carlsson C-Tronic Suspension lowering control unit

WHEELS, TIRES, BRAKES

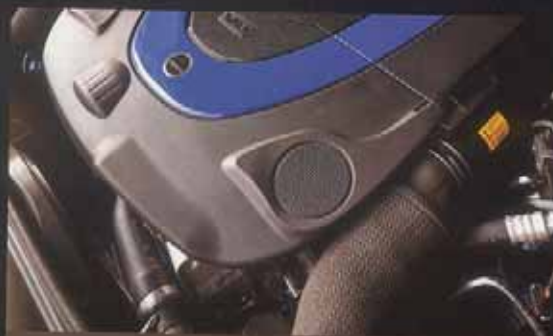
(F) 21x9-inch Carlsson 3/11 Ultra Light three-piece forged wheels, Continental Sport Contact 2 255/30ZR21 tires;

(R) 21x10.5-inch Carlsson 3/11 Ultra Light three-piece forged wheels, Continental Sport Contact 2 285/30ZR21 tires

INTERIOR

Carlsson two-tone leather/Alcantara reupholstered interior with quilted perforated seating surfaces, door panels, sport steering wheel, four floor mats, stainless aluminum door sills

The Breakdown



CK 50 RS performance kit	\$24,100
C-Tronic suspension module	\$1,765
3/11 Ultra Light wheels with tires (set/4)	\$12,750
Front lip spoiler	\$980
Lower front grille	\$275
Diffuser-style rear apron	\$980
Trunk lid spoiler	\$710
Floor mats	\$390
Sport steering wheel	\$2,250
Leather interior package	\$14,600

CARLSSON'S S-CLASSY 500

Carlsson's CK50 RS is poised to capitalize on the hot-selling S550 luxury saloon right now!

SPECIFICATIONS

2007 Mercedes-Benz S500 (W221)

ENGINE

Mercedes-Benz 5.5L V8

ENGINE MODIFICATIONS

CK50 RS performance kit: stainless steel sport exhaust manifold, dual exhaust system with four metal cats, resonator, rear silencers with four oval tailpipes, sport air filter, chrome badges

ENGINE MANAGEMENT

Carlsson ECU ROM flash (included)

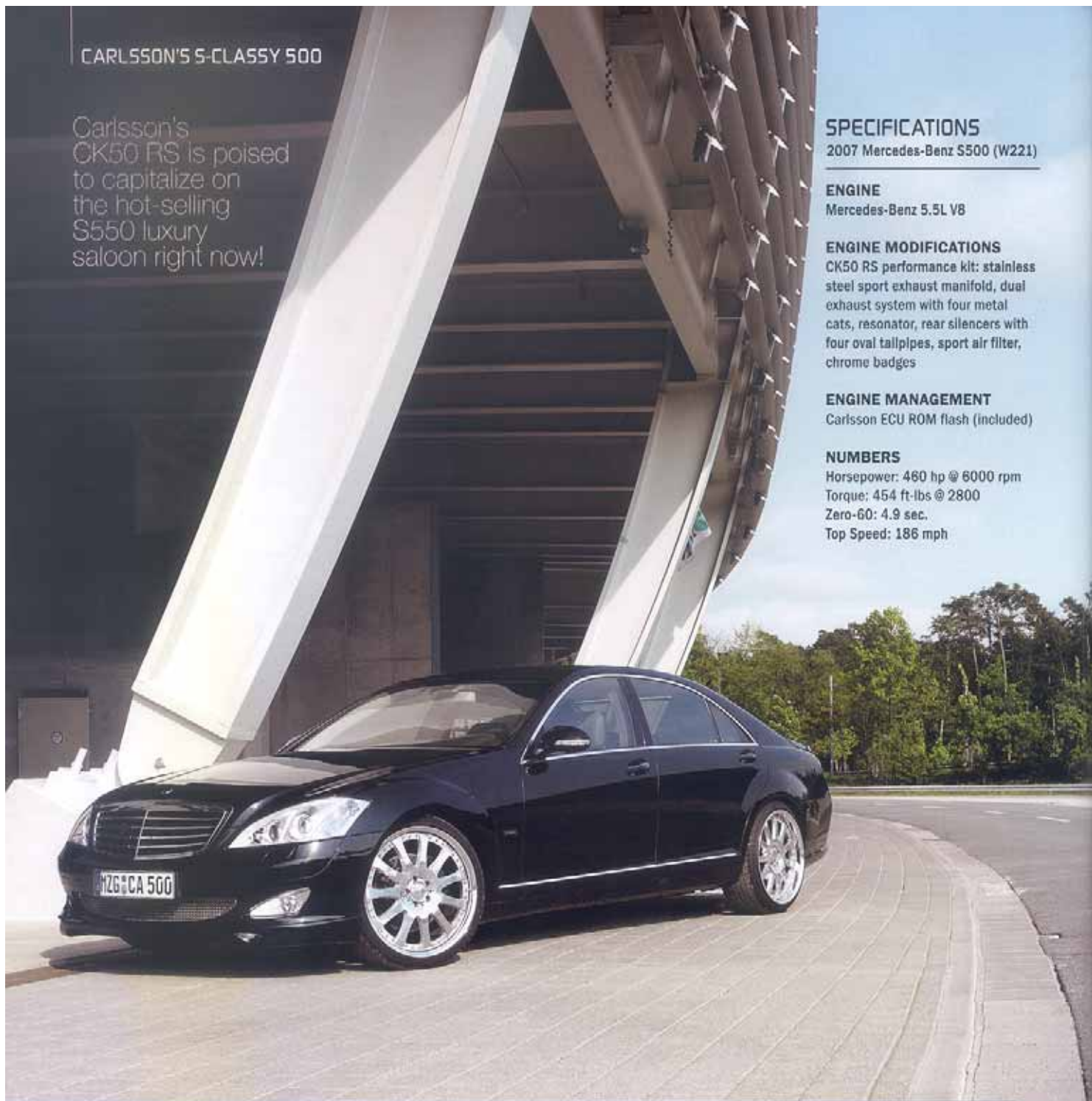
NUMBERS

Horsepower: 460 hp @ 6000 rpm

Torque: 454 ft-lbs @ 2800

Zero-60: 4.9 sec.

Top Speed: 186 mph



Mercedes-Benz S600

The new S600 saloon model should be available sometime in 2006 with an improved V12 bi-turbo engine that should produce around 515 hp (17 hp increase) with a nice max torque figure of about 612 ft-lbs (increased from 590). The mighty 12-cylinder is said to propel the S600 to 60 mph in roughly 4.6 seconds.



distinguished by Carlsson's characteristic diffuser look and improve the handling of the hefty 4,376 lb luxury liner at speed. The rear view of the car is dominated by the polished tailpipes, which have laser-etched Carlsson logos. Lighting remains factory W221, but the RS gains a new trunk lid spoiler and new emblems. While not overdone, the body mods give the car a quasi-Maybach appearance that evokes a strong emotional response.

To coincide with this upscale form, Carlsson's 21-inch 3/11 Ultra Light three-piece forged wheels fill the space beneath the fenders. Elegant and athletic-looking, the wheels perfectly match the lines of the S-Class to emphasize its innovative character. The original show car had Dunlop SP Sport Maxx tires, however, the version I drove wore low-profile ZR-rated Continental Sport Contact 2s sized 255/30 in the front and 285/30 in the rear.

Inside the spacious cabin, Carlsson can apply a wide range of materials and finishes – from wood to exotic fiber – to

make it an extremely warm place on long or short journeys. Polished stainless entry sill plates and embroidered floor mats invite you into the duo-tone Alcantara and leather reupholstered interior. The comfortable seats are further enhanced by quilted perforated suede inserts that hold the occupants firmly with a ton of legroom in the rear. An ergonomic sports steering wheel is available to complete this particular package and meet the high expectations of S-Class owners.

With luxury cars going en masse and affordable high-end models becoming more and more common, well-heeled customers are finding out that personalization options for traditional luxury brands are in decline. In-car technologies are all the rage and there's a lot of value in many of the current offerings, however, the exclusivity or elevated status of owning many of these vehicles is starting to fade.

For more than a decade, Carlsson's historical Gut Wiesenhof manor – a national landmark in Southwest

Germany – is where the company's founders Rolf and Andreas Hartage began developing their range of high-quality tuning parts that extends to practically every late model Mercedes. A combined style and performance house with over 17 years experience bettering the German automaker's products; Carlsson is continuing to push the envelope of Mercedes-Benz tuning with a fledgling race program and their CK35 RS racer (based on SLK 350).

Carlsson also offers V6 and V8 performance kits for the 55 AMG, 350 and 320 S-Class variants, as well as diesel power kits for the S320 and S420 CDI. The latter one is still in development and certainly some European S320 owners might consider the C-Tronic diesel power CD32 kit for an increase in power and torque around 20 percent. It consists of a third-gen C-Tronic piggyback engine control unit, Carlsson adapter plugs and new wiring harness. Max power is 265 hp at 4000 rpm, with torque registering an impressive 415 ft-lbs at 1800 rpm.

CARLSSON'S S-CLASSY 500



SOURCEBOX

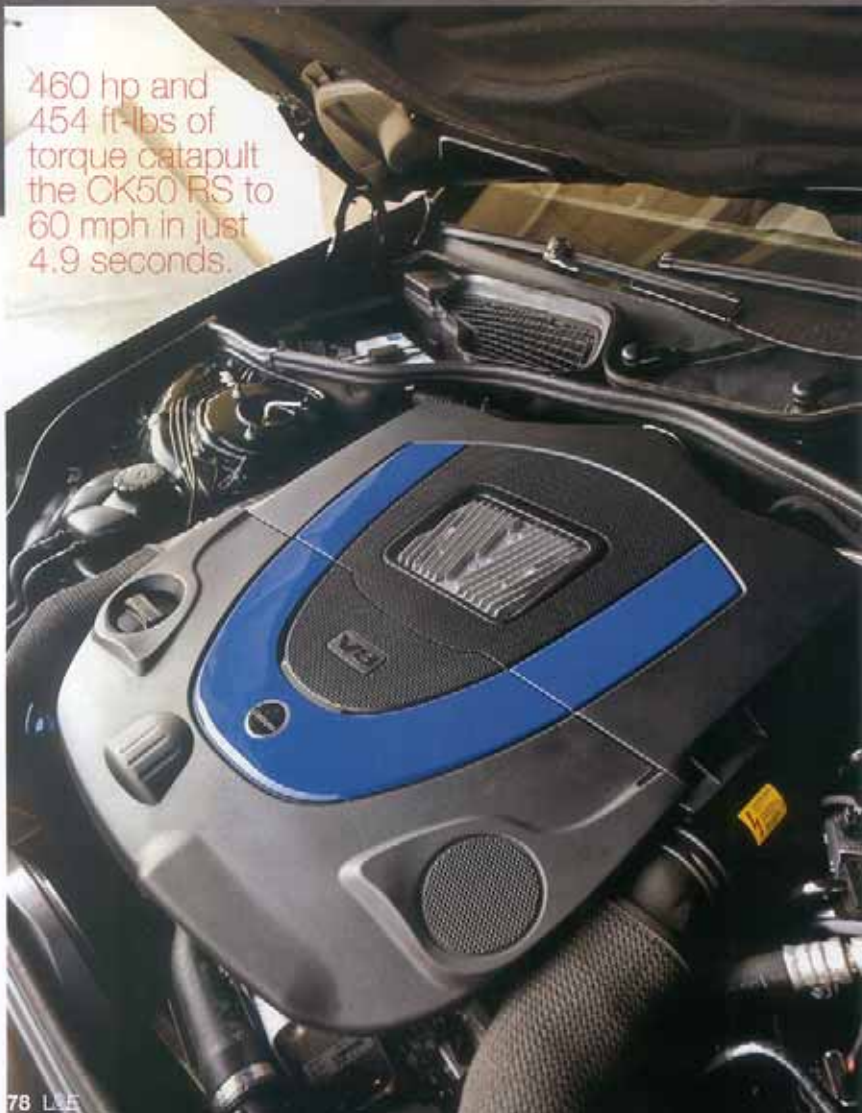
CARLSSON NORTH AMERICA LLC

8805 NW 23rd Street
Miami, FL 333172
T: 800-284-6514
W: www.carlssonamerica.com

CARLSSON AUTOTECHNIK GMBH

Gut Wiesenhof, D-66663, Merzig, Germany
T: +49 (0) 68 61/93 32-0
F: +49 (0) 68061/93 32-99
E: info@carlsson.de
W: www.carlsson.de

460 hp and 454 ft-lbs of torque catapult the CK50 RS to 60 mph in just 4.9 seconds.



While not every kit is available in every market, just mentioning them conveys the depth of Carlsson's tuning programs.

Driving a one-of-a-kind car is the ultimate statement in true luxury, and connoisseurs are no longer satisfied with owning the same vehicle so many others have access to. Recent statistics by the Specialty Equipment Market Association (SEMA) supports the notion that many owners are now looking to the aftermarket for unique vehicle modifications in order to fully enjoy the individuality their wealth affords them.

As a true luxury car, the Carlsson CK50 RS delivers in every respect. Owning an aftermarket-tuned flagship Mercedes sedan is a statement in true individuality. And, if you're even a bit like me, you're just as anxious to see what Carlsson does to the new S600 when it hits the market. Bet on them having something up their sleeves. **MLE**