

MODEL FILE 98 · MERCEDES-AMG · DTM HOMOLOGATION ERA · COLLECTOR AMG

CLK DTM AMG

M113K KOMPRESSOR · 582 PS · 100 COUPES + 80 CABRIOLETS · 2004-2006

THE CAR IN BRIEF

THE MODEL

One hundred coupes (2004, C209) and eighty cabriolets (2006, A209): 180 cars, built as homologation and image cars around Mercedes-Benz's DTM championship era. The register places it exactly as the dossier does: the CLK DTM AMG is NOT a Black Series. It came before the Black Series existed and counts as its spiritual forerunner, which is precisely its historic weight. New price was around 230,000 euros, and none were officially imported to the USA, which still shapes where the cars live. COUPE_OR_CABRIO and BUILD_NUMBER are the identity fields.

WHAT MAKES IT DTM

Carbon front, carbon fenders, carbon sills, carbon rear and decklid over a widened body with flared arches and the fixed rear wing. Beneath it: a clearly reworked chassis with height-adjustable suspension, a multi-disc limited-slip differential, the large AMG high-performance brake system, and staggered Dunlop rubber on 19-inch front and 20-inch rear wheels. The file's core sentence stands here already: the machinery is the solved part, the bodywork is the treasure.

POWERTRAIN

THE M113K

The 5.4-litre V8 with IHI screw compressor: 582 PS (574 bhp) and 800 Nm. The M113K counts among the MOST RELIABLE high-performance engines AMG has built, and the register draws the contrast to File 97 deliberately: unlike the later M156 there is NO known constructive series pattern, no head bolt chapter, no camshaft chapter. PPI: compressor bearings, intercooler, cooling circuit, oil loss, engine mounts, belt drive. ENGINE = LOW RISK, and the age items are honest ones: mounts, hoses, compressor belt and tensioners on a twenty-year-old fleet.

COMPRESSOR & 722.6

The IHI compressor system is durable: bearing noises, belt tensioner, idler pulleys, boost pressure, intercooler. MEDIUM purely for age and attention, not for any documented pattern. The AMG Speedshift 5G-Tronic (722.6) is one of the most robust Mercedes automatics ever built: oil change history, converter, shift quality, connector sleeve, conductor plate. The known 722.6 checkpoints are exactly that, checkpoints, and no model-typical weakness exists. LOW.

CHASSIS, BODY & THE REAL RISK

CHASSIS & BRAKES

Many of the 180 were driven as intended, and the chassis carries the biography: control arms, top mounts, dampers, rear axle bearings, full measurement, with the height-adjustable hardware checked for function and originality. The brake system is inspected with track use in mind: disc condition, calipers, pads, heat history. MEDIUM in the matrix, read against the individual car's life.

THE CARBON BODY · THE ACTUAL RISK

The dossier's decisive chapter, adopted as the file's centre: the model-specific carbon components (front splitter, fenders, rear wing, diffuser, sills, decklid) are today only very limitedly available, partly used or through collectors only. BODY_PARTS = LIMITED. Every carbon repair is documented or treated as open, and CARBON_BODY_STATUS plus ORIGINALITY stand CRITICAL in the matrix: conversions or retrofitted body parts affect the collector value substantially. The register rule from the Koenigsegg block applies in spirit: a part that merely fits is not yet a part that belongs.

FACTORY ACTIONS & OWNERSHIP

THE RECORD & THE SERVICE WORLD

NO known model-specific recall campaigns exist for the CLK DTM AMG: what remains relevant are general Mercedes service actions, checked by VIN before purchase, per the register's oldest rule. Service: mechanical work sits well with experienced AMG specialists, the drivetrain needs no exotic infrastructure. Body and carbon work belongs with specialists experienced on DTM cars, and that distinction is the file's service doctrine in one line.

PARTS, COSTS & PRIORITIES

Parts: mechanics, engine and gearbox very good, in the best Mercedes tradition. DTM-specific body parts: partly only used or via the collector world. Costs run BELOW the later M156 Black Series era: the drivers are carbon body parts, brakes, tyres and chassis, explicitly not the engine. Priorities, per the dossier: originality, carbon body, M113K service history, chassis, gearbox, brakes, documentation. Provenance: original DTM components, original carbon parts, documented history, accident-free status, works documentation. At 180 cars the register expects every example to be traceable.

180

Cars: 100 coupes in 2004, 80 cabriolets in 2006, the forerunner of everything Black Series

582

PS (574 bhp) and 800 Nm from the M113K: the calm heart of the file, LOW risk by record

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Documented systemic drivetrain problems: the risk sits in the carbon and the originality, not the engine

Sources: Mercedes-AMG data and model records (100 coupes 2004, 80 cabriolets 2006, ca. 230,000 euro new price, no official US import; M113K 5.4 V8 with IHI screw compressor, 582 PS = 574 bhp/428 kW, 800 Nm; AMG Speedshift 5G-Tronic 722.6; multi-disc LSD, height-adjustable suspension, staggered Dunlop 19/20-inch wheels, carbon body parts); M113K and 722.6 robustness per documented record, no known constructive series pattern, contrast to the M156 chapter in File 97; no known model-specific recalls, general Mercedes service actions checked by VIN; body parts availability per collector-market record. Market bands pending the transaction dataset.