

MERCEDES-AMG EARLY BLACK SERIES

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CLK DTM, SLK 55 and CLK 63 Black Series, 2004-2009 - the DTM blueprint, the first Black Series, and the wide-body car that made the name famous

180-120-500

CLK DTM AMG (100 coupés + 80 cabriolets) · SLK 55 Black Series (~120 generally accepted) · CLK 63 Black Series (500) - the founding population

400-582 PS

Naturally aspirated M113 to supercharged M113K with 800 Nm - and the 507 PS M156 that became AMG's defining engine

2004-2009

From Schneider's DTM title car to the wide-body CLK - the five years in which AMG's modern collector category was invented

€100-700K

The 2026 span, driver-grade CLK 63 to exceptional CLK DTM Cabriolet - the first modern AMG collectibles, repricing now

01 EXECUTIVE SUMMARY

This paper covers the three cars that founded modern AMG collecting. The CLK DTM AMG (2004-2007) is not officially a Black Series, and it is impossible to understand the later cars without it: built by HWA rather than the normal production line to celebrate Bernd Schneider's dominant 2003 DTM championship, it introduced everything AMG would become known for - motorsport suspension, carbon bodywork, a dramatically widened body, limited production and road legality with very little compromise - around the supercharged 582 PS M113K. The official lineage then begins with the SLK 55 AMG Black Series (2006), which replaced the folding roof with a fixed carbon top and made a lightweight coupé of a luxury roadster, and matures with the CLK 63 AMG Black Series (2007-2009): 500 cars, the wide body, adjustable coil-overs, Safety Car inspiration and the 6.2-litre M156 - the point where Black Series became famous.

The governing principle is the Foundation Rule: the earliest AMG specials are valuable not because they were built in small numbers, but because they established the engineering and collector philosophy that every later Black Series would follow. The ownership file divides cleanly by engine: the M113 and M113K are among AMG's most robust engines when maintained - on these cars the expensive risk is the unique bodywork, not the drivetrain - while the M156 demands its own famous checklist: head-bolt chronology, camshaft and lifter wear, intake manifold, mounts. Three cars, three philosophies, one rule.

Key Finding

The production hierarchy is unusually clean for the period: 100 CLK DTM coupés and 80 cabriolets are uncontroversial factory figures, the CLK 63 Black Series' 500 cars are well established - only the SLK 55 Black Series was never formally totalled, and its ~120 cars are presented as generally accepted, never as a factory statement.

The market has already chosen its leader: CLK DTM Cabriolets have printed €370,625 (Milan), €483,125 (Paris) and €540,500 (a 152-mile car, Belgium) within eighteen months, with an exceptional low-mileage car at €657,500 in 2026 - while CLK 63 Black Series transactions still average the mid-US\$100,000s and the best low-mileage car made US\$205,500. The DTM is repricing first; the Black Series cars are following.

The buyer's line the whole paper serves: buy the CLK DTM for its HWA pedigree, the SLK 55 for its historical significance, and the CLK 63 for its combination of usability, motorsport character and established collector demand.

02 DTM BEFORE BLACK SERIES

Three cars, three philosophies - and one blueprint drawn at HWA.

The thread connecting these cars is not a badge but a method: take a series coupé or roadster, hand it to motorsport-adjacent engineering, widen it, lighten it, stiffen it, and build so few that every one is allocated before the brochure exists. The CLK DTM drew the blueprint - HWA construction, nearly every visible panel changed, racing suspension, two seats - and did it before the Black Series name existed. Mercedes itself identifies the SLK 55 as the starting point of the Black Series lineage and the CLK 63 as the car developed alongside the contemporary Formula One Safety Car programme.

The three philosophies the paper carries: the CLK DTM is a supercharged HWA special - an HWA road car wearing Mercedes badges; the SLK 55 is the lightweight analogue V8 - the least complicated Black Series ever made; the CLK 63 is the naturally aspirated GT car - the template every later Black Series copied. What they share besides the method is the ownership consequence this paper returns to in every chapter: unique bodywork on limited hardware, which makes accident history and parts paths - not engines - the real risk file.

EARLY BLACK SERIES & DTM ROOTS - SPECIFICATION

CLK DTM AMG Coupé (2004)	100 cars · M113K 5.4 supercharged V8: 582 PS, 800 Nm · 5-speed AMG SpeedShift · 0-100 3.9 s, 320 km/h · 1,748 kg · 255/35 ZR19 front, 285/30 ZR20 rear · HWA-built
CLK DTM AMG Cabriolet (2006-07)	80 cars, added on demand · same 582 PS driveline · ~300 km/h limited · soft top over the widened body - the rarer, currently stronger car
SLK 55 AMG Black Series (2006-07)	~120 cars generally accepted - no formal factory total · M113 5.4 NA V8, ~400 PS · 5-speed auto · fixed carbon roof replacing the folding hardtop · two seats
CLK 63 AMG Black Series (2007-09)	500 cars - well established · M156 6.2 NA V8, 507 PS · 7-speed SpeedShift · wide body, adjustable coil-overs, aggressive aero · Safety Car and GT-racing influence
Original prices	CLK DTM ~€240,000 · SLK 55 BS ~€100-110,000 by market · CLK 63 BS ~€140,000 - all substantially above their donor AMGs

(The SLK's ~120 is the figure most consistently accepted among marque historians and is presented as such, never as a factory statement. The CLK DTM is not an official Black Series - it is the blueprint the official cars followed, and the paper keeps that distinction honest.)

03 THE HWA ROAD CAR - CLK DTM AMG

Fundamentally an HWA road car wearing Mercedes badges - and priced accordingly now.

The CLK DTM celebrated the 2003 championship by changing almost every visible body panel: carbon bodywork, massive arches, fixed wing, racing suspension, a two-seat interior - assembled by HWA, not the production line, which is the distinction the market now pays for. The M113K is the mechanical good news: 582 PS and 800 Nm through the five-speed SpeedShift, and still regarded as one of AMG's greatest and most robust engines when maintained correctly. The drivetrain is rarely the ownership nightmare - body damage is, because nearly every panel, arch and aero component is unique HWA hardware with limited-production supply. The inspection file follows: supercharger bearings and intercooler pumps (the M113K's known service items), cooling circuit, crank pulley, engine mounts, differential and transmission service on the mechanical side; carbon panels, front splitter, rear wing, arches, underbody, suspension bushes and steering rack on the body-and-chassis side - with paint-depth mapping across every unique panel, because accident repair on this car is substantially more complicated than on any standard CLK AMG. The Cabriolet adds the soft-top mechanism, drains and open-cabin checks over the same widened structure.

The market has moved decisively: from roughly €240,000 new through €263,750 in 2019 to €370,625 (Milan 2025), €483,125 (Paris 2025, 30,000 km), €540,500 (Belgium 2024, 152 miles) and €657,500 for an exceptional low-mileage Cabriolet in 2026 - the first true modern AMG collectible, repricing in real time.

04 THE FIRST BLACK SERIES - SLK 55

The overlooked original - a roadster turned coupé, and the simplest custody in the lineage.

The SLK 55 Black Series is frequently overlooked and historically indispensable: the first official Black Series, created by deleting the folding hardtop entirely and bonding a fixed carbon-fibre roof in its place - a luxury roadster turned lightweight two-seat coupé, exactly the gesture the badge would repeat for two decades. The naturally aspirated 5.4-litre M113 at roughly 400 PS through the five-speed automatic makes it mechanically the least complicated Black Series ever built: M113 durability, conventional transmission, straightforward electronics, comparatively low running costs. The challenges are the flip side of its formula - the unique roof (bonding, sealing, originality), the unique body panels, limited parts supply, model-specific suspension and trim. The checklist therefore leans structural rather than mechanical: roof bond and seals inspected, panel originality verified, suspension bushes and dampers by age, trim completeness priced honestly - and the engine file read in twenty minutes, because there is mercifully little to find. At roughly €100-110,000 new, the car trades today around €150,000-250,000 with excellent low-mileage examples above - a market too thin for a curve, moving as collectors recognise what it is: the first Black Series, analogue, unturbocharged, and very nearly extinct at ~120 cars.

05 BLACK SERIES COMES OF AGE - CLK 63

The car that made the name - wide body, Safety Car blood, and the M156 checklist.

The CLK 63 Black Series established the modern identity in one stroke: extremely wide body, adjustable coil-over suspension, aggressive aero, two seats, and Mercedes' explicit link to the Formula One Safety Car and the contemporary GT programme - 500 cars, 2007-2009, and the template for everything after. The M156 is probably AMG's defining engine and demands the inspection discipline the M113 never asked for. Head bolts - the chronology check. Early-production M156 engines can suffer head-bolt corrosion and failure; VIN and build-date chronology is essential, and evidence of updated bolts or documented head work materially changes a car's risk profile. Camshafts and lifters. Lobe, lifter and follower wear is the engine's known consumable file - oil analysis and inspection records beat assurances. Intake manifold. The plastic manifold's deterioration is now age-related on every car. Mounts, differential, rear suspension. Engine mounts are often tired; track use accelerates differential wear; bushes and alignment decide how the wide body actually drives. Originality. Many cars now carry headers, ECU maps, aftermarket coil-overs, aero or cages: the factory AMG Track Package and Aerodynamics Package are desirable, aftermarket conversions generally reduce collector value, and an unmodified car with its original suspension boxed is the strongest purchase. The market shows the widest spread in this paper: public transactions from roughly US\$67,000 for

high-mileage cars through a typical US\$88,000-138,000 band to US\$205,500 for a 2,000-mile example - averages in the mid-US\$100,000s, with exceptional provenance far higher and the European asking structure above the US transaction record.

06 THE ENGINE FILES AND THE SUPPORT PATH

M113, M113K, M156 - three engines, three disciplines, one Classic ecosystem.

M113 (SLK 55 BS) - the easy file. Outstanding durability: oil service history, plugs and coils by age, cooling hoses and mounts by rubber age - the shortest engine chapter in the Mercedes library. M113K (CLK DTM) - robust, with service items. The supercharged engine holds its reputation when maintained: supercharger bearings audible before they fail, intercooler circulation pumps a known replacement item, cooling circuit pressure-tested, crank pulley inspected, transmission and differential fluids on schedule - none of it exotic, all of it documented. M156 (CLK 63 BS) - the famous checklist. Head-bolt chronology by VIN, camshaft and lifter inspection, intake manifold condition, mounts, oil analysis - a healthy M156 is a magnificent engine; an uninspected one is a rumour. Transmissions: the five-speed (DTM, SLK) and seven-speed (CLK 63) SpeedShift units are robust with fluid discipline - shift quality cold, converter behaviour, adaptation state. Bodywork - the shared five-star file: on all three cars the unique panels, arches, splitters, wings and (SLK) the bonded roof are the expensive risk: paint-depth mapping, panel originality, repair documentation, and the question every buyer asks before price - where does the replacement panel come from, and who fits it?

THE SUPPORT PATH - CLASSIC, AMG, HWA

These cars now sit between modern AMG and classic collector, and the support structure reflects it: Mercedes-Benz Classic supports them through the Classic Centers, Classic Genuine Parts, factory documentation and archives - recent auction cars show servicing through Classic and authorised workshops. Black Series-specific components increasingly depend on AMG, HWA, specialist dismantlers and the enthusiast network.

The CLK DTM is the special case: HWA heritage and Mercedes-Benz Classic remain central because of its unique construction - materially better supported than a CLK GTR, noticeably harder than an ordinary CLK or SLK. The buyer's question is always concrete: which panel, which part number, which workshop - answered before purchase, not after damage.

07 THE BIRTH OF AMG COLLECTING

The DTM reprices first, the Black Series follow - and the spread is the story.

The market treats the three cars as one category at three stages of recognition. The CLK DTM has moved decisively: four public results between €370,625 and €657,500 in barely two years, the Cabriolet leading because only 80 exist. The SLK 55 trades thin and quiet - ~120 cars produce almost no public evidence, and the €150,000-250,000 working band is ask-led. The CLK 63 has the only liquid market: enough transactions for a real picture, averages in the mid-US\$100,000s, a US\$205,500 ceiling set by a 2,000-mile car - and a wide quality spread in which mileage, originality and the factory packages do the pricing. The collector hierarchy the

paper closes on: historically most important - the CLK DTM; the beginning - the SLK 55; most influential - the CLK 63; best engine - the M113K; best analogue driver's car - the CLK 63; most underrated - the SLK 55.

EARLY BLACK SERIES - INDICATIVE FRAMEWORKS, MID-2026

CLK DTM AMG Coupé	Working framework €350-550K, exceptional cars above - anchored by the family's cabriolet results and 100-car production
CLK DTM AMG Cabriolet	€450-700K+ - the premium car at 80 units: €370,625 (Milan 2025), €483,125 (Paris 2025), €540,500 (152-mile car, Belgium 2024), €657,500 (2026)
SLK 55 AMG Black Series	Working band €150-250K, excellent low-mileage cars above - ask-led in an extremely thin market of ~120 cars
CLK 63 AMG Black Series	Transaction evidence US\$67K-205.5K, typical US\$88-138K, averages mid-US\$100Ks · strong documented cars €110-170K · excellent low-mileage €170-250K+ · exceptional provenance above

(The CLK 63 bands are set against public transaction evidence, which sits below much of the European asking structure - asks are positions, and the US\$205.5K record belongs to a 2,000-mile car. The SLK band is ask-led by necessity; the DTM bands rest on four real results.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK

Servicing	Annual: SLK/CLK 63 €1,200-2,500 · CLK DTM €1,800-3,500 at Classic or AMG-literate specialists · majors roughly double
M113K items	Supercharger bearing work €2,500-6,000 · intercooler pump €500-1,200 · cooling refresh €1,500-4,000
M156 items	Head-bolt/head work €6,000-15,000+ where needed · cam and lifter work €4,000-10,000+ · intake manifold €1,500-3,000 · mounts €1,200-2,500
Driveline	Transmission service €600-1,200 · differential work €2,500-6,000 · clutch packs not applicable - all three are automatics
Chassis	Suspension refresh €3,000-8,000 (BS coil-overs, DTM racing hardware) · brakes €2,500-6,000 · tyres €1,500-3,000
Bodywork	The five-star category: unique panels, arches, splitters, wings, SLK roof - repairs frequently five figures, DTM panels HWA-dependent
Recommissioning	After storage €8,000-20,000 (SLK/CLK 63) · €15,000-35,000+ (CLK DTM)

(Planning categories, not quotations. Five-year reserves: SLK Black Series €15,000-30,000 · CLK 63 Black Series €20,000-40,000 · CLK DTM €40,000-100,000+ - the DTM's premium reflects body and HWA-specific components, never weakness of the M113K.)

08 THE BUYING PROTOCOL

Body first, engine chronology second, originality third - the file decides all three cars.

Level One - at the viewing, genuinely cold. Identity against factory and HWA records; every unique panel surveyed with paint-depth mapping; cold start and idle quality; M113K supercharger and pump noise; M156 cold-start rattle heard honestly; transmission engagement; suspension state against specification (factory coil-over settings on the CLK 63, racing hardware on the DTM); brakes, wheels and tyre dates; interior completeness - Black Series trim is

limited-production hardware; documentation of the Track and Aero packages where claimed. Cabriolet and SLK add roof files: soft-top mechanism and drains on the DTM Cabriolet, roof bond and seals on the SLK. Level Two - the specialist PPI. Full diagnostic scan; compression or leak-down where indicated; M156 head-bolt chronology verified by VIN with any head work documented; cam and lifter inspection records; intake manifold condition; M113K supercharger, intercooler-pump and cooling assessment; differential and transmission fluids; bush and alignment survey; accident-repair documentation against the unique-panel reality; modification audit - headers, maps, coil-overs, cages - with original parts located. Level Three is the box below - and the standing sentence of this paper: on these three cars the engine is rarely the nightmare; the bodywork and the missing file are.

WALK AWAY - THE NON-NEGOTIABLES

Uncertain identity or missing factory/HWA documentation · undocumented accident repair on unique bodywork · M156 head-bolt questions without inspection evidence · supercharger or intercooler neglect on an M113K · missing original suspension on a converted car · aftermarket tuning presented as value · incomplete interior or missing model-specific trim · SLK roof-bond damage · DTM Cabriolet water history · seller resistance to a Classic-literate specialist inspection. All three markets are thin - the discipline is patience, and the incomplete car is the expensive one.

09 OWNERSHIP ECONOMICS AND SCENARIOS

Modest running costs, five-figure body risk - and appreciation doing the heavy lifting.

The scenarios model a well-bought CLK 63 Black Series at around €150,000 with documented head-bolt status, original suspension and the packages verified, driven 3,000-8,000 km per year - because the CLK 63 is the family's usable car and its most liquid market. Five sorted years run €20,000-40,000; the SLK 55 undercuts it at €15,000-30,000 thanks to the M113's simplicity; the CLK DTM budgets €40,000-100,000+ - not because the M113K is fragile, but because every panel, arch and trim piece is HWA-limited hardware and the car has become a six-figure collectible whose standards rise with its value. The economics reward three habits: buy originality (the factory packages appreciate, the aftermarket depreciates), service through Classic-literate specialists whose invoices become provenance, and treat every body event as a valuation event - on unique-panel cars, insurance appraisals and agreed-value cover matter as much as the maintenance budget.

OWNERSHIP SCENARIOS - PLANNING BANDS

Year 1	€2,500-6,000: entry inspection with M156 chronology or M113K service file, annual service, tyres by date, bushes assessed, agreed-value insurance arranged
Years 1-3	€6,000-15,000 cumulative: annual services, one age item - mounts, pumps, manifold or suspension refresh; body untouched and documented
Years 1-5	SLK 55 BS €15,000-30,000 · CLK 63 BS €20,000-40,000 · CLK DTM €40,000-100,000+ - the DTM's band is body and rarity, not engine

(Assumption-based planning bands excluding storage and insurance premiums; unique-panel body repair sits outside every band on all three cars - and on the DTM it can exceed the five-year reserve in a single event.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	M113 and M113K among AMG's most robust engines; the M156 needs its chronology and cam file answered - none of the three has a drivetrain crisis
Maintenance costs	□□□□	Modest running costs for the category - the amplitude is unique bodywork: HWA panels, bonded roofs, wide-body repairs at five figures
Parts availability	□□□□	Classic Genuine Parts carry the shared hardware; Black Series and HWA-specific components depend on AMG, HWA, dismantlers and patience
Investment potential	□□□□	The founding category of AMG collecting - DTM repricing proven, SLK recognition growing, CLK 63 the liquid entry; originality does the compounding

MARQUE BUYING SCORE - EARLY BLACK SERIES & DTM ROOTS

Category	Collector example (CLK DTM Cab)	Driver example (CLK 63 BS)	Modified CLK 63, no file BS
Reliability	8 / 10	7 / 10	5 / 10
Driving experience	9 / 10	8.5 / 10	8 / 10
Ownership cost	4 / 10	5.5 / 10	4 / 10
Parts availability	3.5 / 10	5 / 10	4.5 / 10
Long-term collectability	9.5 / 10	7.5 / 10	5.5 / 10
Investment potential	9 / 10	7 / 10	4.5 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices the family's highest-risk purchase - the converted CLK 63 with headers, map and coil-overs, no original parts and an unanswered head-bolt chronology.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Mercedes-Benz and AMG documentation (CLK DTM AMG: 100 coupés 2004, 80 cabriolets 2006-07, HWA assembly, M113K at 582 PS/800 Nm, 5-speed SpeedShift, 0-100 km/h 3.9 s, 320 km/h coupé, 255/35 ZR19 and 285/30 ZR20 tyres, 1,748 kg, ~€240K original price, 2003 Schneider DTM championship context; SLK 55 AMG Black Series as the first official Black Series with fixed carbon roof, M113 NA at ~400 PS, ~120 cars generally accepted among marque historians - no formal factory total; CLK 63 AMG Black Series: 500 cars 2007-2009, M156 at 507 PS, 7-speed SpeedShift, wide body, adjustable coil-overs, Safety Car and GT-programme linkage, factory Track and Aerodynamics packages), documented M156 service literature (early-production head-bolt corrosion chronology, camshaft/lifter wear, intake-manifold ageing, mounts) and M113K practice (supercharger bearings, intercooler pumps, cooling), Mercedes-Benz Classic support structure (Classic Centers, Classic Genuine Parts, archives - with Black Series-specific parts via AMG, HWA and specialists), and public market evidence: CLK DTM results €263,750 (2019), €370,625 (Milan, May 2025), €483,125 (Paris, February 2025, 30,000 km), €540,500 (Belgium, October 2024, 152 miles), €657,500 (2026, exceptional Cabriolet); CLK 63 BS transactions US\$67,000-205,500 with typical US\$88,000-138,000 (CLASSIC.COM); SLK 55 BS working band ask-led. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

10 SYNTHESIS

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The Foundation Rule closes the chapter the way the cars opened the category: these three are valuable not because they were built in small numbers, but because they established the engineering and collector philosophy every later Black Series would follow - HWA hands, widened bodies, subtracted comfort, allocated scarcity. The ownership truth is symmetrical: drivetrains that rarely ruin anyone (the M113K may be the most dependable engine in this entire library; the M156 merely asks that its chronology be read), and bodywork that can - unique panels, bonded roofs and HWA arches whose repair is a valuation event. The market has already ranked the family once - the DTM first, its Cabriolet leading - and is still deciding the other two, which is precisely the opportunity for a buyer with patience and a file-first discipline. Buy the CLK DTM for its HWA pedigree, the SLK 55 for its historical significance, and the CLK 63 for its combination of usability, motorsport character and established collector demand.

WHO SHOULD BUY THIS CAR

The foundation collector: a CLK DTM - ideally the 80-car Cabriolet - with complete HWA and Classic history, unrepaired panels and documented mileage: the first modern AMG collectible, already repricing.

The historian: an SLK 55 Black Series with its roof bond, panels and trim original - the first official Black Series, analogue and underrated, bought before the market finishes noticing.

The driver-collector: a CLK 63 Black Series with head-bolt chronology answered, original suspension and the factory packages verified - the usable one, with the only liquid market.

Not: the tuner's customer - a converted CLK 63 with headers, map and cage, no original parts and no inspection file is the category's classic value trap.

BOTTOM LINE

Three founders, 2004-2009: the HWA-built CLK DTM (100 + 80, 582 PS supercharged), the first Black Series SLK 55 (~120, analogue M113), and the wide-body CLK 63 (500, 507 PS M156) that made the name famous. Robust drivetrains, five-star bodywork risk, Classic support with HWA dependencies. €100-700K across the family, the DTM repricing first. Buy the DTM for pedigree, the SLK for history, the CLK 63 for usability - and all three on originality and the file.

ONE-SENTENCE VERDICT

The earliest AMG specials founded the philosophy every Black Series followed - buy them on originality, unique-panel honesty and the engine file, and let the drivetrains be the easy part.

SOURCES

Mercedes-Benz and AMG documentation: CLK DTM AMG - 100 coupés (2004) and 80 cabriolets (2006-07) built by HWA to celebrate Bernd Schneider's 2003 DTM championship; M113K 5.4-litre supercharged V8 at 582 PS/800 Nm; five-speed AMG SpeedShift; 0-100 km/h 3.9 s; 320 km/h (coupé), ~300 km/h (cabriolet); 1,748 kg; 255/35 ZR19 front and 285/30 ZR20 rear; ~€240,000 original European price; carbon bodywork with nearly every visible panel unique. SLK 55 AMG Black Series (2006-07) - first official Black Series per Mercedes' own lineage: folding hardtop deleted for a fixed carbon roof; M113 5.4-litre naturally aspirated V8, ~400 PS; five-speed automatic; ~120 cars generally accepted among marque historians, no formal factory total published; ~€100-110,000 original price. CLK 63 AMG Black Series (2007-09) - 500 cars; M156 6.2-litre naturally aspirated V8 at 507 PS; seven-speed SpeedShift; wide body, adjustable coil-over suspension, factory AMG Track and Aerodynamics packages; Mercedes' stated link to the Formula One Safety Car and contemporary GT racing; ~€140,000 original price. Engine service literature: M156 early-production head-bolt corrosion (VIN chronology essential), camshaft/lifter/follower wear, plastic intake-manifold ageing, engine mounts; M113K supercharger bearings, intercooler pumps, cooling circuit, crank pulley; M113 durability record. Support structure: Mercedes-Benz Classic Centers, Classic Genuine Parts, factory archives and restoration guidance; Black Series-specific and HWA components via AMG, HWA and specialists; auction cars documented with Classic and authorised-workshop servicing. Public market evidence: CLK DTM - €263,750 (2019 coupé), €370,625 (RM Sotheby's Milan, May 2025, Cabriolet), €483,125 (RM Sotheby's Paris, February 2025, Cabriolet, 30,000 km), €540,500 (Bonhams Belgium, October 2024, Cabriolet, 152 miles), €657,500 (2026, exceptional low-mileage Cabriolet); CLK 63 Black Series - public transactions US\$67,000-205,500, typical US\$88,000-138,000, averages mid-US\$100,000s (CLASSIC.COM aggregation); SLK 55 Black Series - thin, ask-led market, working band €150,000-250,000. Companion documents: Buyer's Checklist No. 98 and Model File 98. Values are indicative frameworks, not valuations; nothing here is investment advice.