

1991 Mercedes-Benz 300D

4dr Sedan . 5-cyl. 2492cc/121hp FI Turbodiesel

#1 Concours condition

\$72,000

0%

#2 Excellent condition

\$34,200

+12.1%

#3 Good condition

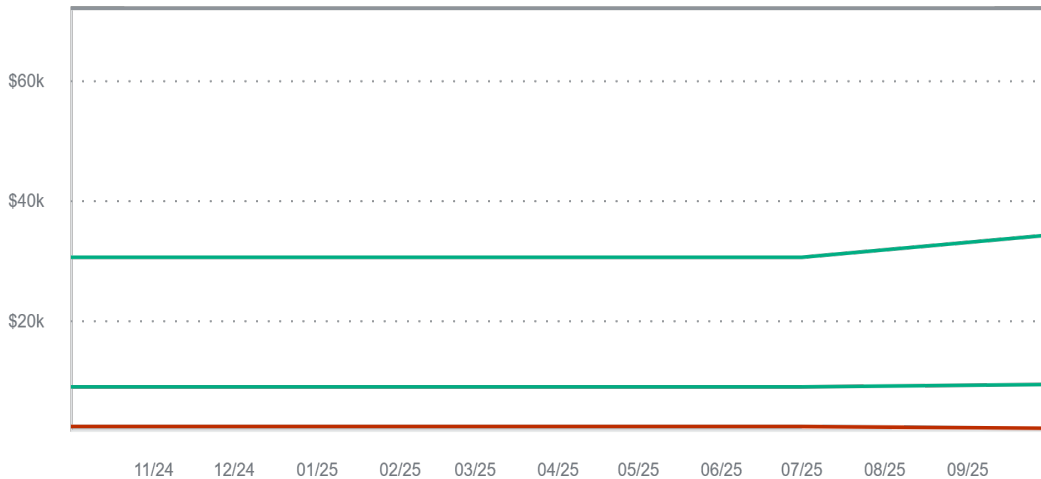
\$9,300*

+4.5%

#4 Fair condition

\$2,000

-13%



NOTE: The chart displays price changes for the last year.

Model description

Mercedes-Benz hit its stride with the mid-range E-Class in 1985, introducing a number of features which are taken for granted today. The 1986 300E featured a fuel-injected SOHC 3-liter six-cylinder engine developing 177 bhp. Although it was a big, heavy luxury car, it could outperform contemporary sports cars like the Porsche 944 and IROC Camaro, with a top speed of 140 mph and 0-60 mph in 7.8 seconds.

The E-Class was faster than the larger S-Class 380 and 500 models, but could also be driven carefully to manage 30 mpg on the highway. Most came with a four-speed automatic, while a five-speed manual gearbox was a rare option early on. ABS was standardized in 1985. The 4-Matic all-wheel drive system was offered from 1990-93 in the U.S., and was considered state-of-the-art.

The W124 replaced the blunt W123 and featured a coefficient of drag as low as .028 thanks to the aerodynamic nose, smooth body and belly pans. The five-link rear suspension is now commonly used and a semi-Citroen rear system was self-leveling. It used struts and gas spheres, though the ride height was fixed, and maintained by coil springs at rest.

The single wiper employed an eccentric cam to enable to sweep almost to the windshield corner. Optional rear headrests could fold down when not needed to improve visibility. The exhaust was also fitted with the first oxygen sensor to enable the engine to run more efficiently.

Progress was steady and subtle. A passenger airbag arrived in 1989, the interior was upgraded in 1990 and the stereo improved in 1991, the same year that ASR traction control was introduced. ASR used the brakes to slow slipping wheels and was so sophisticated that it practically replaced the heavy, expensive and complicated 4-Matic system in all but the most severe conditions.

A 300TD turbo diesel wagon was offered in 1987, while the 177 bhp gasoline powered version replaced it in 1988. Both have four-speed automatic transmissions. Both have self-leveling rear suspension and can carry 1,250 lbs.

For those looking for performance, the short-wheelbase 300CE coupe arrived in 1988, with plastic lower body cladding. It gained variable valve timing a a four-valve head in 1990, while the transmission was revised in 1991 to start in first gear instead of second, for a considerable improvement in performance. A 217 bhp, DOHC 3-liter engine was fitted in 1993 and the coupe was renamed the E320 in 1994.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

The E-Class raised the bar significantly for mid-range sedans, coupes and wagons and good examples remain handsome and competitive today. That said, there are some problem areas. The air conditioning is notorious for automatic climate control problems, the switch pad can fail, and compressors are fragile. The Becker Grand Prix radio is also unreliable. Early cars need valve seals to be upgraded to Viton, while alkaline U.S. antifreeze can attack the plastic pipes.

Deferred maintenance can be frustrating and expensive, as almost all systems are complicated, including accessory belt drives, suspension flex discs and ABS brakes. Expect thorough records and insist on a pre-purchase inspection.

Body styles

4dr Sedan

Engine types

5-cyl. 2492cc/121hp FI
Turodiesel

1984-1995 Mercedes-Benz W124 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$753,000	\$230	\$19,705	1610

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.