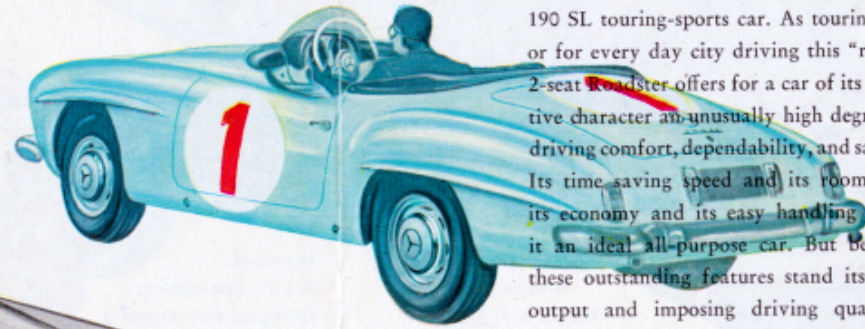
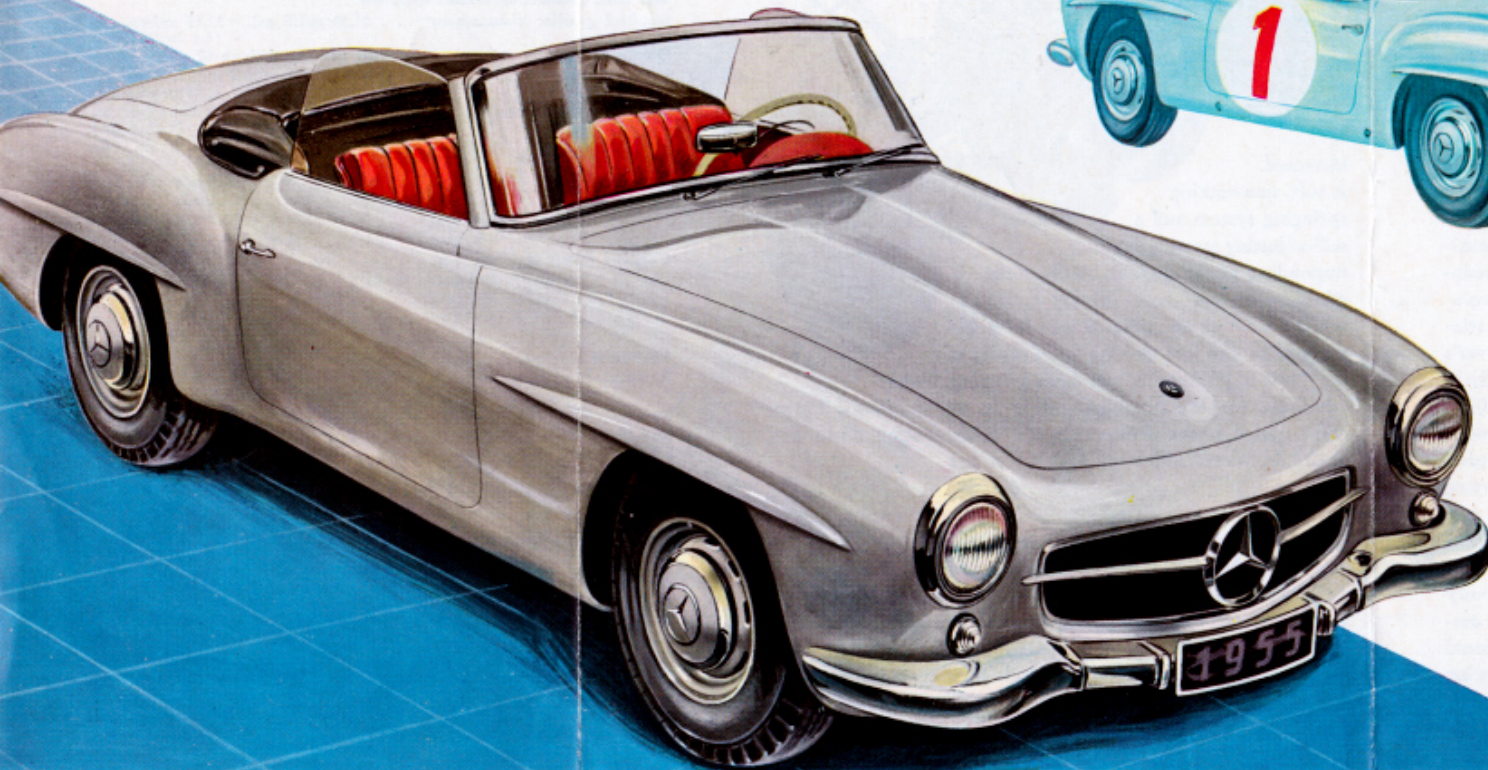


MERCEDES-BENZ



Two cars in one,

this is the amazing new Mercedes-Benz 190 SL touring-sports car. As touring car or for every day city driving this "racy", 2-seat Roadster offers for a car of its sportive character an unusually high degree of driving comfort, dependability, and safety. Its time-saving speed and its roominess, its economy and its easy handling make it an ideal all-purpose car. But beyond these outstanding features stand its high output and imposing driving qualities, which render it absolutely possible to participate successfully in automobile racing contests.

Rich experiences gained by Daimler-Benz in racing and sports car events and recent findings, acquired through latest passenger car construction, give this beautiful Roadster those outstanding advantages which under all load stresses prove most impressively the concept of "Mercedes-Benz Dependability".



With raised top



The open Roadster



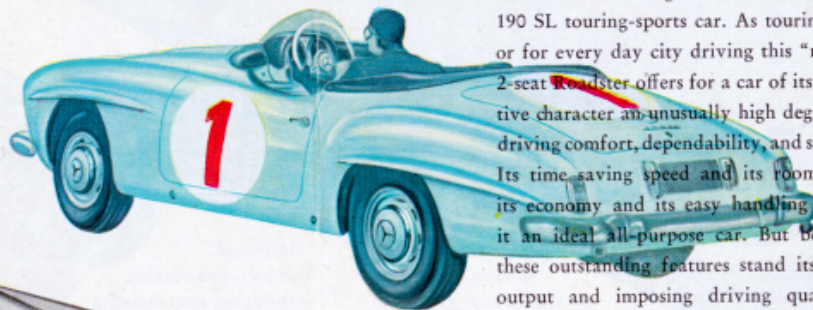
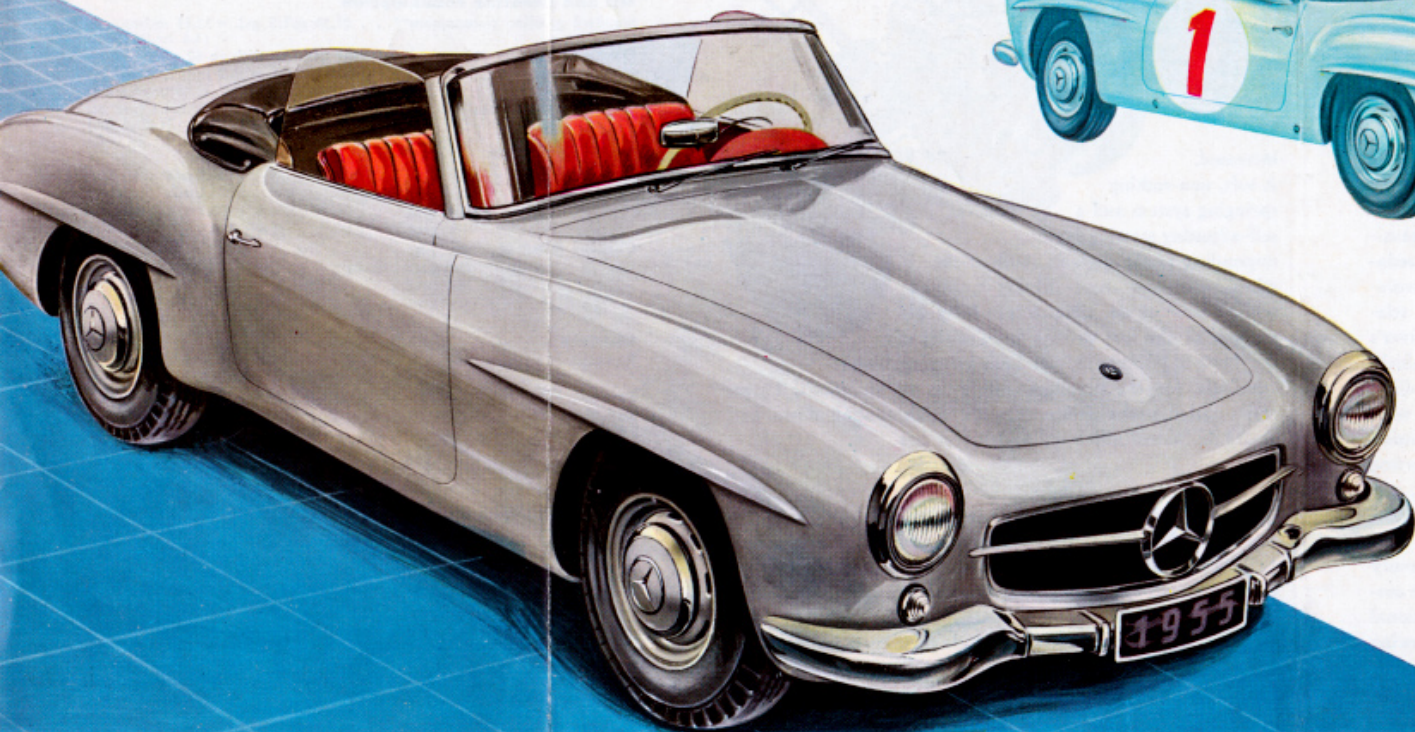
Ready for the contest

TYPE

190 SL

A touring sports car of brilliant performance

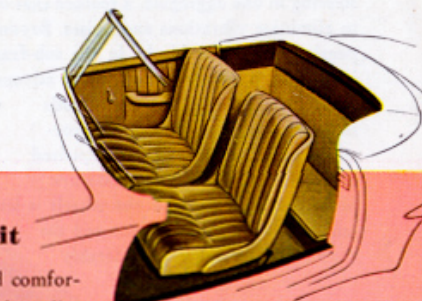
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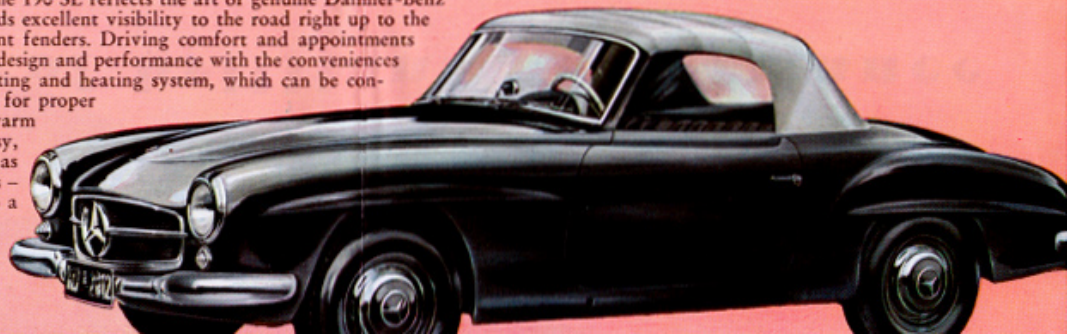
To your heart's content

you may enjoy either the conveniences of a comfortable touring car or, after some minor exterior changes, take advantage of its breath-taking speed in sporting contests. While the standard equipment offers the conveniences of a stylish Roadster with side windows and a top that can easily be raised or lowered, the same car may also be trimmed for sporting contests by replacing the doors with lighter ones and changing the windshield against a protective plexiglass shield in front of the driver. To further lower the weight, it is possible to remove the top and the front and rear bumpers.

In styling, workmanship, and finish the 190 SL reflects the art of genuine Daimler-Benz coachcraft. The low, sleek hood affords excellent visibility to the road right up to the front of the car and above both front fenders. Driving comfort and appointments confirm the happy union of "sporty" design and performance with the conveniences of a touring car. The built-in ventilating and heating system, which can be controlled from either seat, cares always for proper ventilation and for a comfortably warm interior during the cold season. Easy, effortless steering and gear shifting as well as numerous smaller conveniences - from push button door handles up to a reading lamp make every mile in this gay sportster a thrilling experience of real enjoyment.

You sit

tight and comfortable under all driving conditions. Both seat cushions have been especially designed for this fast car. They are adjustable for leg reach and can be folded to the front. In addition, a third seat can be installed in the rear.

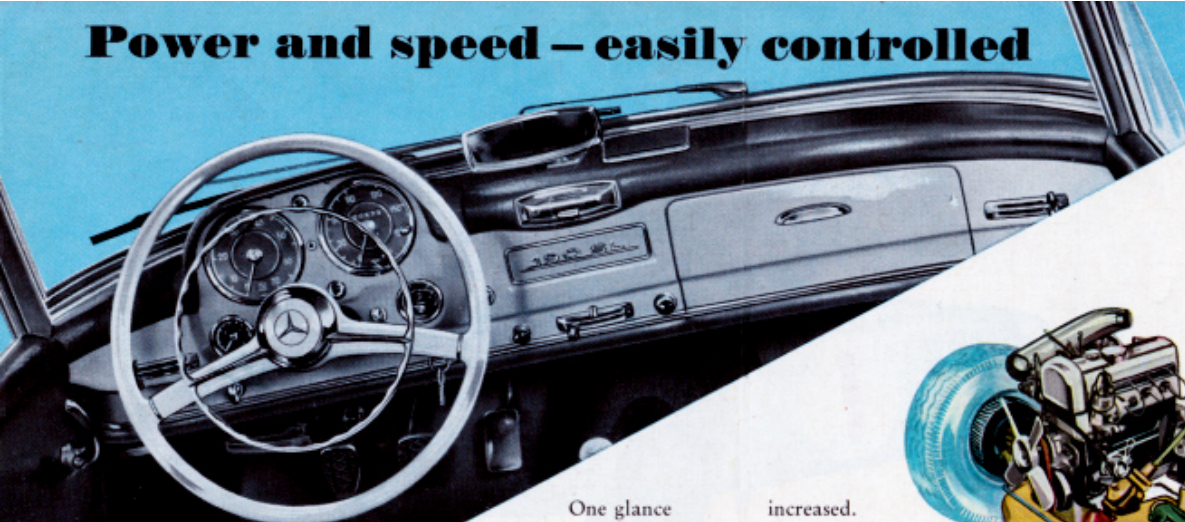


The large pockets on both doors are fitted on top with a cushioned bulge which serves as arm rest as well as convenient door pull.



Power and speed – easily controlled

SPECIFICATIONS



One glance suffices to survey the neatly grouped instruments on the beautiful instrument panel. Speedometer with mileage recorder, revolution counter, oil and fuel gauge, and thermometer, all are installed in the driver's direct line of vision. Two-speed twin windshield wipers assure even in heavy downpours clear visibility. There is also a spacious glove compartment, an ash tray, a non-glaring rear-view mirror, in short, there is nothing missing that would add to the driver's comfort. The self-supporting frame-floor unit gives the car rigidity and dependability, and its well-proven, removable sub-frame combines the engine, transmission, front wheel suspension, front springing, and steering in one aggregate, a feature that contributes enormously to eliminate vibrations and noises. Beyond this, the engine suspension on rubber blocks in the sub-frame assures additional insulation to the car's interior. The advanced, single-joint swing axle represents a vital part towards improving the roadability and cornering qualities of this high-spirited car. By this axle with only one low pivot the inclination of the wheels is lessened under load conditions and the car's road-hugging is considerably

Five special suitcases

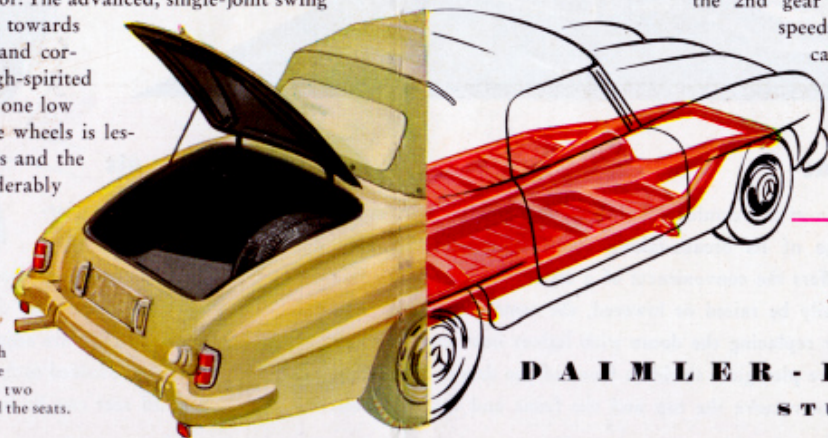
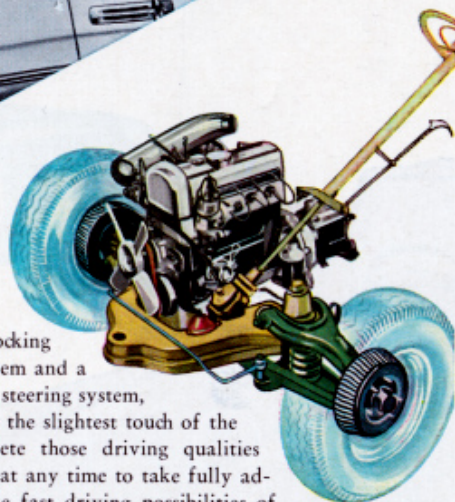
There is plenty of space in the big trunk compartment, for which three special suitcases will be supplied upon request. Room for two further suitcases is provided behind the seats.

increased.

A soft, non-rocking springing system and a self-adjusting steering system, responding to the slightest touch of the wheel, complete those driving qualities which permit at any time to take full advantage of the fast driving possibilities of the "190 SL". Smooth, yet firm gripping brakes vouchsafe for the necessary safety in all situations. Large, turbo-cooled brake drums care for quick cooling down and assure additional efficiency and longer life.

120 HP

The marvellous, responsive 4-cylinder engine, equipped with two Solex 2-barrel carburetors, reaches with 120 HP a new peak of high compression performance. All four speeds are synchronized, and the well-graded transmission and fast shifting possibilities give the 190 SL unusually quick acceleration. While the 2nd gear may be used for speeds up to 56 m/h, the car may be driven up to 90 m/h in the 3rd gear and reach a top speed of 112 m/h in high.



Engine

Number of cylinders	4
Bore - Stroke	approx. 3 11/32" (85 mm) - 3 9/16" (83.6 mm)
Piston displacement	115.74 cu. ins. (1897 ccm)
Engine output (SAE)*	120 HP at 5700 r.p.m.
Max. engine revolutions	6000 r.p.m.
Compression ratio	8.5 to 1
Carburetion	2 Solex 2-barrel carburetors
Oil cooling	Oil-water heat exchanger

Oil and gasoline consumption

Standard gasoline consumption**	27.35 m/US gal. = 32.85 m/Imp. gal. (8.6 ltr./100 km)
Quality of gasoline	super gasoline with an 80 octane rating
Capacity of gasoline tank	17.2 US gal. = 14.3 Imp. gal. (65 ltr.)
Oil consumption	196 m/US pt. = 235 m/Imp. pt. (0.15 ltr./100 km)
Capacity of crankcase max./min.	8.5/5.3 US pt. = 7.0/4.4 Imp. pt. (4.0/2.5 ltr.)

Driving values

Max. speed in:	1st gear	33.5 m/h (54 km/h)
	2nd gear	57.1 m/h (92 km/h)
	3rd gear	90.1 m/h (145 km/h)
	4th gear	approx. 111.8 m/h (180 km/h)
Climbing ability in:	1st gear	1 in 2.11 (47.3%)
	2nd gear	1 in 4.14 (23.9%)
	3rd gear	1 in 7.57 (13.2%)
	4th gear	1 in 10.87 (9.2%)

Chassis

Transmission	DB 4-speed transmission, fully synchronized with short central gear shift lever
Rear axle ratio	3.70 to 1
Size of wheels	5 K x 13, asymmetric
Size of tires	6.40 x 13 Spec. racing
Battery	12 volt, 42 amp/h
Brake system	hydraulic 4-wheel brakes with turbo-cooled brake drums and self-adjusting brake shoes

Dimensions and Weights

Overall length	166" (4220 mm)
Overall width	68 1/2" (1740 mm)
Overall height (unloaded with raised top)	approx. 52" (1320 mm)
Wheelbase	94 1/2" (2400 mm)
Tread, front	56 1/4" (1430 mm)
Tread, rear	58 1/4" (1480 mm)
Ground clearance	approx. 6" (155 mm)
Turning circle	approx. 36' (11 m)
Curb weight of car incl. spare wheel and tools	2,557 lbs. (1160 kg)
Max. total weight	3,130 lbs. (1420 kg)

* The engine output quoted in gross HP does not include performances of auxiliary units not required for engine operation.

** Determined at 2/3 of maximum speed less 10%.

Subject to modifications in design and equipment.



DAIMLER - BENZ AKTIENGESELLSCHAFT
STUTTGART - UNTERTÜRKHEIM