

(總) 中大池 華定 販光 店
發賣 丁 系 白 動 高 全 鋼 路 支 店
發賣 丁 系 白 動 高 全 鋼 路 支 店
發賣 丁 系 白 動 高 全 鋼 路 支 店

*The 350 SL –
more than a
sports car . . .*



The 350 SL is not a saloon car. It's the new, impressive and highly individual two-seater with 230 gr. HP/SAE (200 net b.h.p. DIN), with roadster hood and optional slightly dished coupé roof, as well

as more than 50 clear improvements on its predecessor, which was very successful.

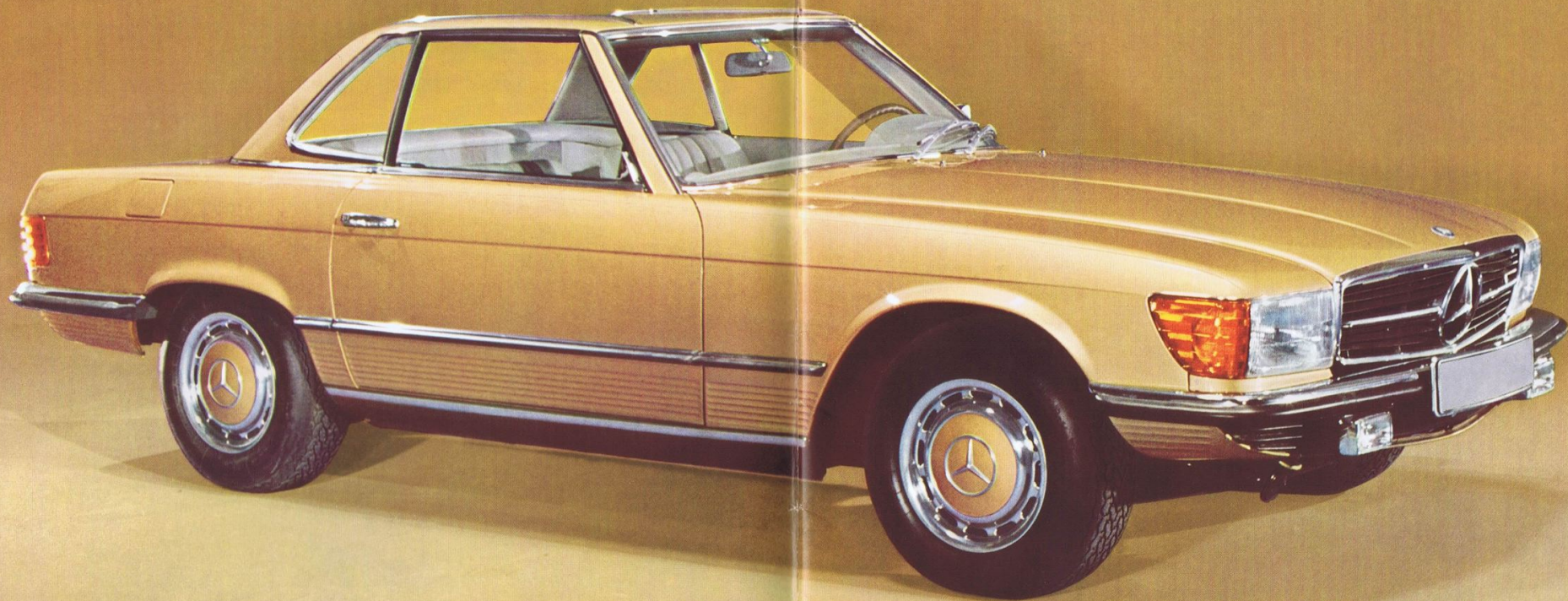
The 350 SL is not an out-and-out sports car. It is neither loud nor cramped. The 3,5 litre V-8 engine guarantees refined, silent running. Appointment and driving comfort correspond to those of the large Mercedes-Benz saloon cars. As far as safety is concerned – the new maintenance-free suspension, the 50% reinforced window pillars, improved power steering and outside mirror adjustable from inside the vehicle – this car is in a class of its own.

The owner and driver of the 350 SL will forget all he knew so far about sports cars, because the latest result of Mercedes-Benz research goes far beyond the concept of "sportiness combined with comfort". The synthesis of all features is what counts, and here the target was harmony. The 350 SL will appear more exciting to the onlooker than to the driver.

Impressive words, fashionable bodywork and showy instrument panels will play a very small part in the seventies. The modern car will have to be safe, easy to drive and sensibly comfortable. We are one jump ahead in this respect.

Muscles of steel, trained in thousands of tests, leave no room for gimmicks. Comfort, tailored to the individual, is obtained by scientific research, exterior form in the wind tunnel. Nevertheless, the 350 SL is good to look at, fast and masculine. Character instead of show. It took eight years to develop the 350 SL. Intelligent engineering is our way to perfection.

Now we are handing it over to you. The car provides the power and safety, you the fairness on the road – you can choose no better car than that with the three-pointed star.



The Mercedes-Benz 350 SL is supplied with a standard roadster hood which can be folded back and completely concealed beneath a cover. Then either the optional coupé roof can be fitted or the car can be left open. The space at the rear can also be used to accommodate luggage. Two children's seats can be installed on request.

COMFORT

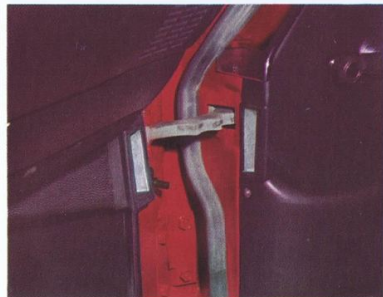


Comfort is, for Mercedes-Benz engineers, an important part of environmental safety. It helps to keep the driver alert, even on long journeys.

The outside mirror can be exactly adjusted from inside the car without having to wind down the windows.



An air duct connects the doors of the 350 SL to the heating and ventilation system.



Comfort in a car is something on the lines of general ease and a feeling of well-being (for the superficial observer).

Mercedes-Benz engineers have never been satisfied with this definition. For them comfort is far more: an important part of environmental safety which helps to keep the driver alert. Even on long journeys.

This kind of comfort, which has already been a familiar feature of Mercedes-Benz passenger cars for years, results from the overall driving behaviour of the vehicle.

The overall driving behaviour of a car is determined by the interior, seats, heating and ventilation, running gear, steering and bodywork.

Two-seaters usually offer less room and less comfort (therefore also less environmental safety) than saloon cars.

The shape of the vehicle determines the design of the interior. This is generally true. It does not, however, apply to the Mercedes-Benz 350 SL.

Interior

The 350 SL was designed from the inside outwards. This means a roomy interior while the exterior dimensions give good handling in traffic.

Despite the large interior it is therefore extremely manoeuvrable, even by comparison with many smaller vehicles.

All switches and levers are positioned and combined in such a way that they cannot be confused in the dark. Mercedes-Benz do not believe in an imposing array of switches and showy interior fittings which would have an adverse effect on operating safety. Non-dazzle materials are better than visual opulence.

The standard version of the 350 SL is so constructed that it is possible to install a stereo unit or air-conditioning at a later date.

The safety belts are not affected when the seat is adjusted since the anchor point is on the seat itself. The glove compartment is illuminated by a removable torch which is charged via the electrical wiring system. The outside mirror, which can be adjusted from the inside of the car, is a further example of the care with which the 350 SL was designed. Oddments tray, pockets on the doors, padded armrests, tough carpeting — these are just a few examples of what Mercedes-Benz mean by functional comfort.

Seats

In the Mercedes-Benz 350 SL the driver's reactions are maintained by an anatomically correct seating position.

The seats are contoured to give firm lateral support. The driver's seat can be adjusted in height. The seat springing is coordinated to the vehicle suspension.

Both seats springs and vehicle suspension are equally effective at all speeds.

Mercedes-Benz make firm seats and cushions to support the body. The semi-fluting separated by double seams with a special filling, and rubberized hair mats guarantee that the seats are ventilated and that any moisture is fully absorbed.

The position of the driver in relation to the steering wheel is anatomically correct. This is a boon on long journeys.

Heating and ventilation

are combined in an infinitely variable, highly effective system. Even when the outside temperature is -20°C an inside temperature of more than $+25^{\circ}\text{C}$ can be attained. Both doors are connected to the heating and ventilation system.

Running gear

The Mercedes-Benz diagonal swing axle produces spring characteristics which are neither too hard nor too soft. Fatiguing vibrations are eliminated. Even on long runs.

The bumps in the road are ironed out by the rubber mountings of the axles and are not passed on to the bodywork. There is a sealed bulkhead between the engine and passenger compartments.

Two hydraulic telescopic shock absorbers prevent vibrations being passed on from the chassis to the 3.5 litre V-8 engine.

This means that the 350 SL is practically free of vibrations and very quiet.

The front axle is equipped with anti-dive control.

Anti-roll bars eliminate unpleasant rolling in corners.

Hydraulic gas-filled telescopic shock absorbers (de Carbon system) operate efficiently even under extreme conditions.

Mercedes-Benz power steering

The hydraulic equipment of this steering system considerably reduces the power required at the wheel and the number of turns. The hydraulic boost only becomes effective, however, when the driving situation demands greater steering effort. For example, when parking or going round narrow bends.

Despite this, however, the "feel" for the road is always maintained when driving fast on the straight. Movements of the steering wheel are transferred directly and precisely to the front wheels. This gives a direct contact with the road, making for safe driving even on wet and icy surfaces. The steering damper absorbs bumps in the road without transferring them to the steering wheel.

Bodywork

Due to its highly individual bodywork, with low waist-line and slightly dished roof, the 350 SL has extremely large side windows, and therefore offers an extremely good all-round view for a vehicle in the two-seater category.

The overall size of the 350 SL permits good handling in traffic.

It also has large doors which make it easier to get in and out; intermittent control for the windscreen wipers which, thanks to the particularly streamlined windscreen design, do not "lift"; side windows insensitive to dirt thanks to the specially designed front pillars; halogen broad-beam headlights; halogen long-range foglamps; one rear foglamp, integrated in the rear light unit. The rear light unit is also designed to repel dirt.

The Mercedes-Benz 350 SL has that comfort, visibility and relaxation which become indispensable to the driver.



Large doors make it easy to get in and out.

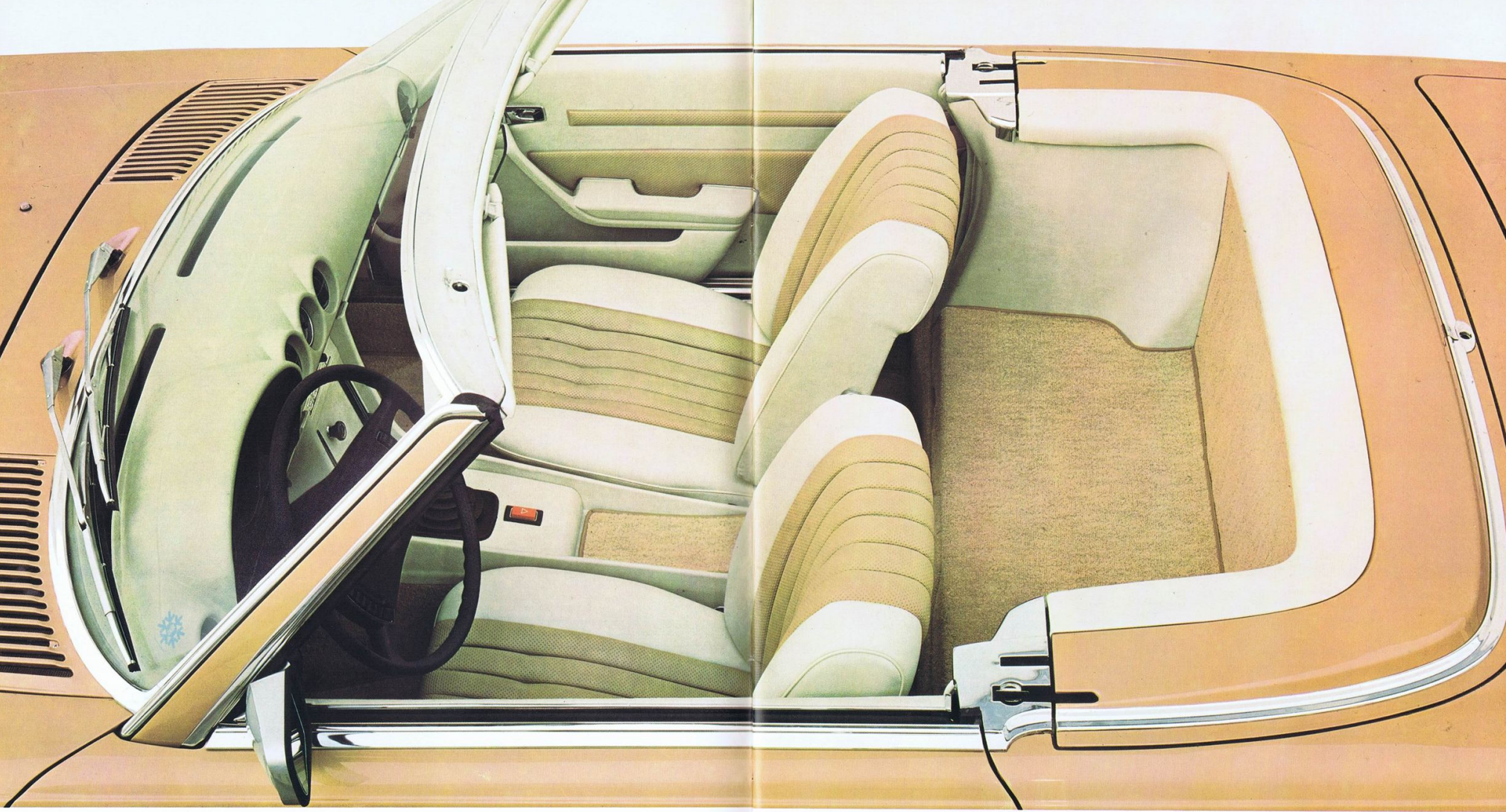


Mercedes-Benz do not believe in an imposing array of switches and showy interior fittings. Non-dazzle materials are better than visual opulence.

Flush-fitted switches and buttons are additional safety factors.



A good, all-round view is complemented by halogen broad-beam headlights and halogen fog lamps.



The 350 SL was designed from the inside outwards. This means a roomy interior while the exterior dimensions give good handling in traffic. The anatomically correct seats are contoured to give firm lateral support. The seat springing is coordinated to the vehicle suspension. Fatiguing vibrations are eliminated — a boon on long journeys.

SAFETY



The four-spoke safety steering wheel. The padded boss, spikes and rim form one foam-padded unit.

The rear light unit is specially designed to be insensitive to dirt.

You can talk about safety, you can apply lavish foam rubber padding or you can attack the problem of safety at the roots. The latter way is difficult and expensive, but more responsible, although the results of serious safety research cannot immediately be seen.

After many series of tests, for example, Mercedes-Benz developed an instrument panel which yields in stages, depending on the force of the impact, thus largely eliminating serious injuries. Foam padding alone is obviously the least important part of the Mercedes-Benz instrument panel.

For Mercedes-Benz safety isn't a matter of individual points, not even the couple of dozen features built into every Mercedes-Benz. Mercedes-Benz safety is a system based on scientific research. Its individual elements are interdependent. It is a system which is forever being extended and tested.

Here are just a few examples:

Sturdy bodywork

Bodywork should be designed in such a way as to give optimal strength without a surplus of material.

Mercedes-Benz has developed a new method of calculation for the bodywork: ESEM, the elasto-static-element-method.

This new computer process enables stress calculations to be done faster and more precisely than was previously the case.

The bodywork of the 350 SL was designed by this new method.

The result: stronger front pillars, although they are only narrow (they otherwise hinder side visibility).

The special design of these pillars also considerably reduces the amount of dirt collecting on the side windows. Rain water is diverted over the roof to the rear.

Fuel tank located in protected position

The tank of the 350 SL was transferred from the rear crumple zone.

For reasons of safety it is now located over the rear axle. Bulkheads also seal off the fuel tank (capacity: 90 litres) from the boot and passenger compartment. The wheels protect it from side impact.

Dual-circuit power-assisted braking system

The brakes of the 350 SL are more than a match for the engine power. Braking can be precisely and easily controlled, whether gently reducing speed or jamming hard on the brakes.

The vehicle holds its course and can be brought to a halt without veering to one side.

There are disc brakes all round which can be subjected to continuous stress and are self-adjusting. The front brake discs are ventilated. All four rims have turbo blades for additional cooling. The parking brake has extra brake shoes and brake drums.

A warning light indicates failure of a brake circuit.

To see and be seen,

these are important elements of safety. A clear, all-round view is complemented by halogen broad-beam headlights and halogen long-range fog lamps. (Headlight wipers optional.)

The specially designed front pillars keep the side windows almost free of dirt.

Extensive tests in the wind tunnel showed that the angle of inclination and the curve of the windscreen eliminate one particular problem: that of the wipers "lifting" during driving.

Intermittent wiper control means that the windscreen can be wiped every 5 seconds, e.g. in the case of drizzle. The wipers move only as often as conditions require.

That too reduces strain on your nerves.

The standard rear fog lamp is integrated in the rear light unit.

The rear light unit is also designed to be insensitive to dirt.

Safety steering

The four-spoke safety steering wheel of the 350 SL is a new feature.

The padded boss, spokes and rim form one foam-padded unit.

The impact absorber under the padded boss, the steering column which "telescopes" under impact and a steering box located well behind the front axle yield in stages.

This avoids the dangerous "impaling" effect of the steering column in a crash.

Safety door locks

will not suddenly open in an accident (hence prevent passengers being flung out) and do not jam if the doors have to be opened quickly after an accident. The door handles have no projecting knob.

The doors are opened by pulling the door handle.

Other examples

Anatomically correct driving position eliminates fatigue and maintains the driver's reflexes; firmly anchored "breathable" seats are contoured to provide good lateral support; seat springs and vehicle suspension perfectly tuned;

steering damper absorbs road jolts; rubber mountings on the axles absorb unevenness in the road; gas-filled telescopic shock absorbers guarantee efficient operation.

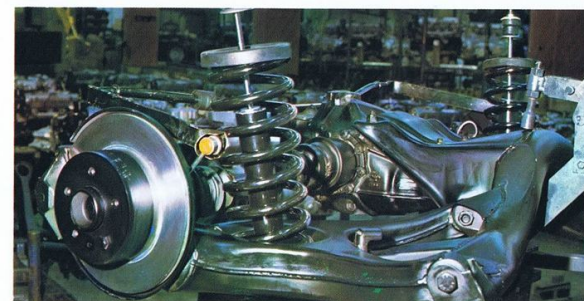
Today Mercedes-Benz intensive research goes beyond the automobile proper

The second decisive factor tested is man and his reactions.

Mercedes-Benz sends its vehicles on to the test track with everyday drivers at the wheel. Specialists simulate hazards not expected by the driver.

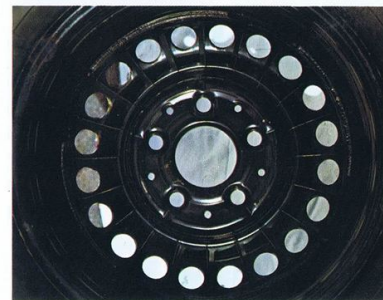
All reactions are recorded.

From the analysis of these it is possible to calculate the average reactions of the average driver.

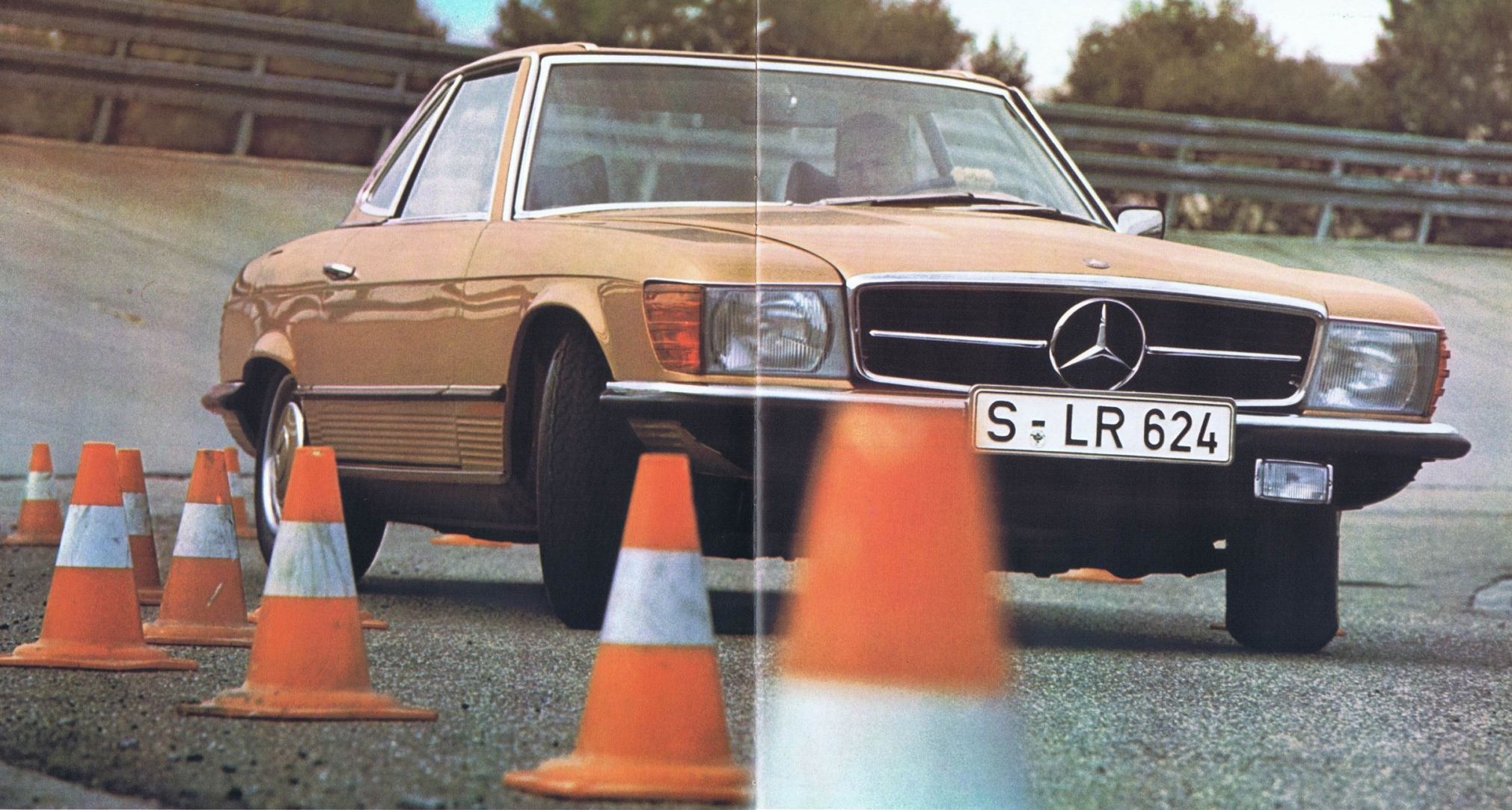


The strong pin of the safety lock. The door handles have no projecting knob. The doors are opened by pulling the door handle.

The Mercedes-Benz diagonal swing axle ensures good roadholding. It is the optimal compromise between high cornering stability and good straight-line performance.

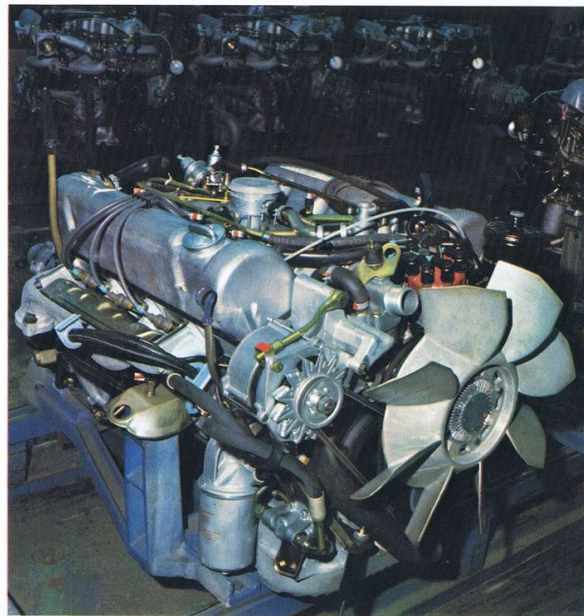


The all-round disc brakes can be subjected to continuous stress and are self-adjusting. The front disc brakes are ventilated. All four rims have turbo blades for additional cooling. The dual-circuit power-assisted braking system is exactly matched to the engine power.

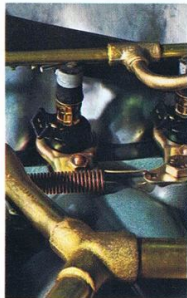


Due to its neutral driving behaviour and precise power steering the 350 SL takes corners smoothly and makes constant corrections unnecessary. The wheels, which are individually located by the semi-trailing arms of the rear axle and the wishbones of the front axle, do not tend to come off course, even on very bumpy roads.

SPEED



3.5 litre V-8 engine with electronically controlled petrol injection. Transistorized ignition and visco-drive fan dependent on the engine speed.



One of the eight injection elements of the V-8 engine.

The 350 SL is a very fast car. 230 gr. HP/SAE (200 net b.h.p. DIN). Top speed: 210 km/h. Acceleration from 0 to 100 km/h in 8.8 seconds.

Mercedes-Benz builds even faster cars. The research laboratory on wheels, the C 111, accelerates from 0 to 100 km/h in as little as 4.8 seconds.

The world land speed record is just over 1,000 km/h by the way. (Blue Flame, rocket propulsion, driven by Gary Gabelich, 1970.) What's the point of it?

Since someone had the ingenious idea of rally stripes and the sports car look for family cars, it has become fashionable to be sporty. A fine achievement in the age of mass motorization, long queues and rush-hour traffic.

This is not the way.

Mercedes-Benz' definition of sportiness is: Smooth, disciplined driving and uncompromising fairness.

Anything else is just plain foolish and — to be precise — unsporting.

Anyone who drives at 200 km/h in order to prove what a fine chap he is only proves that he is a danger to himself and others.

If the motorway is clear and the driver knows and can control his car then by all means let him drive at 200 km/h. Provided that his car is built for such speeds.

Mercedes-Benz builds its cars for drivers who understand this — for which we are grateful.

The Mercedes-Benz 350 SL has a 3.5 litre V-8 engine

This engine is an engineer's dream. When we say this we do not mean the 200 net b.h.p. DIN (147 kW), or the 8.8 seconds from 0 to 100 km/h, or even the top speed of 210 km/h but the way in which this mature engine delivers its output.

The V-8 engine exceeds all expectations as far as flexibility and torque are concerned. Even at a low engine speed it conveys tremendous power to the wheels. Two overhead camshafts guarantee precise valve control even at maximum speed.

This engine, with its effortless acceleration from all speeds, makes it possible to adapt to any traffic conditions or situation and thus represents a considerable contribution to safety.

The electronically controlled petrol injection

The electronic control unit determines instantaneously the correct amount of fuel according to the absolute pressure in the intake pipe and the engine speed. All essential information about the operating condition of the engine is also registered and processed. This includes engine temperature, intake air temperature and more besides. The electronic system works invisibly and imperceptibly.

Only the result is felt: The engine always responds immediately and accelerates briskly and powerfully from all speeds. There is no hesitation on sudden acceleration. Fuel consumption is kept low because the control unit meters out to every cylinder only the precise amount of fuel needed for the appropriate operating conditions.

The V-arrangement of the cylinders saves space

After years of testing Mercedes-Benz have come to the conclusion that for 8 cylinders or more the V-arrangement is best, since balancing is easier and therefore the engine quieter.

The transistorized ignition

is a further technical feature. The ignition contacts function with a very low intensity of current. This means: minimum wear and thus precise ignition at the right time over a long period. The running gear with its reliable dual-circuit power braking system is efficient at all speeds.

Here are some examples of the many features:

The Mercedes-Benz diagonal swing axle

Exact wheel location by means of semi-trailing arms. This results in good straight-line performance and high cornering stability with comfortable, but not oversoft suspension. While one wheel follows the bumps in the road, the other runs independently straight ahead. This is why the Mercedes-Benz diagonal swing axle is so much better than any other rigid axle.

Straight-line stability

The wheels, which are individually located by the semi-trailing arms of the rear axle and the wishbones of the front axle, do not tend to come off course, even on very bumpy roads, thus considerably reducing the driver's steering effort.

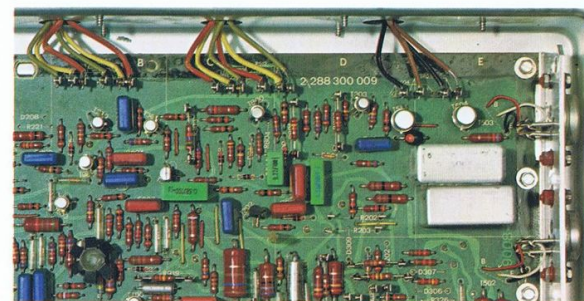
Cornering stability

Due to its neutral driving behaviour and precise power steering the 350 SL takes corners smoothly and makes constant corrections unnecessary. An anti-roll bar on both the front and rear axle prevents unpleasant rolling in corners. A hydraulic steering damper absorbs road jolts, which do not affect the steering wheel. Taken together, these features make for easy travelling, even on twisting roads.

Reliable road holding and maximum side-wind stability

Wide track, long wheelbase, low centre of gravity and an axle load distribution of 1:1 (weight distribution front: rear) are ideally combined in the 350 SL with streamlined bodywork and rugged chassis with independent suspension.

This perfect technical layout is matched with maximum comfort. A 500 or 1,000 km journey is still a pleasure in a 350 SL.



In a split second the electronic control unit determines the correct amount of fuel, according to the speed and operating condition of the engine.



If the motorway is clear then a driver may by all means drive at 200 km/h. Provided that his car is built for such speeds.



Floor shift with logically arranged gearshift pattern. For reasons of safety the gear lever knob was provided with foam padding.



After extensive tests in the wind tunnel one particular problem was eliminated: that of the windscreen wipers "lifting" during driving.

The specially designed front pillars ensure that rain water is diverted over the roof.

The side windows remain clear; a good, all-round view is retained.

All switches, levers and buttons are logically and physiologically so designed that they cannot be confused in the dark.

RELIABILITY

Roadster hood and coupé roof (optional) fit exactly into the steel frame of the front windscreen and are absolutely tight. The side windows also fit exactly into the roof.



Brake test stand. The brake discs are braked from a speed of 230 km/h. Once full, down to 0. Nine times to 190 km/h. The material must prove it can withstand 50 of these severe tests without any adverse effects.



Every engine block is painted inside before assembly. This ensures better cohesion of the casting molecules. No particles can come away and block oil ducts.



A reliable car is one which functions perfectly and operates without trouble over a long period of time. This makes it necessary to subject a vehicle to extensive tests before it comes on to the market.

The basic design of the Mercedes-Benz 350 SL is derived from its predecessors, the 230 SL, 250 SL and 280 SL.

Approx. 50,000 SL types were built up to the beginning of 1971.

Such a tremendous success is all the more unusual when one considers the small and extremely limited market for these exclusive models.

The most important units (engine, transmission, axles) already had hundreds and thousands of gruelling kilometres behind them when the 350 SL was introduced. 10,000 V-8 engines have already proved their worth in practice. They were installed in some of the more exclusive models such as the 300 SEL 3.5, for example.

The Mercedes-Benz 350 SL is reliable.

Body finish

The 350 SL was designed by a special process. Mercedes-Benz developed a new method of calculation for the bodywork: ESEM, the elasto-static-element method, enabling work to be done faster and more precisely than was previously the case.

The bodywork of the 350 SL was designed with the help of this computer process.

The result: bodywork which is torsion-resistant. Unpleasant noises (squeaking and rattling etc.) — common in many two-seater sports cars today — are non-existent.

The roadster hood fits exactly into the steel frame of the front windscreen and is absolutely tight. The frameless side windows can be wound right down and also fit exactly into the roof. The hood is easily opened or closed by one person and the coupé roof (optional) can be fitted and removed just as easily. Even at high speeds the interior of the closed car is free from draughts and noise.

Doors made to fit exactly

The deep thud when closing the doors is not an acoustic gimmick, but a sign that the doors fit exactly.

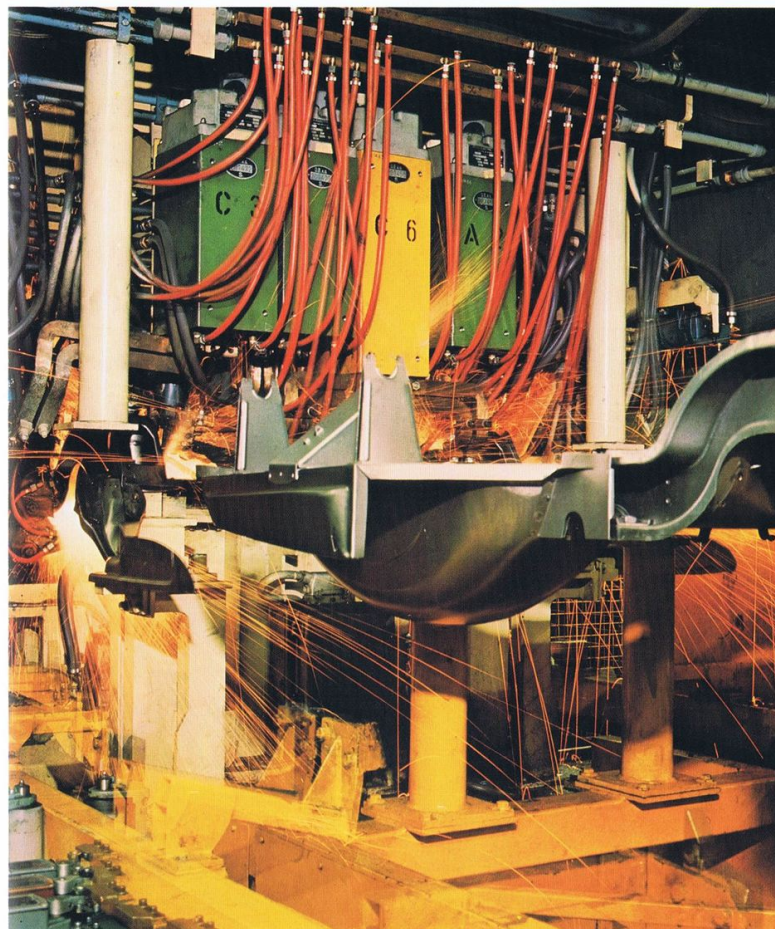
Mercedes-Benz employs experts whose only job is to check the measurements of the doors.

All electrical units

(headlights, starter motor, dashboard lighting etc.) are separately earthed, which is more expensive but also more reliable.

All parts supplied by outside contractors

are subjected to a further strict test before being installed, although they have already been inspected by the manufacturers. For example, a high percentage of every delivery of rubber sleeves for the joints of the rear axle must undergo a 100 hour test in an oil bath — a test so severe that it corresponds to many years on the road. The batch is only released for production when it has successfully withstood this ordeal.



The bodywork is welded together in a completely automatic process with thousands of welding points. Modern welding machines carry out the job more evenly and hence more safely than the most skilled specialists.

Every single rear axle

undergoes four different tests to see that it is tight after it has been assembled.

Every engine, transmission and axle

is subjected to extensive test runs under varying conditions. Only after they have withstood these trials without any adverse effects are they worthy of being installed in a Mercedes-Benz.



Wide track, long wheelbase, low centre of gravity and an axle load distribution of 1:1 (when the vehicle is occupied) are ideally combined with the streamlined bodywork of the 350 SL and the well-tuned chassis with individual wheel suspension. The Mercedes-Benz diagonal swing axle is far better than any other rigid axle.

LASTING VALUE

Lasting value is a feature of the Mercedes-Benz 350 SL with its technical perfection, high-class quality of material and workmanship, and unmistakable styling.

Vehicle shape

Fashion will always attract certain purchasers. Mercedes-Benz, however, cannot afford to follow this trend. Genuine technical improvement is the only reason for new Mercedes-Benz models.

Mercedes-Benz automobiles do not therefore have bodies which are attractive today and out of date tomorrow. Modern but not modish. The only shape which lasts for years is the "right" one. It has a long life — as long as a Mercedes-Benz.

The styling of the 350 SL is not an end in itself but functional. For example, the fluting on the sides. This may "stretch" the body optically, but its prime purpose is to help drain off dirt and water in bad weather. The same applies to the thick rubber strips along the sides. These protect the paintwork if other drivers open their doors too wide. Or the chrome strips on the coupé roof (optional). These serve to take a luggage rack or ski holders.

Mercedes-Benz model continuity

results in high resale prices, maximum precision and reliability of manufacture. Obviously, anyone who introduces a new range only once every 6 years has to cope with "teething troubles" only once every 6 years. But lasting value means that the quality of material and workmanship must be equally high.

Hollow parts which become inaccessible later

are coated with zinc paint before assembling to prevent interior corrosion.

The body shell

is washed and coated with phosphates after assembly. This provides the first protective coat of compact-grained zinc phosphates. After the application of phosphates comes the passivation which, in conjunction with the paint covering, helps to prevent corrosion.

The first primer

is applied by dipping in a bath. Sharp edges (e.g. the inside edge of the wheel arches at the front and rear), which are particularly liable to damage, are coated with liquid plastic by hand to make sure that corrosive influences have no chance here either.

The front and sides

are given a flexible plastic coating to protect them against damage caused by stones.

The second primer

is applied automatically according to the very latest methods. This guarantees a good, even coating for all parts of the bodywork.

Vehicle underfloor, wheel arches entry and the lower part of the front

are given special protection since they are continually subjected to stones flying up from the road. After the second primer has been applied, these

parts are provided with a thick PVC (polyvinyl-chloride) coating. After annealing this becomes a protective coat which remains flexible even under continuous stress. Damage from stones is therefore out of the question.

The basic coating

is applied to the whole of the body. Above all, it provides a basis for the top coat and improves the quality of the finished surface.

The final top coat

not only makes the car good to look at, but also provides excellent protection against the harsh properties in the air. The top coat is smooth and hard: it offers effective resistance to the varying climatic influences and makes the vehicle easy to care for.

Every coat of paint

is annealed at temperatures between 130 and 165 °C and thus becomes an insoluble, hardened plastic coating.

All hollow parts

are treated with another special wax which "creeps" and stays put even on vertical surfaces. This wax was developed by specialized firms in conjunction with Mercedes-Benz. Corrosive influences resulting from water of condensation are therefore reduced to a minimum.

All parts which are installed later

(axles, drive shaft, track rods, fuel and brake lines) are, together with the engine compartment and the whole underside of the vehicle, provided with a thick protective wax coating.

Test facilities

In order to test the effects of extreme environmental conditions on the bodywork, for example, weathering tests are carried out on an island in the North Sea as well as at a station in California.

The axle housings and engine block

are coated inside with a special heat and oil-resistant paint developed by the Mercedes-Benz research laboratory.

Uncompromising inspectors

15% of all personnel engaged in car production carry out control work. They have to weed out everything which does not come up to the standard required. They really do this.

All of these measures

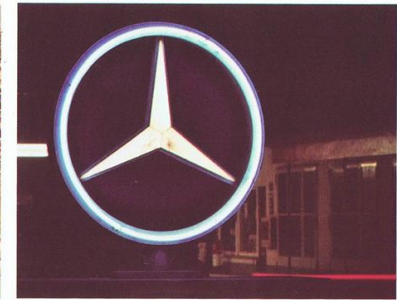
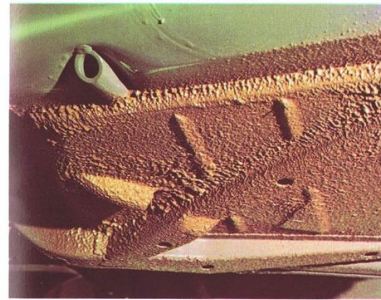
help to make Mercedes-Benz passenger cars the long-lived, lasting vehicles they are.

Service for exclusive vehicles

There are very few models on the international automobile market which can be described as competitors of the 350 SL. These cars — manufactured almost entirely abroad in extremely small numbers — are faced with the problem of maintenance and spare parts.

Here too the Mercedes-Benz 350 SL occupies a top position.

Mercedes-Benz has over 3,340 service stations in 163 countries with experienced specialists who have frequent refresher courses given by experts from the factory. A reassuring feeling, especially for holiday trips.



Mercedes-Benz has 3340 service stations in 163 countries. In each one of them the 350 SL is in good hands

Vehicle underfloor and wheel arches have a standard flexible plastic coating to guard against damage from stones.

All of these measures help to make Mercedes-Benz passenger cars the long-lived, lasting vehicles they are:

1. Conservation of hollow parts before the bodywork is assembled
2. Application of phosphates and passivation
3. First primer
4. Protection against stones
5. Second primer
6. PVC protective coating
7. Basic coating
8. Top coat
9. Conservation of hollow parts by means of special wax which "creeps"
10. Protective wax coating against corrosion for all parts installed later.

BASIC EQUIPMENT

Engine

V-8 engine with 213.6 cu.in. (3499 cc) total displacement; electronically controlled petrol injection; transistorized ignition system; 200 net b.h.p. DIN (147 kW); max. speed approx. 130 mph. (210 km/h).

Axles

Front axle: axle support with double wishbones and anti-dive control; rear axle: Mercedes-Benz diagonal swing axle.

Transmission

Fully synchronized 4-speed transmission with floor shift; self-adjusting diaphragm spring clutch.

Suspension

On front and rear axle two coil springs, one anti-roll bar, two double-action hydraulic telescopic shock absorbers each. Road vibrations are not transferred from running gear to engine thanks to two hydraulic telescopic shock absorbers.

Brakes

Dual-circuit power braking system; disc brakes all round; ventilated brake discs at the front; rims with turbo blades for additional cooling. Parking brake with extra brake shoes and brake drums; indicator lamp for the functioning of both brake circuits.

Steering

Precise, light, self-adjusting Mercedes-Benz power steering; large padded steering wheel boss; impact absorber under the padded boss; steering column "telescopes" on impact; steering box located well behind front axle.

Bodywork

Frame floor unit firmly welded to the body; optimum vision on all sides; doors easy to close; standard roadster hood; detachable coupé roof optional; two children's seats at the rear also optional.

Seats

Seating anatomically contoured, firmly anchored, shaped to give hip support; seat springing, vehicle suspension and sitting position carefully coordinated; seats adjustable forwards and backwards; height of driver's seat adjustable; infinitely adjustable backrest; reclining seat fittings; backrest locking device.

Heating and ventilation

Continuous warm or cold air flow, dust and draught-free, with additional blower for windscreen, side windows, front and rear footwells. Air volume and air distribution for warm and cold air infinitely variable up and down. Heating controlled separately for right and left sides. Infinitely adjustable, wide-range spherical vents for warm and cold air on the right and left of the dashboard. Fresh air openings in the middle of the dashboard, infinitely adjustable to right and left. Air ducts for warm or cold air in both doors.

Windscreen

Foot-operated windscreen washer unit; two-speed windscreen wipers operated by the combination switch on the steering column; combination switch also includes intermittent control for the wipers.

Lighting system

Parking light, asymmetric Halogen low-beam (dimmer), Halogen high-beam headlights, Halogen foglamps, side lights, reversing lights, standard rear foglamps, integrated in the rear light unit, with extra switch and control lamp on the main light switch. Infinitely variable instrument lighting; floor level light with door contact and hand switch; map reading light; lighting for boot, heater control knob and glove compartment; the light for the glove compartment is a removable torch, the battery of which is charged via the electric wiring system.

Instruments

Instrument panel padded, yielding on impact, permitting subsequent installation of a stereo unit and air-conditioning. Speedometer, rev counter, oil pressure gauge, fuel gauge, water temperature gauge; indicator lamp for the functioning of both brake circuits, battery, indicators, high-beam and fuel reserve; electric clock; total mileage counter; daily mileage counter.

Signalling system

Headlight flasher; self-cancelling indicators, operated by the combination switch on the steering column. Two high-frequency horns; brake lights; indicator warning light.

Locks

Safety locks on doors; lockable glove compartment; luggage compartment lock; steering wheel lock, combined with ignition lock, starter and starter non-repeat unit. Master key for doors, ignition lock, glove compartment and boot. Second key only for doors and ignition lock (one key system).

Miscellaneous

Outside mirror adjustable from inside the car; oddments tray between the seats; pockets on doors; glove compartment; rear view mirror, adjustable to anti-glare position; padded sun visors, with make-up mirror on passenger side; padded armrests on doors; cigar lighter; ashtray at the front in the centre console; anchor points for safety belts; front floor, rear floor and tunnel covered with carpet; towing lug front and rear; warning triangle.

The contents are not binding and the right is reserved for modifications.



This catalogue describes the basic equipment laid down for the Federal Republic of Germany. In various other countries the basic equipment can vary, due partly to different legal requirements. We therefore request our customers to obtain information from their Mercedes-Benz distributors as to the equipment actually available.

OPTIONAL

The radio is fitted in the centre console and is easily operated by both driver and co-driver.



An excerpt from a well-known motoring magazine:

"Mercedes-Benz makes really ingenious headrests, neither too hard nor too soft, which can be exactly suited to the height and position of the seat."



Selection: approx. 30 different paint colours, a third of which have a metallic finish (at extra cost).



Mercedes-Benz passenger cars are very well equipped and offer maximum comfort.

If you want to personalize your Mercedes-Benz in order to give it an individual atmosphere, many extras are available.

Telephone

With a car telephone you can be more independent. Important decisions can be made on the way and passed on to others. This is just one of the many advantages.

Further details about car telephone systems are available from every Mercedes-Benz branch or agency.

Mercedes-Benz automatic transmission

You can drive at speeds dictated by traffic flow, without having to change gear or operate the clutch. When accelerating you only need to "kick down" the accelerator into what is called the forced throttle position to obtain the necessary speed. The automatic transmission then changes into the appropriate gear and, after overtaking, automatically changes back. Gear changing takes place without interruption of the power flow. This is one of the great advantages of a Mercedes-Benz automatic transmission.

Safety belts

No other special equipment had such a difficult time fighting prejudice. Today the efficiency of safety belts is undisputed.

From the experience gained in systematic scientific investigations on safety, Mercedes-Benz fit a three-point safety belt which holds both the upper and lower parts of the body firmly in the seat in an accident. When not in use the safety belts in the 350 SL roll up automatically into the side wall. When the driver puts on the belt he takes hold of the clasp with one hand and pulls the belt from the reel. The lock is firmly anchored to the seat frame and the belt is fastened by engaging the clasp in the lock (single hand operation).

Air-conditioning

The Mercedes-Benz air-conditioning system looks after your physical comfort. You can decide on the exact temperature of the car interior. This is particularly important when you are driving in bumper-to-bumper traffic on motorways or in the sweltering heat of towns. Open windows bring no relief. On the contrary, you are then plagued by dust and noise from the road. The only effective help is provided by air-conditioning. The system is put into operation by the button on the right. The left-hand button enables you to regulate the desired temperature. That is all. Adjustable louvres make it possible to control the direction of the stream of cooled air. The air-conditioning system works on the proven refrigerator principle.

Radios

A car radio is not only useful for the comfort it gives. Programmes bring regular reports about road conditions, traffic hold-ups, diversions etc. Thus by finding out beforehand, you can avoid annoying delays.

At the works, Europa, Mexico and Grand Prix models can be installed, and for foreign markets Brescia or Monte Carlo are available. Any other makes can be installed later at Mercedes-Benz branches or agencies.

The standard version of the 350 SL is so constructed that even when a stereo unit is fitted at a later date optimum sound is obtained.

Safety headrests

Mercedes-Benz headrests can be adjusted in height or backwards and forwards. They provide a wide or narrow contact surface. Apart from increased comfort (muscle-relaxing head support) they are also a safety precaution for driver and passengers, since they protect the neck from injury in collisions.

Here are a few more examples

Limited slip differential;
two children's seats at the rear;
coupé roof;
heatable rear window for the coupé roof;
master locking system;
leather upholstery,
special paintwork in one or two colours,
mechanical or automatic aerial,
set of suitcases,
whitewall tyres
and much more.

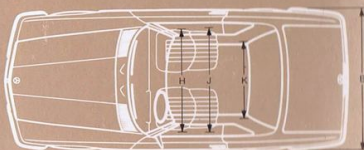
Further details are contained in our catalogues "Mercedes-Benz Special Equipment", "Selection instead of Changing" and "Power Steering and Air-Conditioning".



For years now, the SL models have had a higher proportion of automatic transmissions than any other Mercedes-Benz passenger cars. In 1970, for example, 72% of the 350 SL's predecessor were supplied with Mercedes-Benz automatic transmission.

TECHNICAL DATA

Engine		
Number of cylinders	8	
Bore / Stroke	3.62 / 2.59 ins.	92 / 65.8 mm
Total displacement	213.6 cu. ins. 3499 c.c.	
Engine output acc. to DIN ¹⁾	147 kW / 5800/min.	200 net b.h.p. / 5,800 rpm
Max. torque acc. to DIN ¹⁾	286 Nm / 4000/min.	211 ft. lbs. / 4,000 rpm 29.2 mkg / 4000 rpm
Compression	9.5	
Oil capacity crankcase max./ min.	13.2 / 9.7 Imp. pts.	7.5 / 5.5 litres
Capacity of cooling system	25.2 Imp. pts. 14.3 litres	
Generator	14 V / 66 Ah	
Battery	12 V / 66 Ah	
Max. speed	approx. 130 mph.	approx. 210 kmph
Tyres	205 / 70 VR 14	
Fuel	Premium	
Fuel consumption acc. to DIN 70030 ²⁾	22 m.p. Imp. gal.	13.0 litres per 100 km
Tank capacity	19.8 Imp. gals. 90 litres	
incl. reserve	approx. 2.9 Imp. gals. approx. 13 litres	
Weights		
Kerb weight	3,405 lbs.	1545 kg
Permissible total weight	4,355 lbs.	1975 kg
Trailer load with brake ³⁾	2,645 lbs.	1200 kg
Trailer load without brake ³⁾	1,655 lbs.	750 kg



A Overall height, unloaded	50.8 ins. Coupé 51.2 ins. Roadster	1290 mm Coupé 1300 mm Roadster
B Overall width	70.5 ins. 1790 mm	
C Overall length	172.4 ins.	4380 mm
D Wheelbase	96.9 ins. 2460 mm	
E Steering wheel – driver's seat backrest ⁴⁾	15.7 ins.	400 mm
F Seat height, unloaded	35.6 ins. Coupé 36.4 ins. Roadster	900 mm Coupé 925 mm Roadster
G Driver's backrest – rear panel ⁴⁾	22.2 ins.	565 mm
H Width at centre of upholstery	51.6 ins. 1310 mm	
J Width at shoulder height	53.1 ins. 1350 mm	
K Width rear compartment	39.8 ins. 1010 mm	
Track width, front	57.2 ins. 1452 mm	
Track width, rear	56.7 ins. 1440 mm	
Turning circle diameter	33.9 ft. 10.34 m	
Boot space	approx. 8.9 cu. ft.	approx. 0.25 cu. m

¹⁾ The output given in DIN/hp. or kW is effectively available at the clutch for driving the vehicle, any other power consumption has already been deducted. The data given in SI units (kW = kilowatt, Nm = Newton metre) has been converted and rounded off to the nearest unit.

²⁾ Technical data acc. to DIN 70020 and 70030.
Fuel consumption according to DIN 70030. This value is obtained at a consistent speed of 110 km/h (68 mph.) on an even road, plus 10%.
This method is used by all automobile manufacturers in the Federal Republic of Germany. The consumption values quoted are therefore calculated under

the same conditions and provide a real basis for comparison. However, they do not correspond to the actual amount of fuel consumed, as this varies according to the way of driving, road and climatic conditions etc. Fuel consumption according to DIN 70030 is therefore only a comparative value and not the actual amount of fuel consumed.

³⁾ The weights quoted are maximum weights, valid within the Federal Republic of Germany. In various countries other figures will apply.

⁴⁾ Dimensions vary acc. to sitting position.

The contents are not binding and the right is reserved for modifications.