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he Mercedes-Benz range now includes two special models – the 350 SLC and the 450 SLC – which were particularly designed for those drivers who appreciate the spacious interior, comfort and quietness of Mercedes-Benz saloons but do not want to forgo the unique, sporty qualities of the SL Models.

There is a noticeable difference between these coupés and the two seater. In profile it looks sleeker, the rear and side windows larger. This is no illusion. The wheelbase, vehicle length and interior are in fact larger than in the SL models. An increase of 36 cm in the overall length is quite considerable. These coupés have ample room in the back. They are comfortable touring cars and can seat four adequately.

They have been built for the driver who, through careful and considerate, wants to take full advantage of every opportunity to make headway in traffic. These models enable him to do this like a sportsman and not at the expense of other road users.









# 350 SLC

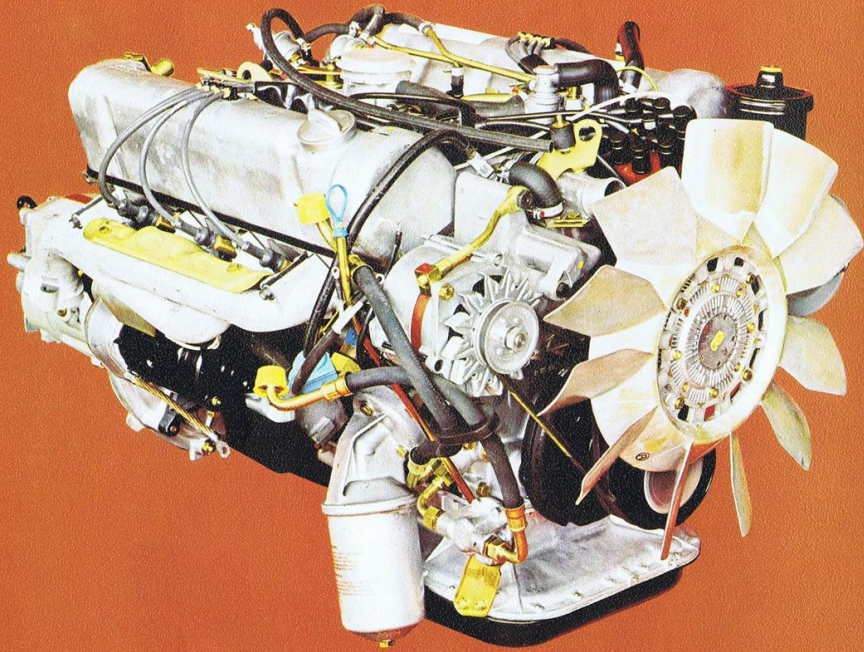
The clean, clear lines of Mercedes-Benz cars, uncluttered by short-lived fashionable accessories, will last for years without ever becoming outdated. The body of the 350 SLC is slightly wedge-shaped, low and sleek. The front and rear windscreens strongly inclined; the frameless side windows wind right down emphasizing the elegant proportions of the vehicle. Getting in and out is easy. Functional high-quality interior fittings and maximum comfort are further advantages.

The 350 SLC is driven by a powerful 3.5 l V 8 200 DIN/hp (147 kW) engine with electronically controlled fuel injection. Its effortless acceleration is most impressive. Mercedes-Benz famous quality naturally means that the rest of the technical equipment matches the engine performance.



*The light metal wheel rims illustrated are optional extras.*






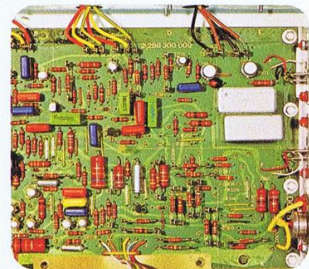
V8 engine with overhead camshafts, electronically controlled fuel injection and transistorised ignition.  
350 SLC: 200 DIN/hp at 5800 rpm  
147 kW at 5800 min



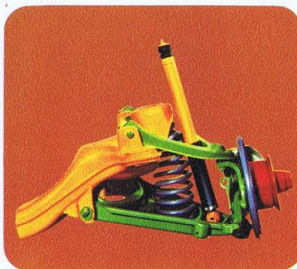
Mercedes-Benz power steering is a standard fitting on the 350 SLC and the 450 SLC. The hydraulic boost increases with the number of turns required, for example, when cornering or negotiating sharp bends. Complete feel of the road is constantly maintained. The front

wheels immediately and accurately respond to the slightest movement of the steering wheel. The electric window winders are controlled by switches built into the central console between the front seats. They are an optional extra.

Pictures and text marked  apply to both models described in this catalogue: 350 SLC and 450 SLC.



In a split second the electronic control unit determines the exact amount of fuel according to the operating condition of the engine and the load.



Individual wheel control and suspension at the front. Double wishbone with anti-dive control.



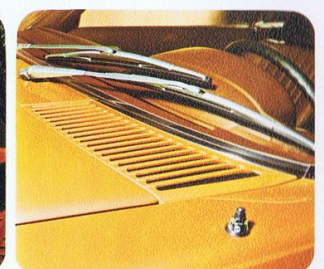
The Mercedes-Benz diagonal swing axle ensures perfect roadholding in any situation.



Wide doors and front seats which tip forward make it easy for passengers in the back to get in and out.



All knobs, switches and levers are flexible or flush-mounted. One central switch for headlights, parking lights, foglamps, rear fog light and side lights.



Two-speed windscreen wipers with intermittent control. Correctly located in the air flow on the screen, there is no danger of lifting at high speeds.

# 450 SLC

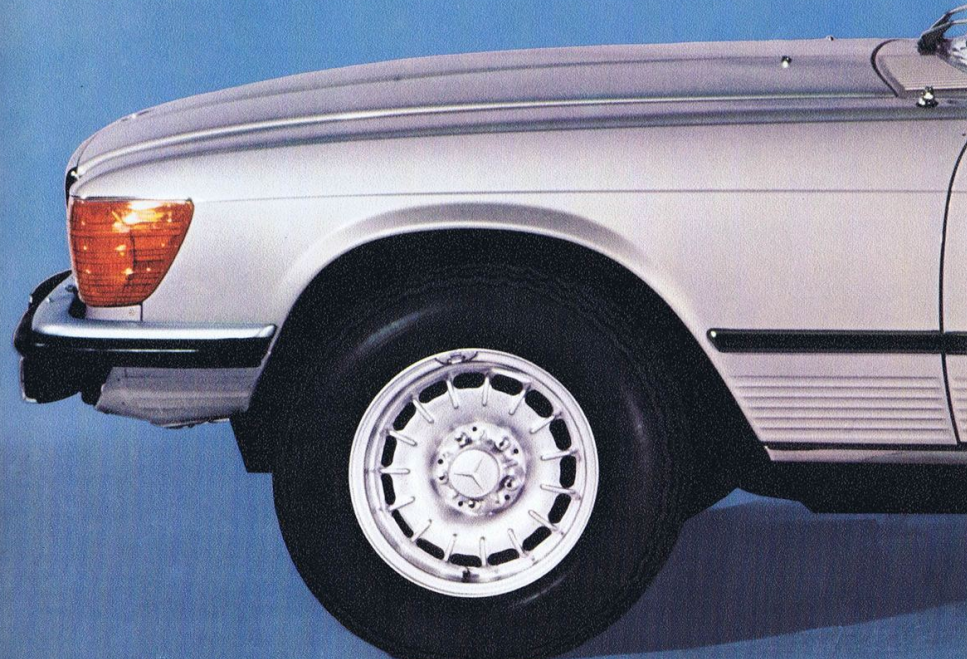
Obvious differences between the 450 SLC coupé and the 350 SLC coupé are greater horse power, 225 DIN/bhp, 165 kW, automatic 3-speed transmission with torque convertor and a rear axle which has been adapted to the higher torque. The only external difference is the type designation on the boot lid.

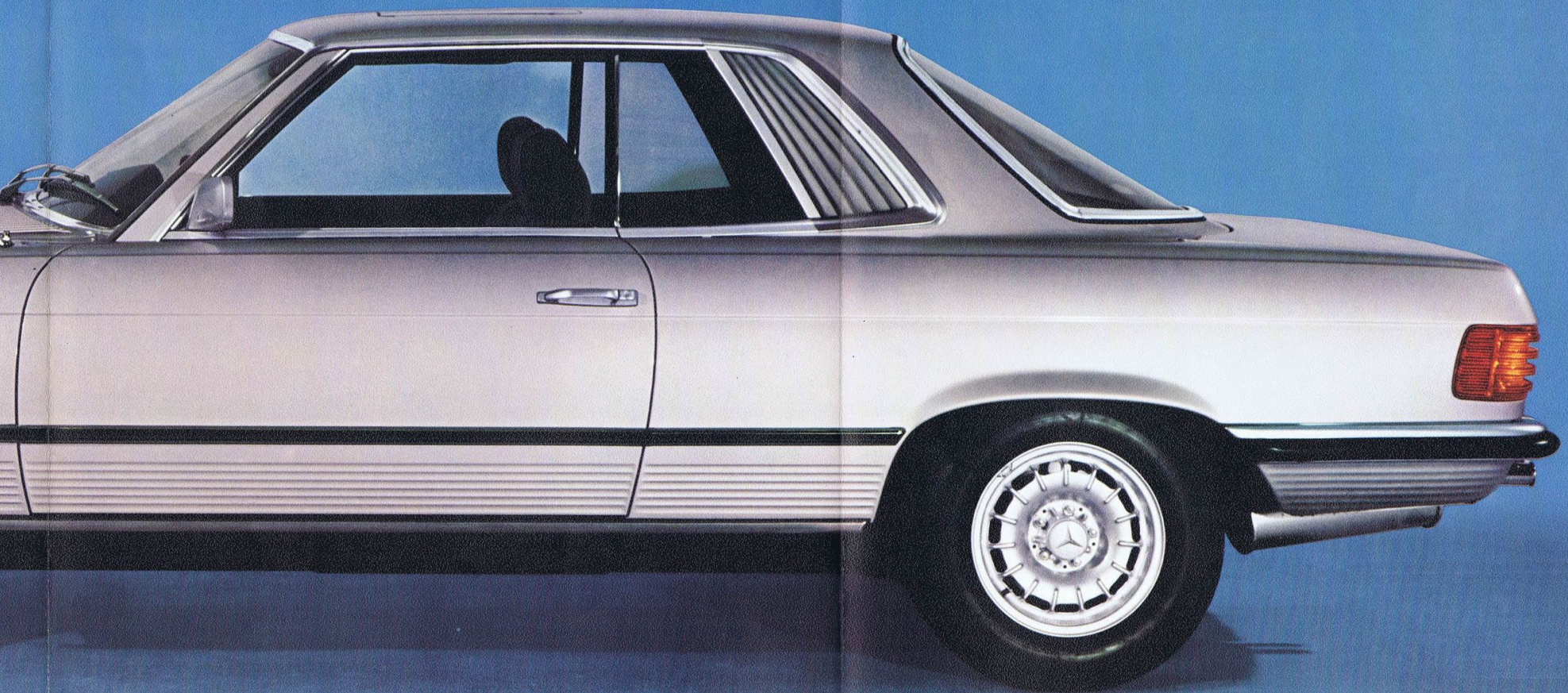
The 4.5 l V8 engine is packed with power; effortless acceleration – from 0 to 100 kph in 8.8 seconds – reduces risks when overtaking.

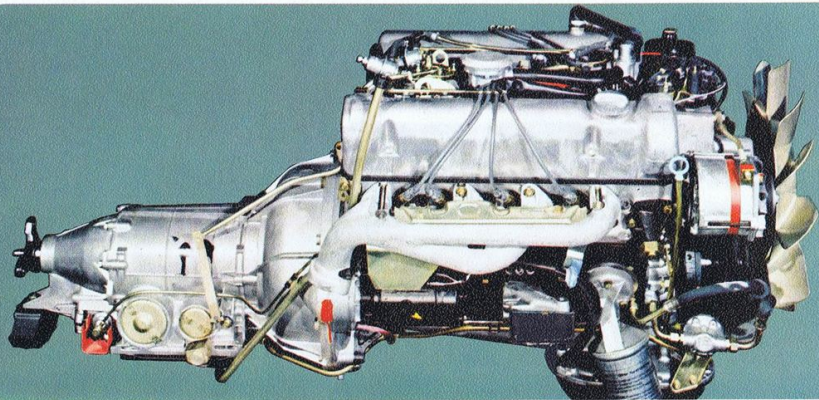
Mercedes-Benz 450 SLC proves that driving does not have to be exhausting. The physical and mental strain on the driver are minimal, his reactions remain sharp, even on long journeys. The rear axle provides starting torque compensation and hence is adapted to the higher torque, 38.5 mph/378 Nm at 3,000 rpm. The semi-trailing arms, wheel suspension and anti-roll bar are so arranged that dipping of the rear end on acceleration is completely eliminated. On braking the rear end is forced down a little. However, spring travel is not affected and hence driving safety and comfort are increased.

Tests have shown that in 30 minutes driving in town traffic clutch and gears are operated about 110 times. The automatic 3-speed transmission with torque convertor, which is a standard fitting on this model, takes care of this for you and hence your full attention can be devoted to the traffic. Changing gear and operating the clutch is a thing of the past.

*The optional light metal wheel rims improve the sleek, elegant proportions.*

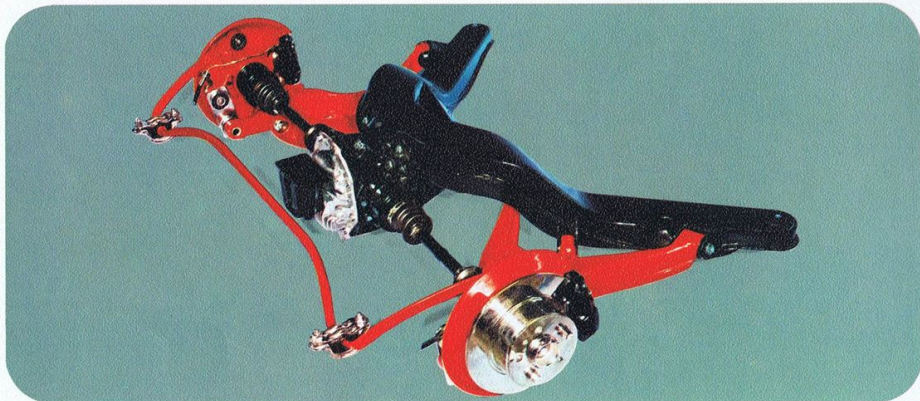






4.5 l V8 engine with electronically controlled fuel injection and transistorised ignition. 225 DIN/hp at 5000 rpm, 165 kW at 5000/min.

The rear axle of the 450 SLC now provides starting torque compensation and hence is adapted to the increased engine performance. This prevents dipping of the rear end on acceleration.



The interior of the SLC models is spacious but the overall dimensions are compact and suited to modern traffic conditions. The seats give adequate support and have firm sides. They are

the result of exhaustive research and are anatomically correct. Head rests and inertia reel safety belts on the front seats are standard fittings. The velours upholstery is optional.



Two of the eight injection elements of the V8 engine.



The automatic 3 speed transmission with torque convertor and floor shift are standard fittings on the 450 SLC.



Dual circuit power braking system with disc brakes on all four wheels. Internally ventilated discs at the front.



The front seat back rests tip forward. They can be fixed by a vacuum locking device and can only be released by pressing a knob.



Mercedes-Benz safety steering with large padded boss on the steering wheel, impact absorber under the padded boss; telescopic steering column; steering box located well



Frameless side windows offer a clear all-round view.

## TECHNICAL DATA

<sup>1)</sup> 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.

<sup>2)</sup> Technical data acc. to DIN 70 020 and 70 030. Fuel consumption according to DIN 70 030. 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 70 030 is therefore only a comparative value and not the actual amount of fuel consumed.

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

<sup>4)</sup> Dimensions vary acc. to sitting position.

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

	350 SLC		450 SLC	
Number of cylinders	8		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 <sup>1)</sup>	200 net b.h.p./5,800 rpm 147 kW/5,800 rpm		225 net b.h.p./5,000 rpm 165 kW/5,000 rpm	
Max. torque acc. to DIN <sup>1)</sup>	29.2 mkp/4,000 rpm 286 Nm/4,000 rpm		38.5 mkp/3,000 rpm 378 Nm/3,000 rpm	
Compression	9.5		8.8	
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/55 A		14 V/55 A	
Battery	12 V/66 Ah		12 V/66 Ah	
Max. speed	approx. 130 mph		approx. 210 kmph	
Tyres, with tube	205/70 VR 14		205/70 VR 14	
Fuel	Premium		Premium	
Fuel consumption acc. to DIN 70030 <sup>2)</sup>				
	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	3,515 lbs.		1595 kg	
Permissible total weight	4,355 lbs.		2,055 kg	
Trailer load with brake <sup>3)</sup>	2,645 lbs.		1,200 kg	
Trailer load without brake <sup>3)</sup>	1,655 lbs.		750 kg	

## BASIC EQUIPMENT 350 SLC, 450 SLC

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*his 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.*

### Engine

V8 engine with electronically controlled fuel injection and transistorised ignition.  
350 SLC:  
200 DIN/hp at 5800 rpm or 147 kW at 5800/min  
450 SLC:  
225 DIN/hp at 5000 rpm or 165 kW at 5000/min.

### Transmission

350 SLC: fully synchronised four-speed gearbox with floor shift. Self-adjusting diaphragm spring clutch. Optional extra: automatic 3-speed transmission with torque converter.  
450 SLC: 3-speed transmission with torque converter is a standard fitting.

### Axles

Front axle with double wishbones and anti-dive control. Rear axle 350 SLC: diagonal swing axle with brake torque compensation. Self-levelling device as an optional extra. Rear axle 450 SLC: diagonal swing axle with brake and starting torque compensation. Self-levelling device as an optional extra.

### Suspension

On both front and rear axles, two coil springs and one anti-roll bar, two double-action gas-filled 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 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 the front axle.

### Bodywork

Frame-floor unit firmly welded to the body; optimum vision on all sides; doors easy to close. Fuel tank located over rear axle; impact-absorbing front and rear; maximum all-round vision; panoramic safety glass windows.

### Seats

Seating anatomically contoured, firmly anchored, shaped to give lateral support; seat springing tuned to vehicle suspension seats adjustable forwards and backwards; height of driver's seat adjustable; infinitely adjustable backrests; vacuum locking device for backrest; rear bench seat with folding centre armrest; headrests and automatic safety belts on the front seats.

The contents are not binding and the right of modification is reserved.

#### Heating and ventilation

Continuous warm or cold air flow, draught-free, with additional blower for windscreen, side windows and footwells. Air volume and air distribution for warm and cold air infinitely and separately adjustable up and down. Heating controlled separately for right and left sides. Infinitely variable, wide-range spherical vents for warm and cold air on the left and right of the dashboard. Large 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. Continuous extraction of stale air through slits beneath the rear windscreen. Rapid demisting of the rear window.

#### Windscreens

Laminated safety glass; electric, 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, halogen high-beam headlights, halogen foglamps, side lights, reversing lights, 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 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 with finger-tip contact for passing signals, operated by the combination switch on the steering column. Two high-frequency horns; brake lights; hazard warning system.

#### 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, boot and tank lock. 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; interior rear view mirror, adjustable to anti-glare position; padded sun visors; 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.

## OPTIONAL



*If you want to personalize your Mercedes-Benz in order to give it an individual atmosphere, many extras are available. Here are a few examples:*

#### 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.

#### Air-conditioning

The Mercedes-Benz air-conditioning takes care of your physical comfort, in bumper-to-bumper traffic on the motorways or in the rush hour in towns. The air-conditioning system works on the proven refrigerator principle, with compressor.

#### Headlight cleaning equipment

The headlights can be kept clean without having to stop. The unit operates in conjunction with the windscreen washer. When the headlights are switched on they are automatically cleaned every time the screen washer is used.

#### 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, Grand Prix "Europa Stereo" and "Mexico Cassette Stereo" models can be installed, and for foreign markets "Monte Carlo" is available.

Any other makes can be installed later at Mercedes-Benz branches or agencies.

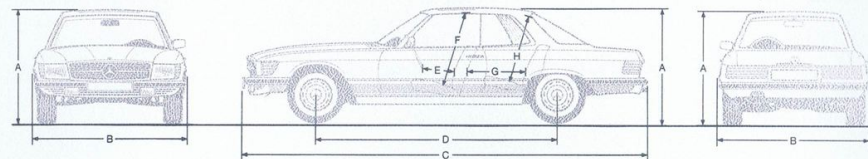
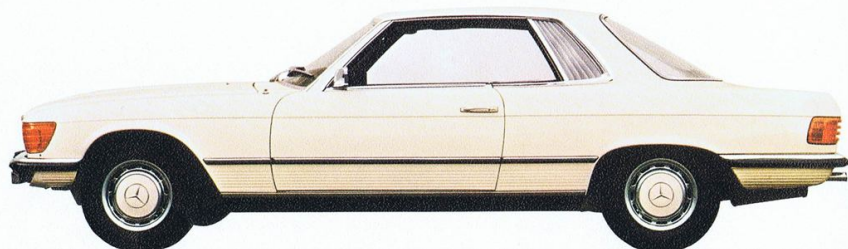
#### Sliding roof

The electrically operated steel sliding roof is weather-proof and maintenance-free.

#### Here are a few more examples

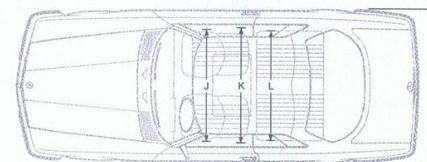
Limited slip differential; heatable rear window; master locking system; forged light alloy rims; leather or velours upholstery (fabric upholstery standard); special paintwork; mechanical or automatic aerial; set of suitcases and much more.

Further details are contained in our catalogues "Mercedes-Benz Special Equipment".



**350 SLC/450 SLC**

A Overall height, unloaded	52.4 ins.	1330 mm
B Overall width	70.5 ins.	1790 mm
C Overall length	186.6 ins.	4740 mm
D Wheelbase	111.0/110.8 ins.	2820/2815 mm
E Steering wheel – driver's seat backrest <sup>4)</sup>	15.7 ins.	400 mm
F Seat height, unloaded, front	36.4 ins.	925 mm
G Driver's backrest – rear seat backrest <sup>4)</sup>	27.7 ins.	705 mm
H Seat height at rear	32.6 ins.	830 mm
J Width at centre of upholstery, front	51.6 ins.	1310 mm
K Width at shoulder height, front	53.1 ins.	1350 mm
L Width at centre of upholstery, rear	50.8 ins.	1290 mm
Track width, front	57.2 ins.	1452 mm
Track width, rear	56.7 ins.	1440 mm
Turning circle diameter	37.9 ft.	11.55 m
Boot space	approx. 010.7 cu. ft. approx. 030 cu. m.	





## SAFETY

**M**ercedes-Benz has been conscious of its responsibility for road safety longer than the public has been discussing the subject. Safety research began here more than 30 years ago. Since then it has developed a comprehensive system of safety measures which complement one another.

### Just a few examples:

- ⊗ 1939: development of safety features in the research and development vehicle 11; an extremely rigid base, three-part steering column.
  - ⊗ 1949: safety door lock.
  - ⊗ 1951/52 development of the first safety design for car bodies in the world; extremely distortion-resistant passenger compartment; yielding, impact-absorbing front and rear sections (crumple zones).
  - ⊗ 1957: heating and ventilation with blower assisted ventilation of the interior.
  - ⊗ 1959: first safety design for car bodies is put into series production.
  - ⊗ 1963: standard dual-circuit braking system.
  - ⊗ 1967: Mercedes-Benz safety steering; this prevents the feared "impaling effect" of the steering column.
  - ⊗ 1970: presentation of the Anti-Bloc-System; when braking hard, even when cornering, the vehicle holds its course and can still be steered; the braking distance is considerably reduced.
- Conscious of its own responsibility, Mercedes-Benz has pursued a programme of systematic safety research. Even many years ago a safety scheme was developed which was presented in the USA in 1966 at an international conference.

According to this scheme safety must work in two directions:

### Active safety

(To avoid accidents.) This includes powerful engines, safe brakes, a running gear which holds its course as also all measures for keeping the driver alert, making his task easier in traffic and giving him maximum safety under all conditions. For example: comfortable seats, all-round visibility, little effort needed for operation.

### Passive safety

(To eliminate or reduce the consequence of an accident.) This includes interior and exterior safety.

Interior safety protects driver and passengers of the vehicle. It is only possible through a host of individual measures which are all inter-dependent and come into effect gradually.

- ⊗ Yielding, impact-absorbing front and rear sections (crumple zones).
- ⊗ Anti-burst-locks – the doors remain closed even in an accident.
- ⊗ All parts the occupants could be thrown against are padded, flattened or recessed or designed so that they yield on impact.
- ⊗ Padded instrument panel yielding in stages.

- ⊗ Safety steering with large padded boss on the steering wheel; collapsible impact absorber under the padded boss; steering column "telescoping" under impact; steering box located well behind the front axle; non-splintering steering wheel.
- ⊗ Padded door and roof pillars.
- ⊗ Front seat backrest supports deeply recessed in the thick upholstery.
- ⊗ Headrests on front seats.
- ⊗ Wide strips of padding on upper edge of backrest rear panels.
- ⊗ Armrests yield on impact.
- ⊗ Flexible operating knobs.
- ⊗ Inside mirror detached on impact.
- ⊗ Flush-fitted door handles.
- ⊗ Flexible grab handles.
- ⊗ Padded sun visors.
- ⊗ Centre console yields on impact.
- ⊗ Safety belts on front seats.
- ⊗ Foam-padded floor shift lever.

Exterior safety helps to reduce or eliminate injury to other road users.

- ⊗ No projecting parts; the exterior contour of the bodywork is so designed that in the event of an accident pedestrians or other vehicles are not caught on it.
- ⊗ No sharp edges.
- ⊗ Round design of bumpers with wide rubber inserts.
- ⊗ Rounded safety door handles.



Mercedes-Benz safety system.

**S**peed is not exclusively a question of engine power. Fast driving and reaching high average speeds demand that the driver is kept alert and the running gear is designed to transfer engine power safely to the road. That is why Mercedes-Benz makes sure that running gear and brakes are tuned to match the engine power.

#### V8 engine

- ⊗ 350 SLC
- ⊗ 200 DIN/bhp at 5800 rpm or 147 kW at 5800/min
- ⊗ max. torque
- ⊗ 29,2 mkp at 4000 rpm or 286 Nm at 4000/min
- ⊗ 450 SLC
- ⊗ 225 DIN/bhp at 5000 rpm or 165 kW at 5000/min
- ⊗ max. torque
- ⊗ 38,5 at 3000 rpm or 378 Nm at 3000/min
- ⊗ High torque in the middle speed range.
- ⊗ Overhead camshaft.
- ⊗ Electronically controlled fuel injection.
- ⊗ Transistorized ignition.
- ⊗ Crankshaft and connecting rods carried in multi-layer, steel-backed bearings.
- ⊗ 350 SLC
- ⊗ Fully synchronised 4-speed transmission with floor shift. Easily operated, self-adjusting diaphragm spring clutch.
- ⊗ Optional: automatic 3-speed transmission with torque converter.
- ⊗ 450 SLC
- ⊗ Automatic 3-speed transmission with torque converter standard fitting on 450 SLC, with floor shift.

#### Running gear

- ⊗ Front axle with double wishbones and anti-dive control.
- ⊗ Mercedes-Benz diagonal swing axle with brake torque compensation.
- ⊗ 450 SLC: also with starting torque compensation.
- ⊗ On the front and rear axles two coil springs, one anti-roll bar, two double action gas-filled hydraulic telescopic shock absorbers each, equally effective even under extreme continuous stress.
- ⊗ Mercedes-Benz power steering.

#### Safe brakes

- ⊗ Dual-circuit power-assisted braking system.
- ⊗ Speed reduction precisely adaptable.
- ⊗ Anti-dive control.
- ⊗ When brakes are applied the vehicle holds its course without veering to one side.
- ⊗ Self-adjusting non-fading disc brakes on all four wheels.
- ⊗ Front brake discs ventilated.
- ⊗ Rims with turbo blades for additional cooling.
- ⊗ Parking brake with additional brake shoes and brake drums.

#### Straight-line stability

- ⊗ Individual wheel suspension.
- ⊗ Little change in camber or track.
- ⊗ Effective vibration damping.
- ⊗ Separate suspension and location of wheels.

#### Outstanding cornering and swerving stability, maximum sidewind resistance

- ⊗ Neutral driving characteristics.
- ⊗ Precise, easily operated Mercedes-Benz power steering.
- ⊗ Favourable axle load distribution (engine front, drive rear).
- ⊗ Wide track.
- ⊗ Long wheelbase.
- ⊗ Low centre of gravity.
- ⊗ Streamlined bodywork.
- ⊗ Centre of gravity and point of wind impact very close together.
- ⊗ Minimal roll of bodywork.
- ⊗ Anti-roll bar, on front and rear axle.
- ⊗ Individual wheel suspension.
- ⊗ Constant, reliable road grip of wheels.
- ⊗ Effective vibration damping.

**A** driver must be able to expect that his vehicle will start any time, and will do its job reliably and without problems. With this knowledge the driver is relaxed and at ease. Safe reactions and a technically sound vehicle provide the perfect team. Reliability is the result of mature designs, highquality materials and precise manufacture.

#### Bodywork

- ⊗ Completely redesigned with the help of ESEM.
- ⊗ ESEM (elasto-static-element-method), a new, self-development electronic method of calculation enabling work to be done faster and more precisely than was previously the case.
- ⊗ Frame-floor unit firmly welded to the self-supporting body, therefore particularly torsion-resistant.
- ⊗ Unpleasant noises (squeaking, rattling etc.) eliminated.
- ⊗ The frameless side windows can be wound right down and also fit exactly into the roof.
- ⊗ Large doors made to fit exactly (easy to get in and out).
- ⊗ All electrical units are separately earthed, which is expensive but also absolutely reliable.

#### Running gear

- ⊗ Frame-floor assembly, central members and box-type side and cross members firmly welded to the sheet steel floor.
- ⊗ Front axle support suspended on the front frame side members by rubber mountings.
- ⊗ Engine-gearbox unit resting on the front axle support with two rubber mounts at the front and one rubber mount on the frame at the rear.
- ⊗ Spring stop on the telescopic shock absorbers.
- ⊗ Hydraulic, dual-circuit brakes with vacuum boost; disc brakes all round.
- ⊗ In addition to this, every single rear axle undergoes four different tests to see that it is tight after assembly.

#### Engine

- ⊗ Hard-wearing, quiet running short stroke engine.
- ⊗ Electronically controlled petrol injection.
- ⊗ Automatic starting and warming-up unit.
- ⊗ Transistorized ignition; the ignition contacts function with a very low voltage.
- ⊗ This means: minimum wear and thus precise ignition at the right time over a long period.
- ⊗ Air-oil cooler.
- ⊗ Viscos-drive fan.
- ⊗ Overhead camshafts enable sporty driving with a brisk acceleration; and the special design of the cams produces excellent cylinder fillings and favourable torque characteristics, particularly in the lower speed range.

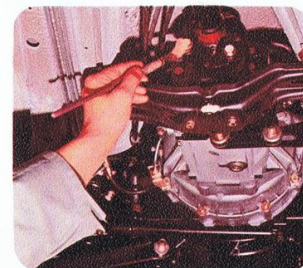
- ⊗ Forged, inductively hardened crankshaft is, like the connecting rods, carried in multi-layer, steel-backed bearings.
- ⊗ Every valve turns a fraction of a revolution on every stroke. This makes burnt spots between the valve seat and valve disc practically impossible.
- ⊗ Two valve springs for every valve; if one spring fails to work, the valve continues to operate with the other spring.
- ⊗ The shaft of every exhaust valve is filled with sodium. This leads to a reduction in the temperature of the reinforced valve seats.
- ⊗ Valve seat rings made of a high quality, chrome-nickel-molybdenum alloy also increase resistance to wear.

#### Parts supplied by outside contractors

- ⊗ All parts which Mercedes-Benz does not produce itself, are subjected to a strict test before they are installed although they have already been inspected by the manufacturers.
- ⊗ In addition, random samples are subjected to severe tests on test stands, corresponding to many years of driving on the road.



The SLC models are driven by a powerful V8 engine with electronically controlled fuel injection.



Important bolts are tested by hand.

## LASTING VALUE

**A** forward-looking vehicle design, high-class quality of material and workmanship, model continuity which does away with fashion fads – these are the most important factors behind the classic image for which Mercedes-Benz has always been renowned. This policy ensures high resale prices.

### Quality of material and workmanship

- ⊗ Hollow parts are coated with zinc paint before assembly to prevent inside corrosion.
- ⊗ The body shell is washed and coated with phosphates. 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 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 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 with a thick, flexible coating.
- ⊗ The next coating 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.
- ⊗ Every coat of paint is annealed at temperatures between 130 and 165° C.
- ⊗ All hollow parts are treated with another special wax which "creeps" and stays put even on vertical surfaces. Corrosive influences resulting from water of condensation are therefore reduced to a minimum.
- ⊗ All parts which are installed later (axles, drive shaft, track rods etc.) are, together with the engine compartment and the whole underside of the vehicle, provided with a thick protective wax coating.
- ⊗ Altogether approx. 20 kg of paint, 14 kg underfloor coating and wax are needed per vehicle.
- ⊗ The axle housings and engine block are coated inside with a special heat and oil-resistant paint.

### Service for exclusive vehicles

- ⊗ There are very few models on the international automobile market which can be described as competitors of the SLC models. These cars are manufactured almost exclusively in extremely small numbers and are often imported. They are faced with a special problem: that of maintenance and spare parts. Here too the Mercedes-Benz SLC models occupy a top position, since they can be taken care of at any one of the many Mercedes-Benz service stations.
- ⊗ Mercedes-Benz has made the driver's life easier. Your car only needs servicing every 15,000 km.
- ⊗ Mercedes-Benz cars need to be serviced less frequently than any other make on the international market.
- ⊗ This saves time. Only short notice required for service.
- ⊗ Three-part maintenance: general service, electronic engine test, safety test.
- ⊗ A reassuring thought, especially when on holiday there are about 4,300 Mercedes-Benz service stations in 165 different countries.



There are about 4,300 after sales service points in 165 different countries.

## COMFORT

**C**omfort is more than a general feeling of ease. Mercedes-Benz comfort is the product of scientific research – the interplay of many factors with the goal of relieving the driver and keeping him alert. This interplay is planned right from the stage of development and design. Running gear, interior, seating, controls and much more, are exactly coordinated and form an inseparable unit.

### Important notes

Certain constructional features are repeated in the following chapters under different headings. These repetitions are necessary. For one technical detail often fulfills several functions.

For example, individual wheel location and suspension. It is decisive for:

#### 1. Comfort

Bumps in the road are not transferred to the bodywork, thanks to smooth, even driving behaviour.

#### 2. Safety

Directional stability and active driving safety are decisively influenced.

#### 3. Speed

Potential speed capacity can be fully used thanks to precise straightline stability and constant road adhesion of wheels.

### Running gear

- ⊗ Reliable road-holding of the drive wheels.
- ⊗ High cornering stability.
- ⊗ Good straight-line stability.
- ⊗ Individual wheel location and suspension; at the front: double wishbones with anti-dive control; at the rear: diagonal swing axle with brake torque compensation.
- ⊗ Comfortable suspension, good vibration damping.
- ⊗ Anti-roll bars at the front and rear to eliminate unpleasant roll of the body on corners.
- ⊗ Hydraulic telescopic shock absorbers filled with gas.
- ⊗ Movements of the steering wheel are transferred directly and precisely to the front wheels with little effort thanks to Mercedes-Benz power steering.
- ⊗ Steering dampers.

### Bodywork

- ⊗ Roomy interior while exterior dimensions permit good handling in traffic. This bodywork provides the optimal solution for two basically contradictory demands.
- ⊗ Small turning circle and good all-round visibility.
- ⊗ Large doors; getting in and out is easy and comfortable.
- ⊗ Windscreen wipers which do not "lift", with two speeds and intermittent control.
- ⊗ Side windows largely free of dirt thanks to the aerodynamically designed deflectors on the front pillars.

- ⊗ Rear light covers shaped to repel dirt, with rear foglamp integrated in the rear light unit.
- ⊗ High-intensity halogen headlights and halogen foglamps.
- ⊗ Clearly visible signals.
- ⊗ Roomy luggage compartment, well-fit and easy to load.
- ⊗ Rubber pads between wheel suspension and the bodywork provide insulation against vibrations and noises.
- ⊗ Hermetic separation of engine and passenger compartments.

### Interior

- ⊗ Design from the inside outwards, hence greatest possible freedom of movement inside with exterior dimensions permitting good handling in traffic.
- ⊗ Little effort required for operation so that driver does not become tired.
- ⊗ All switches and levers designed and positioned in a manner which is logically and physiologically sound; they are easy to locate and almost impossible to confuse.
- ⊗ Non-dazzle, central arrangement of instruments in clusters in the top section of the instrument panel.
- ⊗ Outside mirror can be adjusted from the inside.
- ⊗ Non-dazzle materials.
- ⊗ Parcel tray, well-lit glove compartment, pockets on front doors, spacious rear window shelf.
- ⊗ Four upholstered armrests, centre armrest between rear seats.
- ⊗ Hard-wearing carpets.

### Seats

- ⊗ Driver is kept alert by contoured seats.
- ⊗ Anatomically correct sitting position.
- ⊗ Firm lateral support.
- ⊗ Driver's seat adjustable in height.
- ⊗ Infinitely adjustable backrests.
- ⊗ Any body moisture constantly absorbed.
- ⊗ Relatively firm steel spring core with graded spring action.
- ⊗ No tiring vibrations.
- ⊗ Thighs adequately supported.
- ⊗ Relaxed posture.
- ⊗ Sufficient distance from the steering wheel and windscreen.
- ⊗ Ample leg room.
- ⊗ Plenty of room for head and shoulders.

### Heating and ventilation

- ⊗ Draught-free continuous air-stream for warm or cold air with additional blower for windscreen, side windows and footwells.
- ⊗ Air volume and air distribution for warm and cold air infinitely variable up and down.
- ⊗ Heating controlled separately for left and right sides.
- ⊗ Infinitely adjustable, wide-range spherical vents for warm and cold air on the right and left of the dashboard.
- ⊗ Large fresh air openings in the middle of the dashboard infinitely adjustable in all directions.
- ⊗ Air-ducts for warm or cold air in both doors.
- ⊗ Continuous ventilation.



Mercedes-Benz seats are anatomically correct and provide firm lateral support.

