



280 SLC
350 SLC
450 SLC

Mercedes-Benz – safety means better driving



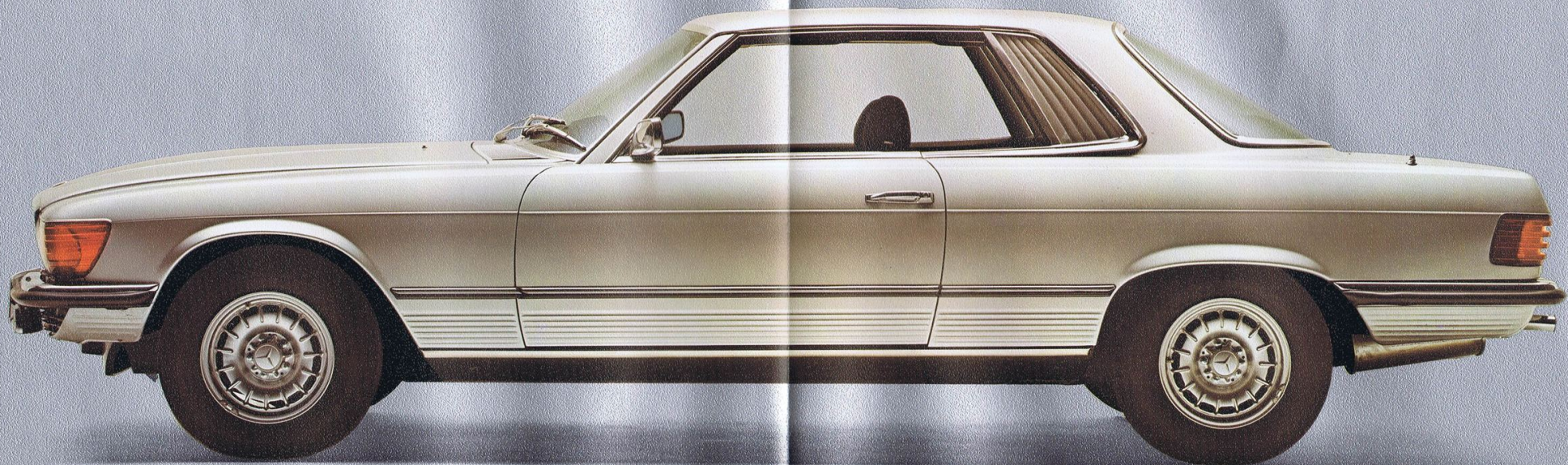
The SLC coupés from Mercedes-Benz are made for drivers who value the spaciousness, comfort and quietness of Mercedes-Benz saloon cars, but who would otherwise miss the unmistakable character of the smart, sporty SL models. Nevertheless the coupés do differ distinctly from their sporty relatives. Their profile looks sleeker, the rear and side windows are larger. This is no illusion. Wheelbase, vehicle length and interior are in fact larger than in the SL models. The increase of 36 centimetres in overall length is significant.

There is ample room for four. Adequate seating room in the back, a fold-down centre arm rest and the large boot make for an ideal combination of sporty coupé and comfortable touring car.

But the SLC models are more than that. They are civilised, easily-handled power packs. They take sharp corners as if they were on rails. When the car is cruising at 50 kmph, the rev counter hovers around the 2,000–2,500 mark. 4,000 revs are still in reserve, on tap when you need them.

Entering a motorway, you can blend into the flow of traffic without delay. Long gradients on motorways can be taken without loss of speed, overtaking is completed quickly.

The SLC models obviously make a great visual impact. Though once at the wheel, the driver will only savour the incomparable comfort and perfect mastery of power they offer.



Light-alloy wheel rims, radio with automatic or mechanical aerial and the right outside mirror are available as optional extras

With these cars, Mercedes-Benz have delivered the assurance that car driving needs as little exertion as possible. The driver's task is made easier by the unique synthesis of functional comfort, road safety and driving characteristics.

Why is this so important?

In highly motorised countries, every car driver is inevitably caught in dense traffic. On the roads of the Federal Republic of Germany alone, there are 18 million cars. As in all other countries, car drivers are confronted with exhortations, appeals and laws, all causing stress, from which the driver must be freed.

Responsible car designers can contribute, through superior engineering, by building vehicles that lighten the driver's workload. The less the pressure on the driver, the more freely traffic can flow and the better we can all live together on the roads.

The SLC models have been built for the driver who, though 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, not at the expense of other road users.

That is the reason why Mercedes-Benz build cars that are basically different from other sports cars

Mercedes-Benz guarantee you better driving. The tension-reducing system provided by Mercedes-Benz is totally unique in this synthesis:

1. Mercedes-Benz comfort

Mercedes-Benz cars are built to protect the driver as much as possible from the physical and psychological strains of driving in traffic. Balanced suspension, including the seats, glare-free instruments that can all be read at a glance, the servo-assisted steering and disc brakes – all are components of the system, as are the luxurious interior and the quietness. This complete physiological safety system has a relaxing effect and minimises the tension that every car driver would gladly do without today.

2. Mercedes-Benz safety

Mercedes-Benz tackled the problem of safety scientifically, earlier than anyone else, and more systematically. It was soon recognised that active or passive safety alone would not do the job, but that both would have to be combined into a complementary system. Cars that are too light and too noisy, intended solely for dominating others in traffic, designed on the principles of active safety alone – there is no place for such cars in this system. This is particularly true of sports cars, for these cars safety is often not the first priority. But the Mercedes-Benz SLC models show an exceptional combination of active and passive safety features. Reassuring for the driver.

3. The quality, reliability and lasting value of a Mercedes-Benz

Sound design, high quality materials and high standards of workmanship, together with the well-known model continuity – no model is changed just for fashion – give you the assurance that you own a car of lasting value. And it is a reassuring feeling to drive a car with legendary reliability.

Acquaint yourself in detail with the driver-relaxation system. But keep in mind that this system is much more than the sum of its parts. Unfortu-

nately, we cannot show you the interplay of the different elements. This is something you must experience for yourself, preferably on a long test drive. You will

discover that Mercedes-Benz cars give you something that has become very important on today's roads, confidence and self-possession.

Generous appointments help you to remain unruffled



Generous appointments help you to remain unruffled

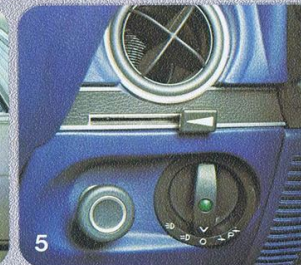
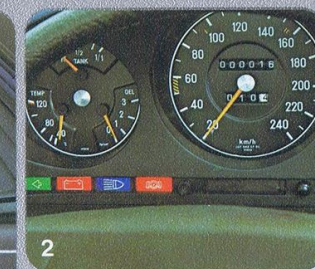
You notice this as soon as you get in the car. The practical one-key system eliminates the annoying search for the right key. No matter which way up you hold the key, it still operates because of its symmetrical shape. Large doors that open very wide and the inset roof make entering and leaving easy and comfortable. Sit down. The interior, which appears to you to be peerlessly comfortable, has at the same time been designed as a safety cell in the event of an accident with progressively yielding (crumple) zones at the front and back.

Do not forget to fasten your safety belt. The inertia-reel belt allows complete freedom of movement. The belt locks only upon sudden braking. The seat can be adjusted for height and posture. The same goes for the head restraints. When you are seated, take a look around. The excellent field of vision in a Mercedes-Benz affords a commanding view of traffic.

But most important, you feel relaxed and sit uncramped in an anatomically correct posture. You notice that the comfortable, generous interior is not an end in itself, but that it creates an atmosphere of well-being. All controls are well within reach and arranged sensibly and logically. Instruments are centrally grouped, directly in your field of vision. Every Mercedes-Benz is built to remove as much stress from you as possible.

Mercedes-Benz see comfort as an integral component of physiological safety, that relieves the driver from strain and keeps him alert. It makes you a safe and good-tempered driver.

You have fewer problems with traffic, and your fellow drivers have fewer problems with you.



1 The SLC models are built for drivers who value the spacious interior, the quietness and comfort of Mercedes-Benz saloons, but who would otherwise miss the unmistakable character of the sporty SL models.

2 The round, glare-free instruments are grouped together centrally at the upper edge of the safety dashboard and can be read at a glance.

3 There is ample room for four in the SLC models. The rear bench seat with folding centre armrest makes this car an ideal combination of sporty coupé and comfortable touring car.

4 When the engine is running, the front backrests, that tip forward, are automatically locked in position, but can be unlocked at any time by the push of a button.

5 All switches, buttons and levers are either rounded, padded, recessed or deformable.

6 The front seats are individually adjustable forwards and backwards. The backrests are also adjustable for rake. In addition, the driver's seat can be adjusted vertically.

Safety
eliminates
uncertainty

In the vicinity of Munich, Federal Republic of Germany



Safety eliminates uncertainty

Mercedes-Benz' safety research started long before public discussion of safety problems. It began thirty years ago, not by force of law, but out of a sense of responsibility. Every Mercedes-Benz is built to be handled effortlessly even in critical situations. A Mercedes-Benz obeys you, you are in charge, not the car, something often amiss in other cars. That is one of the things we mean when we talk about active safety.

But there is more to it than that: for example the track-holding ability of the running gear with its diagonal swing axle, individual wheel suspension, and wide track. Firm vibration damping without loss of road "feel". Or the tight-gripping servo-assisted disc brakes. The standard power-assisted steering that, together with the directionally stable suspension, allows for fast evasive action. And not to be forgotten are the high-performance six and eight cylinder engines, among the most modern power plants in the world. They guarantee that you can take advantage of opportunities without endangering others.

Active safety means that all measures have been taken to help to avoid accidents, driving safety, operational and physiological safety and perceptual safety.

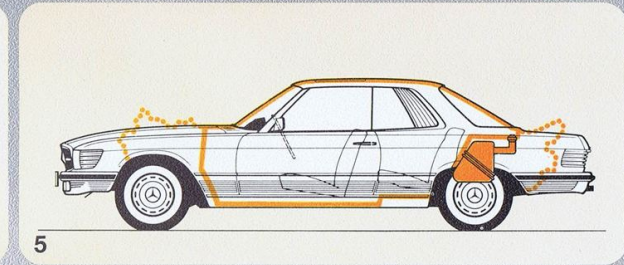
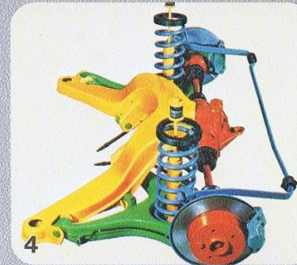
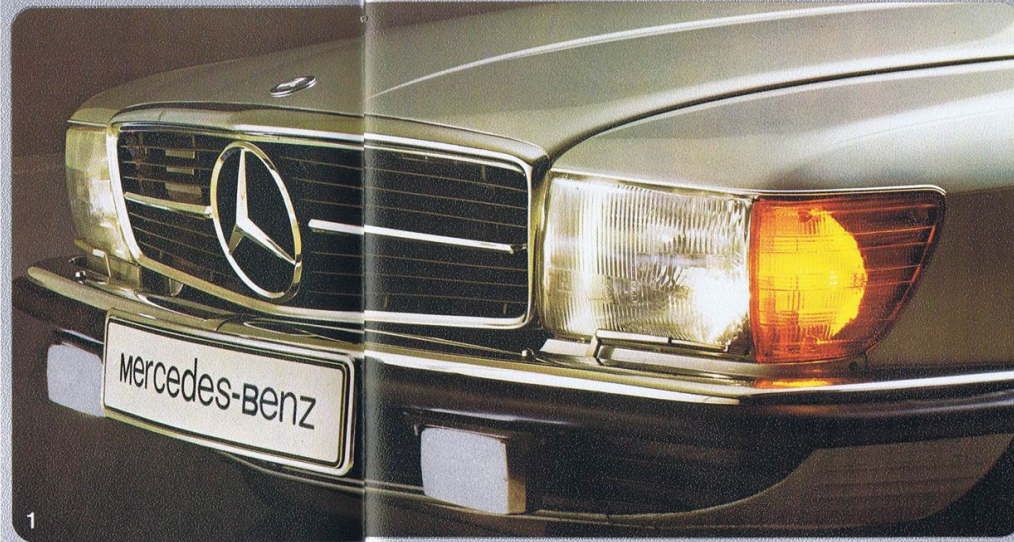
We would like to describe in a few words how conscientiously Mercedes-Benz have systematised perceptual safety, an aspect often neglected by others. The excellent field of vision gives a better overall view of traffic. Special mouldings on the windscreen pillars deflect water and help to keep the side windows clean. The large exterior mirror, adjustable from within the car, provides good rear vision. Large rear lights (that remain mostly free from dirt) with clear, high-intensity signals and a special surface contour, are not only an advantage for the Mercedes-Benz driver. They are also vital for the one driving behind. Headlights with large reflectors provide optimum road illumination. This system of perceptual safety (to see and be seen) makes it easy for you to act reasonably and responsibly.

However, active safety must be complemented by extensive interior and exterior passive safety measures. In case an accident cannot be avoided. Passive safety means eliminating or lessening the effects of an accident. This is accomplished by a large number of various, exactly coordinated measures.

Take for example the deformable, energy absorbing front and rear ends (crumple zones). Doors with burst proof locks. All interior parts that may be dangerous to the passenger in the event of an accident are either padded, rounded off, recessed or deformable.

These are only two examples from more than a hundred elements that together compose a perfect system of active and passive safety.

A Mercedes-Benz driver can feel this safety and be confident in the knowledge that it can be counted on in an emergency. This safety eliminates uncertainty. In this respect Mercedes-Benz safety is much more than just a contribution to your well-being. It is also a benefit for other drivers.



- 1 The horizontally arranged Halogen headlights received the highest ratings in tests and comparisons. The fog lamps are standard equipment, the headlight wipers optional extras.
- 2 The inertia reel safety belts allow complete freedom of movement and lock only upon sudden braking.
- 3 The frameless, large-area side windows can be rolled down out of sight.
- 4 Accurate wheel-location is ensured by the semitrailing arms of the diagonal swing axle. Spring deflection on one wheel does not affect the other which continues to follow a straight line.
- 5 The safety-cell principle of design was conceived by Mercedes-Benz in 1951. The rigid compartment protects the passengers. Front and rear ends (crumple zones) are deformable on a precalculated pattern.
- 6 The large tail lights give intense, distinct signals. The special shape of their surface keeps them largely clean.

Relaxation
reduces stress

Corniche de l'Esterel on the Côte d'Azur, France



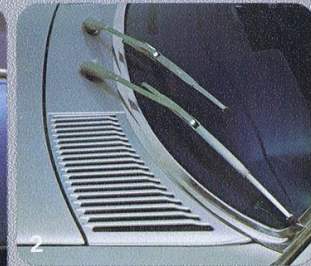
Some cars make it difficult for their drivers to be civil. Their designers may have solved the problem of getting up to 200 as fast as possible, but not the problem of how to remain fresh after a six hour trip at medium speed.

Top speed alone has never been an objective at Mercedes-Benz. Our goal is always the perfect synthesis of driving performance, safety and comfort. Only relaxed drivers can play a positive rôle in traffic.

Mercedes-Benz drivers value the performance of their cars because it is not an end in itself, but pre-requisite for taking advantage of opportunities in traffic. On the other hand it enables you to make concessions to other drivers. You do not have to continually prove your superiority to yourself and to others.

Graduated engine outputs are available, according to the driver's wishes. In-line six cylinder twin overhead camshaft or V8 engines. It is not the number of horsepower that is important, but the way in which power is employed. It is difficult to describe how this power is converted into driving performance, it is something you must experience. This is also true of the easy, sure control of the vehicle, the space, the operational and seating comfort. The compact overall size which is easy to handle and the small turning circle, combined with the precise, smooth power-assisted steering take the problem out of quick driving and evasive manoeuvres.

In a Mercedes-Benz, hectic driving is not infectious. Everything possible has been done to keep you alert yet relaxed, because this encourages a cooperative attitude. An important contribution by Mercedes-Benz to safe and sane driving.



1 All three SLC models are equipped with Mercedes-Benz power steering as standard. The hydraulic steering assistance increases with the force required, for example when parking or in tight corners. You never lose the feel of the road. All steering movements are transferred directly and precisely to the front wheels. Mercedes-Benz automatic transmission is a standard fitting on the 450 SLC and an optional extra on the 280/350 SLC.

2 The large, parallel two-speed windshield wipers with intermittent control are located optimally in the direction of air flow and do not lift off even at high speed.

3 The large-faced outside mirror is adjustable from inside when the window is closed. An additional mirror on the right-hand side is available on request.

4 Low centre of gravity, wide track, long wheelbase and ideal axle design (diagonal swing axle rear, front axle with double wishbones) contribute to the unexcelled driving comfort. (Optional extra: light-alloy wheel rims and headlight wipers.)



Dependability
creates
satisfaction

Near Goole, Yorkshire, Great Britain



Dependability creates satisfaction

W

hat good is the most beautiful car, if you have nothing but trouble with it? Breakdowns caused by poor engineering and workmanship? Breakdowns that not only cause you but also your fellow drivers trouble. Stranded vehicles can cause hold-ups.

Mercedes-Benz drivers can be confident that their cars will do their duty reliably and without problems. For the overriding objective in design and construction at Mercedes-Benz is a mature car. Co-ordinated in its overall conception, able to satisfy the highest demands in engineering and workmanship.

It is Mercedes-Benz' policy to produce roadworthy, safe and functional cars. Fashion and extravagance are irrelevant. For decades we have followed this proven path, no rapid model changes, no model change just for the sake of it. The criterion for change is solely genuine engineering progress.

Thinking in terms of quality comes naturally not only in development work, but also in the choice of material and in production and workmanship.

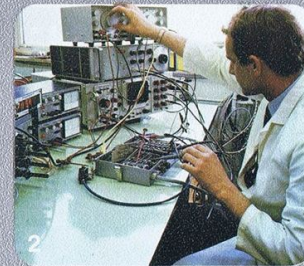
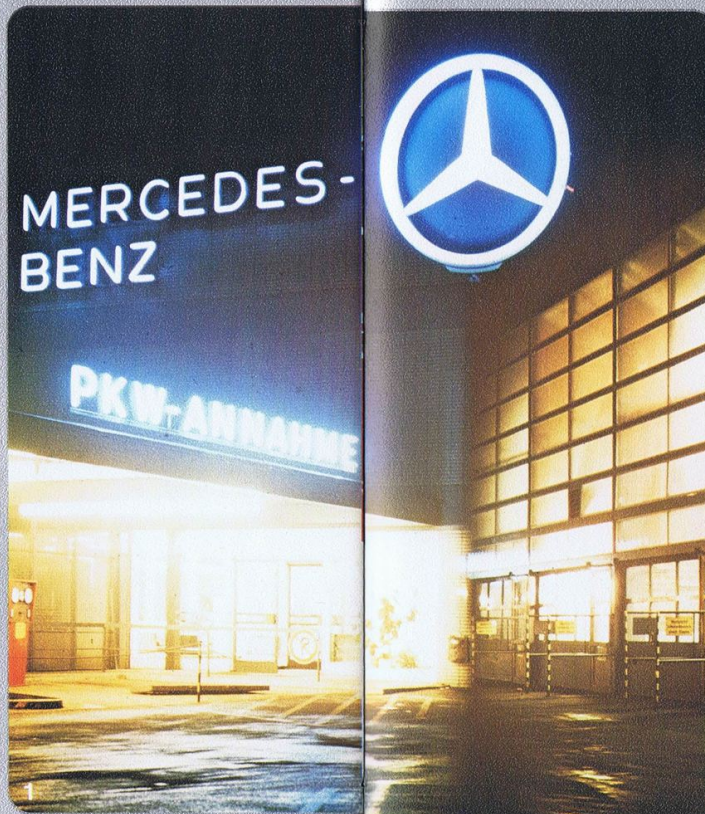
Mercedes-Benz have established their reputation on this quality. This is the only area in which we consider ourselves bound by tradition. For that reason, for every 10 skilled workers engaged in production there is one in quality control. These specialists reject everything that is not 100 percent up to quality standards. Only such strict controls at all stages of production guarantee the standard of quality for which Mercedes-Benz have always been known.

Mercedes-Benz cars are serviced and cared for with the same thoroughness and exactness with which they are built.

It was not without good reason that Mercedes-Benz were able to extend maintenance intervals to 15,000 kilometres. That saves time and money.

About 1,300 branches in the Federal Republic of Germany, another 1,200 elsewhere in Europe, altogether more than 5,100 service points in 170 countries employing 74,000 specialists — they are constantly kept up to date about current technological progress — the best guarantee for the safe operation of your Mercedes-Benz.

This gives Mercedes-Benz drivers confidence. A driver who reacts coolly and confidently and a technically faultless car together make a perfect team — more and more a necessity on today's roads.



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2 When the human eye and ear no longer suffice, modern control, measuring and testing devices are employed.

3 The overriding principle at Mercedes-Benz is a mature car, harmonious in its overall conception, able to satisfy highest demands in engineering and workmanship. This principle is recognized throughout the world.

4 Mercedes-Benz feels bound by tradition in its quality standards. For that reason, for every 10 skilled workers engaged in production there is one in quality control.

5 For sport coupés a rarity: a worldwide, closely knit service network with trained personnel.



On the preceding pages we showed you why Mercedes-Benz cars are built as they are and how they differ in product philosophy from others.

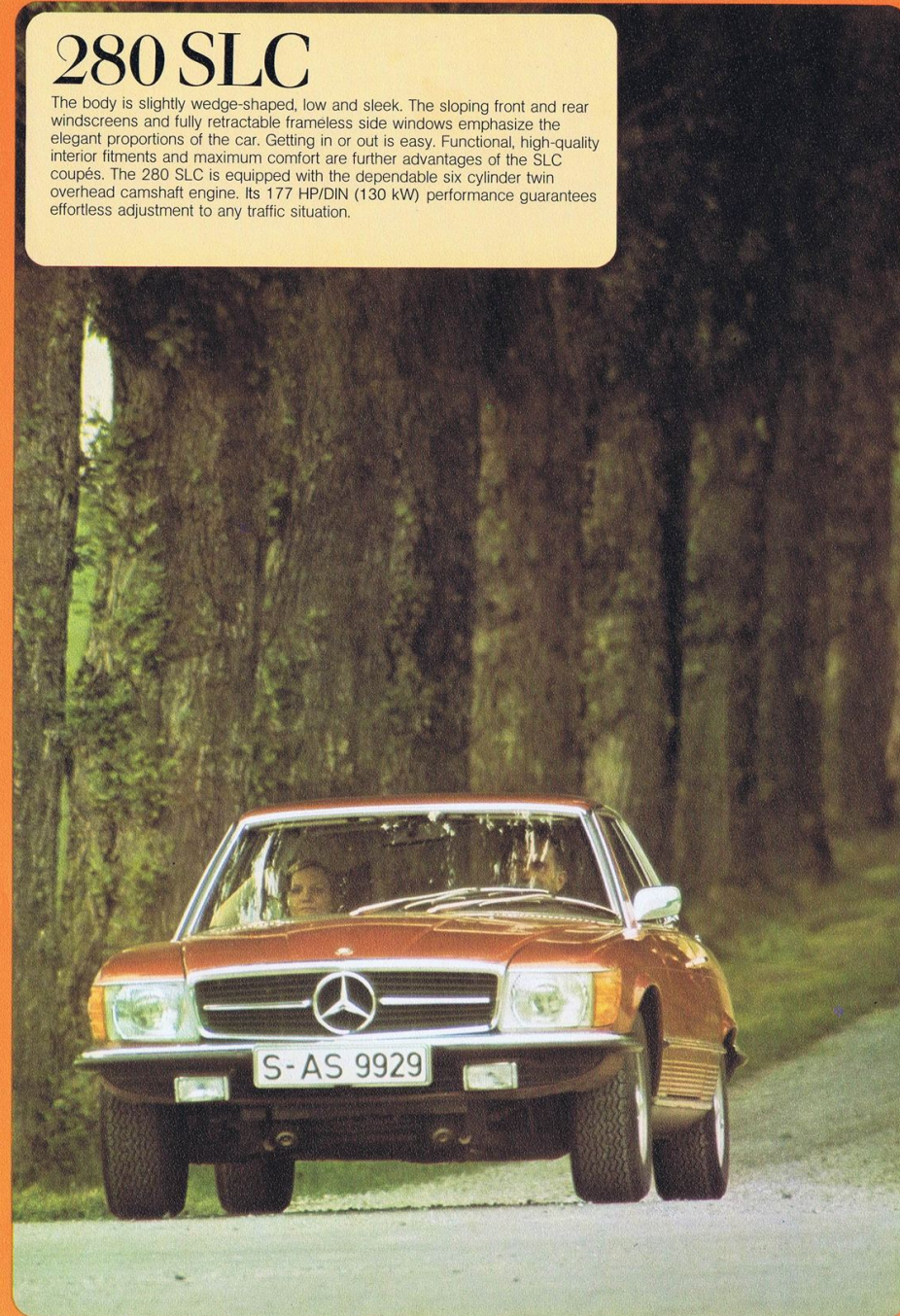
Everything has been done to make driving easier. No other car manufacturer makes greater efforts than Mercedes-Benz.

The illustrations in this catalogue show cars in use in various countries. Therefore they do not necessarily correspond in all details to the standard equipment for your country.

Please ask your dealer to tell you about the standard specification in your country.

280 SLC

The body is slightly wedge-shaped, low and sleek. The sloping front and rear windscreens and fully retractable frameless side windows emphasize the elegant proportions of the car. Getting in or out is easy. Functional, high-quality interior fittings and maximum comfort are further advantages of the SLC coupés. The 280 SLC is equipped with the dependable six cylinder twin overhead camshaft engine. Its 177 HP/DIN (130 kW) performance guarantees effortless adjustment to any traffic situation.



280 SLC Basic Equipment

Engine

6 cylinder in-line engine with fuel injection and transistorised ignition 177 DIN/hp at 6,000 rpm, 130 kW at 6,000 min.

Transmission

Fully synchronised four-speed gearbox with floor shift. Synchronmesh on reverse gear. Selfadjusting diaphragm spring clutch. Optional extra: automatic transmission with torque converter.

Axes

Front axle with double wish-bones and anti-dive control. Rear axle diagonal swing axle with brake torque compensation.

Optional extra: self-leveling device

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, brake pad wear warning light.

Steering

Precise, light Mercedes-Benz power-assisted 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.

Heating and ventilation

Continuous warm or cold air flow, draught-free, with additional blower for wind-screen, 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 cold air openings in the middle of the dashboard, infinitely adjustable to right and left. Air ducts for warm or cold in both doors. Continuous extraction of stale air through slits beneath the rear windscreen. Rapid demisting of the rear window.

Windscreen

Laminated safety glass; electric, 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, headlight adjustment for laden and unladen car; halogen fog-lamps, 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; interior lights at the front and back; 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; selfcancelling 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.

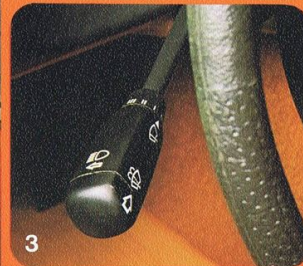
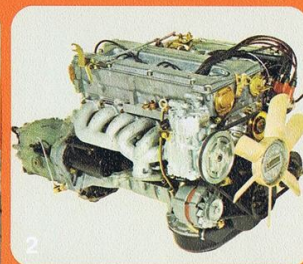
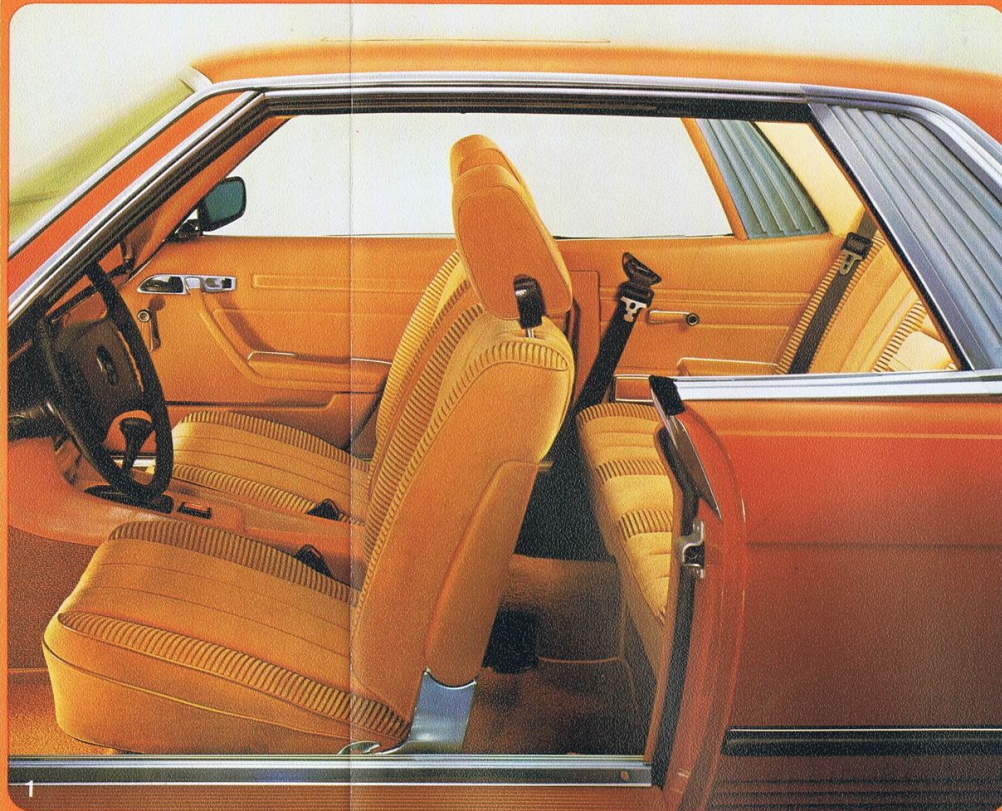
Locks

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, fuel tank 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; ashtrays front and back; front floor, rear floor and tunnel covered with carpet; towing lug front and rear; warning triangle.

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



1 Despite the roomy, comfortable interior the SLC models have exterior dimensions well suited for easy handling in traffic. The seats are not too soft and not too hard and give firm lateral support. They are anatomically contoured on the basis of objective physical test data. (The velours upholstery, the safety belts in the back and the outside mirror on the right side are optional extras.)

2 The engine of the 280 SLC: the tried and proven, strong 2.8 l 6-cylinder inline engine with twin overhead camshafts, fuel injection and transistorized ignition.

3 Headlight flasher, high beams, fingertip contact for overtaking and windscreen wipers (intermittent control and two speeds) are all operated by the combination switch on the steering wheel.

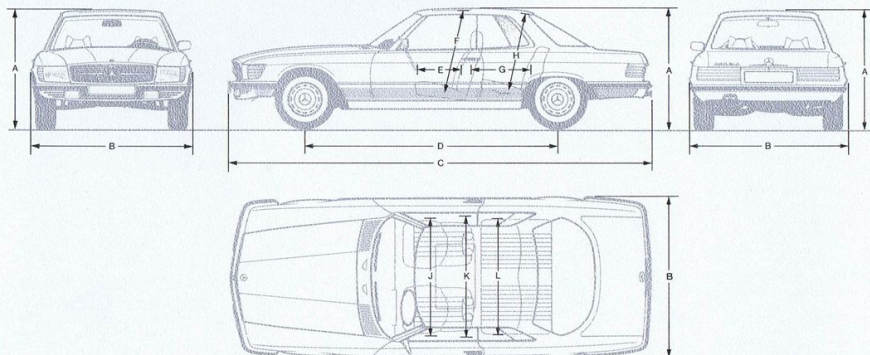
4 Large doors and seats that can be tipped forward make it easy for the passengers in the back to get in and out.

280 SLC

Technical Data

Number of cylinders	6
Bore/stroke	86/78.8 mm 3.39/3.10 ins.
Total displacement	2764 c.c. 167.6 cu. ins.
Engine output acc. to DIN ¹⁾	177 DIN/hp/6,000 rpm 130 kW/6,000 min
Max. torque acc. to DIN ¹⁾	23.8 mhp/4,500 rpm 234 Nm/4,500 min
Compression	9
Oil capacity crankcase max./min.	6/4.5 litres 10.6/7.9 imp. pts.
Capacity of cooling system	12.3 litres 21.7 imp. pts.
Generator	14 V/55 A
Battery	12 V/55 Ah
Max. speed	approx. 205 km/h / 127 mph
Tyres	185 HR 14
Fuel	Premium
Fuel consumption acc. to DIN 70 030 ²⁾	12.5 litres/100 km 23 m.p. imp. gal.
Tank capacity incl. reserve	90 litres 19.8 imp. gals. approx. 13 litres approx. 2.9 imp. gals.

Weights	
Kerb weight ³⁾	1,550 kg
Permissible total weight	2,040 kg
Trailer load with brake ⁴⁾	1,200 kg
Trailer load without brake ⁴⁾	750 kg



¹⁾ The output given in DIN/hp or kW is effectively available at the clutch for driving the vehicle, all 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 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.

³⁾ The figure for kerb weight applies to standard version vehicles. Special equipment increases this figure.

⁴⁾ The weights quoted are maximum weights, valid within the Federal Republic of Germany. In various countries other figures will apply. The contents of this brochure are not binding and the right is reserved to make modifications without notice.

350 SLC

The 350 SLC is powered by a lively 195 HP/DIN (143 kW) 3.5 litre V8 engine. This power plant impresses with its effortless acceleration. Mercedes-Benz' famous quality naturally means that the rest of the technical equipment matches the engine performance. Mercedes-Benz' 350 SLC proves that driving does not have to be exhausting, the physical and mental strains on the driver are minimal, his reactions remain sharp, even on long journeys.



350 SLC

Basic Equipment

Engine

V8 engine with fuel injection and transistorized ignition and hydraulic valve clearance compensation. 195 DIN/hp at 5500 rpm or 143 kW at 5500/min.

Transmission

Fully synchronised four-speed gearbox with floor shift. Synchromesh on reverse gear. Self-adjusting diaphragm spring clutch. Optional extra: 3-speed automatic transmission with torque converter.

Axles

Front axle with double wishbones and anti-dive control. Rear axle diagonal swing axle with brake 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, brake pad wear warning light.

Steering

Precise, light Mercedes-Benz power-assisted 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.

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 cold air openings in the middle of the dashboard, infinitely adjustable to right and left. Air ducts for warm or cold in both doors. Continuous extraction of stale air through slits beneath the rear windscreen. Rapid demisting of the rear window.

Windscreen

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, headlight adjustment for laden and unladen car, 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; interior lights at the front and back; 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. High-frequency horn; brake lights; hazard warning system.

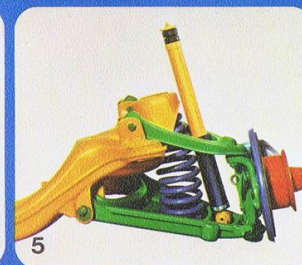
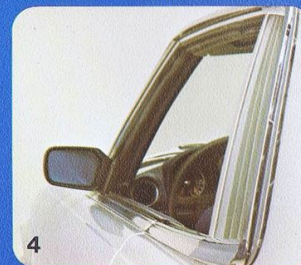
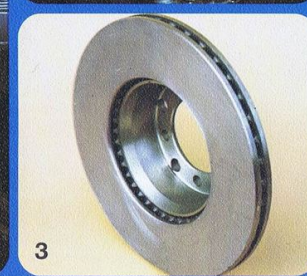
Locks

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, fuel tank 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; ashtrays front and back, front floor, rear floor and tunnel covered with carpet; towing lug front and rear; warning triangle.

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



1 The heating and ventilation systems – a system of draught-free cold and warm air circulation – can be individually operated by means of a lever in the centre console. With 5 adjustable spherical vents in the dashboard the air flow can be directed any way desired. (The radio installed here and the Mercedes-Benz automatic transmission are optional extras.)

2 The drive unit of the 350 SLC: a 3.5 l V-8 engine with fuel injection and transistorized ignition. Suited both for leisurely cruising and for speedy adjustment to fast-changing traffic situations.

3 The dual circuit power brake system includes disc brakes on all wheels. The front brake discs are internally ventilated.

4 The large-faced outside rear-view mirror can be adjusted from inside. A wide rubber rim keeps it practically free of dirt.

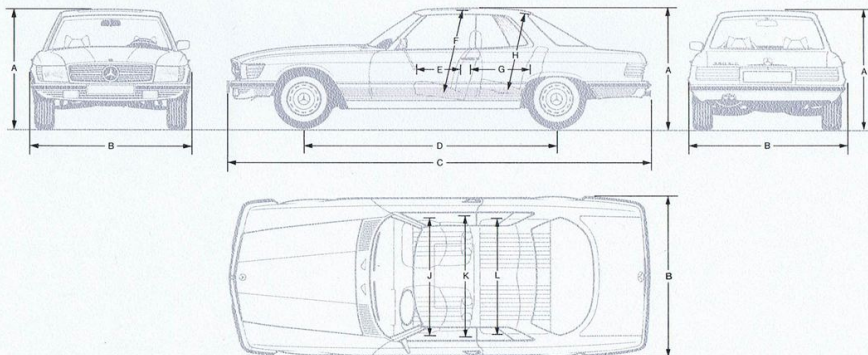
5 The wishbones of the front axle are connected to the body by means of rubber bearings for better noise insulation.

6 The illuminated, easy-to-load boot has a capacity of some 300 litres.

350 SLC

Technical Data

Number of cylinders	8
Bore/stroke	92/65.8 mm 3.62/2.59 ins.
Total displacement	3499 c.c. 213.6 cu. ins.
Engine output acc. to DIN ¹⁾	195 DIN/hp/5,800 rpm 143 kW/5,800 min
Max. torque acc. to DIN ¹⁾	28.0 mkp/4,000 rpm 275 Nm/4,000 min
Compression	9.5
Oil capacity crankcase max./min.	7.5/5.5 litres 13.2/9.7 imp. pts.
Capacity of cooling system	14.3 litres 25.2 imp. pts.
Generator	14 V/55 A
Battery	12 V/66 Ah
Max. speed	approx. 210 kmph / 130 mph
Tyres	205/70 VR 14
Fuel	Premium
Fuel consumption acc. to DIN 70 030 ²⁾	22 m.p. imp. gal. 13.0 litres/100 km
Tank capacity incl. reserve	90 litres 19.8 imp. gals. approx. 13 litres approx. 2.9 imp. gals.
Weights	
Kerb weight ³⁾	1,590 kg
Permissible total weight	2,080 kg
Trailer load with brake ⁴⁾	1,200 kg
Trailer load without brake ⁴⁾	750 kg



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 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.

³⁾ The figure for kerb weight applies to standard version vehicles. Special equipment increases this figure.

⁴⁾ The weights quoted are maximum weights, valid within the Federal Republic of Germany. In various countries other figures will apply.

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450 SLC

Obvious differences between the 450 SLC and the 350 SLC are the 4.5 litre V8 engine, 217 HP/DIN, 160 kW, automatic 3-speed transmission with torque converter and starting torque compensation. The V8 engine is packed with power, accelerating effortlessly from 0 to 100 kmph in 8.8 seconds – in all ranges of engine speed. Overtaking risks are reduced. Starting torque compensation adapts the rear axle to the higher torque (38.5 mkp or 378 Nm) and prevents dipping of the tail end during acceleration.



450 SLC Basic Equipment

Engine

V8 engine with fuel injection and transistorised ignition and hydraulic valve clearance compensation; 217 DIN/hp at 5000 rpm or 160 kW at 5000/min.

Transmission

3-speed transmission with torque converter; floor shift.

Axles

Front axle with double wishbones and anti-dive control. Rear axle 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, brake pad wear warning light.

Steering

Precise, light Mercedes-Benz power-assisted 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.

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 cold air openings in the middle of the dashboard, infinitely adjustable to right and left. Air ducts for warm or cold in both doors. Continuous extraction of stale air through slits beneath the rear windscreen. Rapid demisting of the rear window.

Windscreen

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, headlight adjustment for laden and unladen car, 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; interior lights at the front and back; 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, firmly anchored, shaped to yield 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; selfcancelling indicators with finger-tip contact for passing signals, operated by the combination switch on the steering column. High-frequency horn; brake lights; hazard warning system.

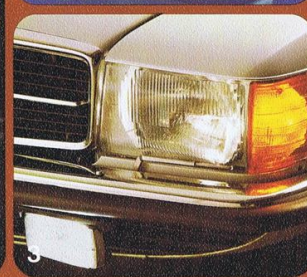
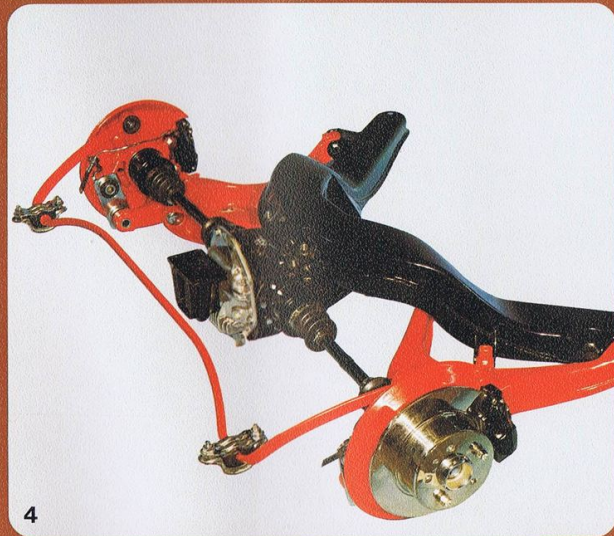
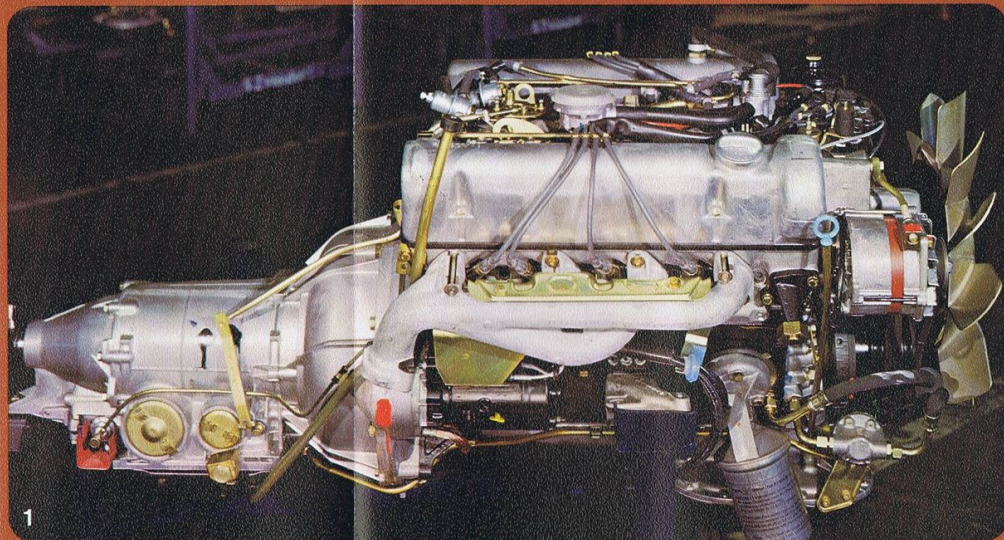
Locks

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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; ashtrays front and back; front floor, rear floor and tunnel covered with carpet; towing lug front and rear; warning triangle.

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1 The 4.5 l V-8 engine of the 450 SLC impresses with brisk acceleration. The overall technical design of the car matches the high engine output, with the quality for which Mercedes-Benz is known.

2 Safety belts for the front seat are standard. When not in use they automatically roll up in the panelling of the side door behind the front seats. The electric window winders are available as an optional extra and can be operated by switches on the centre console. However the rear side windows can be opened and closed directly by switches in the back.

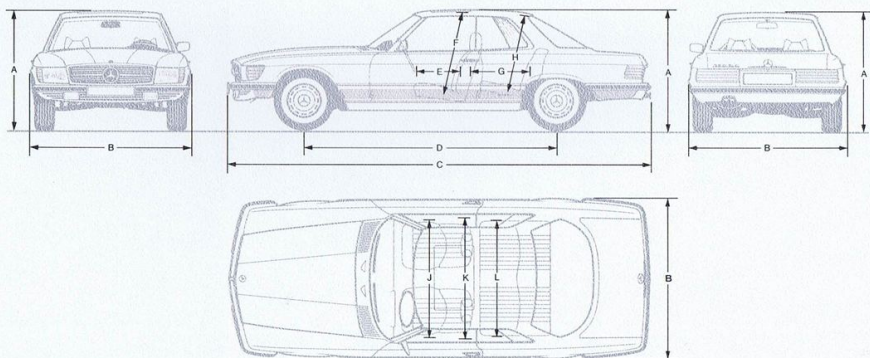
3 Headlight wipers are an optional extra. When the car lights are on and the windscreen washer is in use, the headlights are automatically cleaned.

4 An anti-squat device is incorporated in the rear axle to accommodate the high engine output. Dipping of the rear end during acceleration is completely eliminated. In addition, the rear end is held down when braking.

450 SLC

Technical Data

Number of cylinders	8
Bore/stroke	92/85 mm 3.62/3.35 ins.
Total displacement	4520 c.c. 275.8 cu. ins.
Engine output acc. to DIN ¹⁾	217 DIN/hp/5,000 rpm 160 kW/5,000 min
Max. torque acc. to DIN ¹⁾	36.7 mkp/3,250 rpm 370 Nm/3,250 min
Compression	8.8
Oil capacity crankcase max./min.	7.5/5.5 litres 13.2/9.7 Imp. pts.
Capacity of cooling system	15 litres 26.4 Imp. pts.
Generator	14 V/55 A
Battery	12 V/66 Ah
Max. speed	approx. 215 kmph / 134 mph
Tyres	205/70 VR 14
Fuel	Premium
Fuel consumption acc. to DIN 70 030 ²⁾	20 m.p. Imp. gal. 14.5 litres/100 km
Tank capacity incl. reserve	90 litres 19.8 Imp. gals. approx. 13 litres approx. 2.9 Imp. gals.
Weights	
Kerb weight ³⁾	1,630 kg
Permissible total weight	2,120 kg
Trailer load with brake ⁴⁾	1,200 kg
Trailer load without brake ⁴⁾	750 kg



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.

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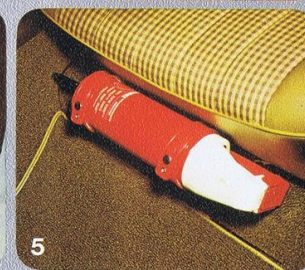
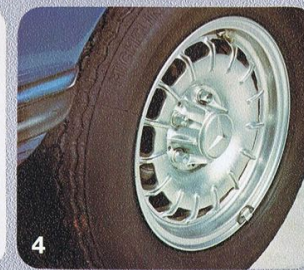
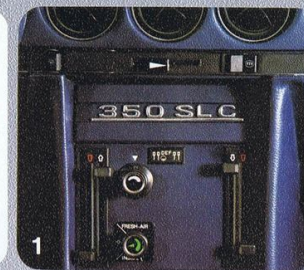
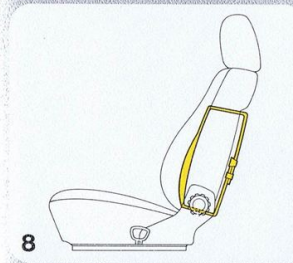
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Optional Extras

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

For further details see our catalogue "Mercedes-Benz Special Equipment".

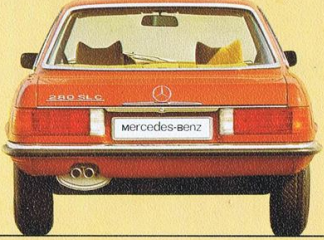
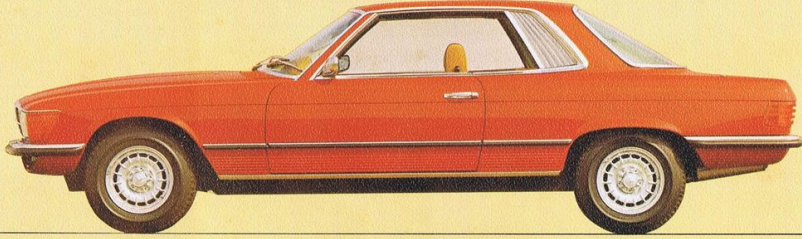
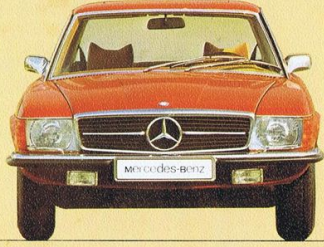


- 1 Air-condition
- 2 Radio Mexico Cassette (Full-Stereo)

3 You can choose the colour of your car from a chart showing the comprehensive range of standard and special paintwork. For each model, the upholstery range offers a wide choice of colours to complement the paintwork of your car.

- 4 Light-alloy rims
- 5 Fire extinguisher
- 6 Heated seats
- 7 Operating switch for seat heater in the centre console
- 8 Orthopaedic seats

This catalogue describes the basic equipments 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.



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Mercedes-Benz

