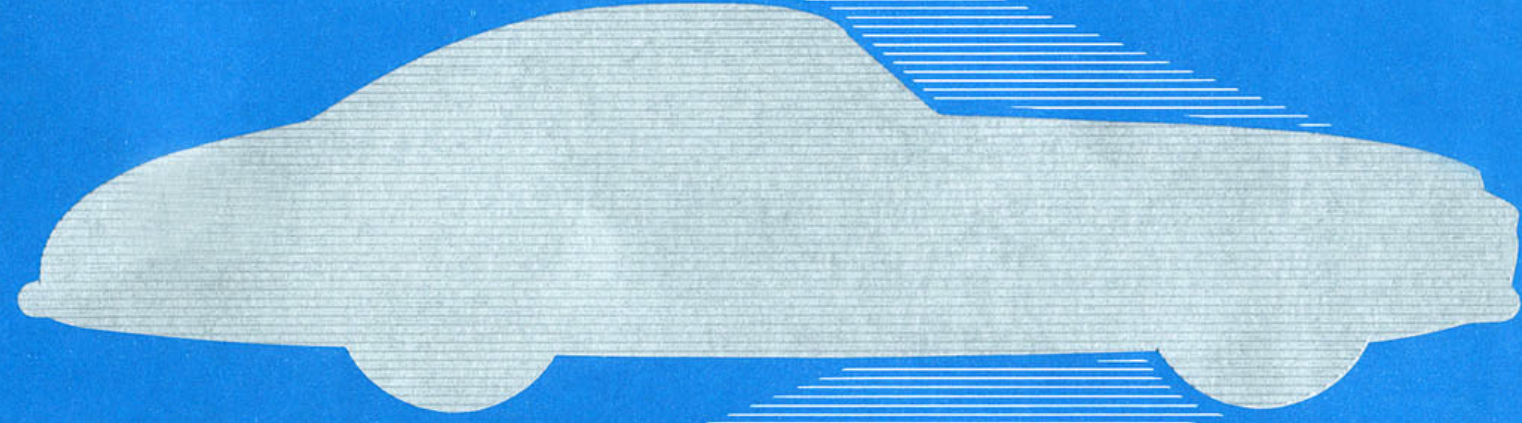


MERCEDES-BENZ



*Typ 300 SL*



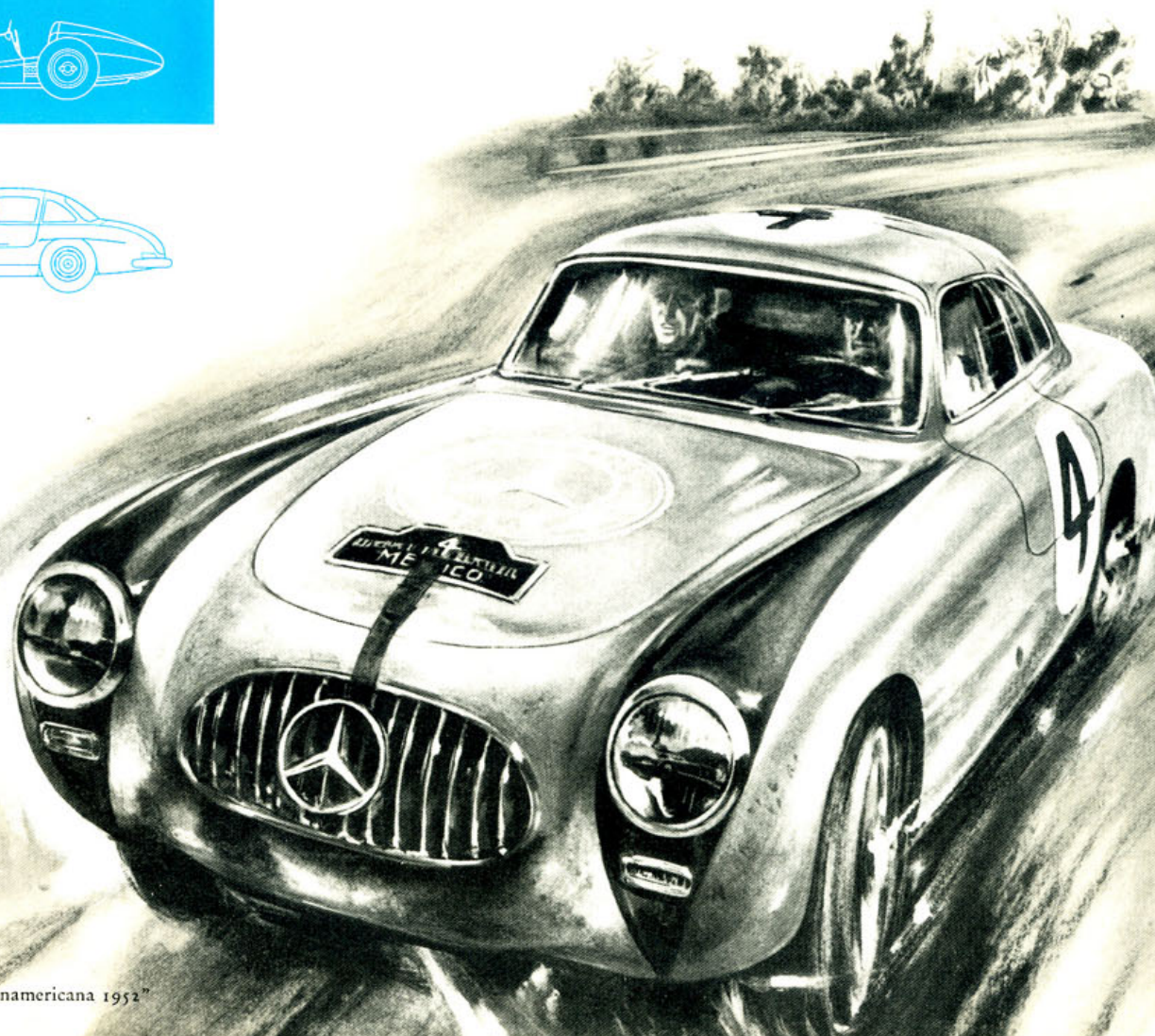
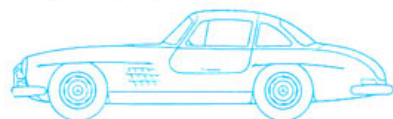
# Built for Speed



1938



1955



The winner  
of the "Carrera Panamericana 1952"

## Product of a grand development

With the Mercedes-Benz 300 SL a car appeared on the market that may rightfully be looked upon as worthy representative of the remarkable technical progress made by Daimler-Benz in automotive engineering. Racing experiences extending for over more than half a century have taken on form and shape, and even the minutest details of this magnificent sports car disclose perfection in design and the proverbial quality workmanship of the world's oldest automobile makers.

20 years ago already, Mercedes-Benz racing cars known throughout the world for their outstanding successes, demonstrated by their new aerodynamic styling a revolutionary development in automobile construction, and the standard-built "300 SL" Sports cars follow this traditional line of progress. The victories of "Bern", "Le Mans", "Grand Prix of Germany", and the "Carrera Panamericana of 1952" offer convincing proof that they have withstood extensive and severest tests under most gruelling conditions. There is no doubt, the 300 SL – evolved from the internationally known Mercedes-Benz 300 Touring car, by the way – excels due to a superiority that manifests itself by the ingenious design and dependable performance of each and every aggregate. And thus, the lofty principle of Daimler-Benz, to offer only the very best to the public, shows in the 300 SL Sports car one of its finest results.







# Leading in Style and Performance

*300 SL*

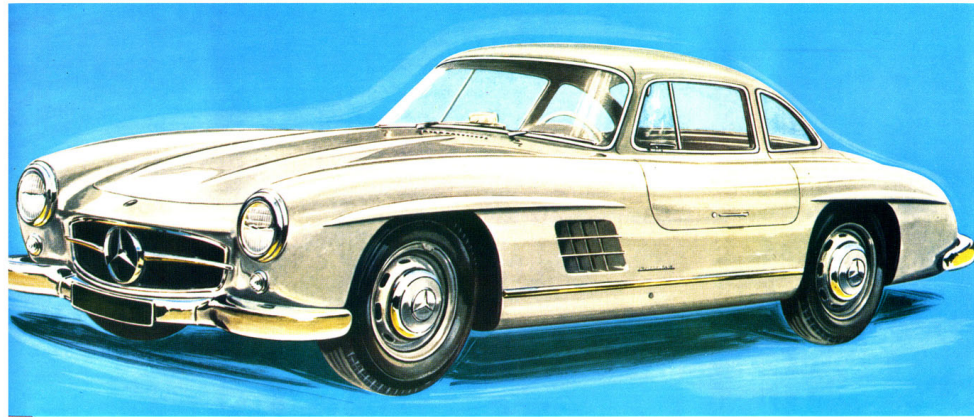
Every race in which Mercedes-Benz cars participated became a new milestone on the road to develop and further improve the 300 SL. The well-proven "Mercedes-Benz Dependability" and the racing qualities of this extraordinarily fast sports car form a uniquely happy combination which makes it very well suitable for every day city driving as well as cross-country touring.



Both wide doors are opened to the top and stay put by encased telescopic springs.

Easy operating doors make entering and leaving convenient. Outside locks and latches on the inside are designed to let doors open easily and — stay closed safely. Their modern mechanism will always operate safely. Flush fitting door handles blend with the exterior styling and swing out by a slight touch.

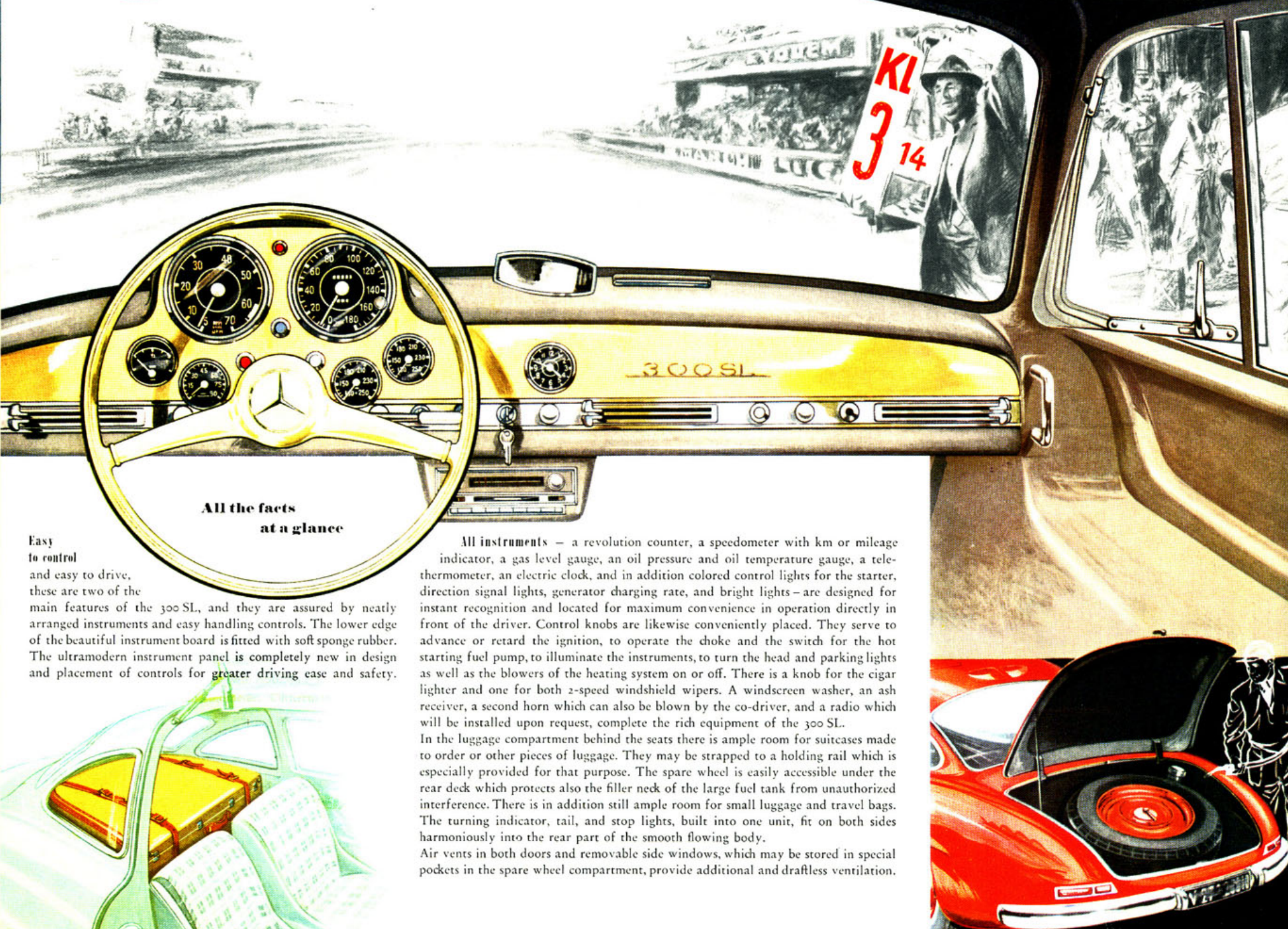
Its ever-present readiness for service and its functional indifference to outside influences demonstrate unmistakably the reliability of a Mercedes-Benz. And the advantages of its stylish, aerodynamic body, its powerful, record-breaking engine, its great speed, and its brilliant driving safety give the 300 SL excellent chances to win in the categories "Standard-built Sports Cars" or "Grand Tourism" of international sports car races. And in addition to all these wonderful technical features, endowing the car with an extremely fast acceleration and high top speed, great emphasis is paid to provide real comfort for the occupants by an unusually spacious interior, remarkably soft springing, and driving ease hitherto unknown in a sports car. Two bucket-type seats, softly cushioned and fashioned after racing car seats, impart even in fast driven curves a feeling of perfect security. Both seats are easily adjustable to provide also for tall persons ample leg room. By the easy handling of all controls the driver has this fast and powerful car in every situation well in hand. The extensive utilization of aggregates of the "300" and "300 S" series renders quick repair and spare parts service possible. And, in spite of its outstanding performance, the 300 SL engine is nearly as economical as all other Mercedes-Benz engines.



With this sports car of sovereign elegance the engineers of Daimler-Benz place into the hands of their customers all the experiences gained through victories won under the Mercedes Star.







**All the facts  
at a glance**

Easy to control and easy to drive, these are two of the main features of the 300 SL, and they are assured by neatly arranged instruments and easy handling controls. The lower edge of the beautiful instrument board is fitted with soft sponge rubber. The ultramodern instrument panel is completely new in design and placement of controls for greater driving ease and safety.

All instruments — a revolution counter, a speedometer with km or mileage indicator, a gas level gauge, an oil pressure and oil temperature gauge, a telethermometer, an electric clock, and in addition colored control lights for the starter, direction signal lights, generator charging rate, and bright lights — are designed for instant recognition and located for maximum convenience in operation directly in front of the driver. Control knobs are likewise conveniently placed. They serve to advance or retard the ignition, to operate the choke and the switch for the hot starting fuel pump, to illuminate the instruments, to turn the head and parking lights as well as the blowers of the heating system on or off. There is a knob for the cigar lighter and one for both 2-speed windshield wipers. A windscreen washer, an ash receiver, a second horn which can also be blown by the co-driver, and a radio which will be installed upon request, complete the rich equipment of the 300 SL.

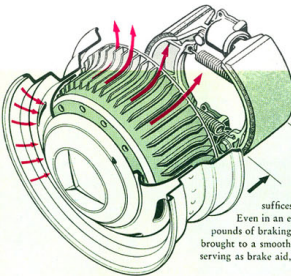
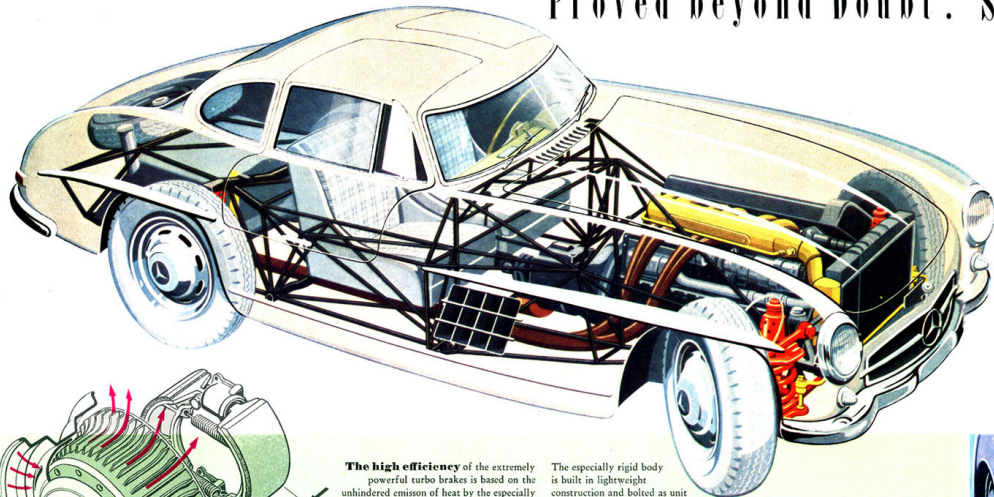
In the luggage compartment behind the seats there is ample room for suitcases made to order or other pieces of luggage. They may be strapped to a holding rail which is especially provided for that purpose. The spare wheel is easily accessible under the rear deck which protects also the filler neck of the large fuel tank from unauthorized interference. There is in addition still ample room for small luggage and travel bags. The turning indicator, tail, and stop lights, built into one unit, fit on both sides harmoniously into the rear part of the smooth flowing body.

Air vents in both doors and removable side windows, which may be stored in special pockets in the spare wheel compartment, provide additional and draftless ventilation.



# Proved beyond Doubt: Safety and Comfort

300 SL



**The high efficiency** of the extremely powerful turbo brakes is based on the unhindered emission of heat by the especially good thermal conductivity of the steel-lined aluminium brake drums. Also under severest application of the brakes, which is common in racing contests, the strong air turbulence of the brake drums' radial cooling fins suffices to effectively cool the self-adjusting, wide brake shoes. Even in an emergency a few ounces of pressure on the pedal becomes pounds of braking at the drums. With a slight ankle motion, the car can be brought to a smooth, gliding halt or a swift, sure stop, as a vacuum booster, serving as brake aid, considerably reduces the required brake pedal pressure.

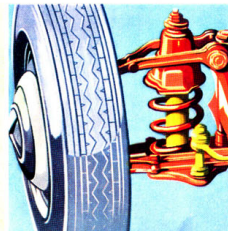
The especially rigid body is built in lightweight construction and bolted as unit to the frame. This genuine Sindelfingen body was designed according to the well-proven Mercedes-Benz principles: "Safety, driving comfort, and exquisite appointments." The new, torsionally rigid, light, tubular frame forms an important prerequisite for the unique roadability of the 300 SL. Its individual struts are stressed only longitudinally, i. e., for push and pull only, and are not subjected to bending stresses, whereby torsion is effectively avoided. Yes, the 300 SL, displaying proudly the famous Mercedes Star, represents unmistakably the typical Mercedes-Benz criterion of harmony between driving ease and road stability.

## Luxuries for the exacting motorist

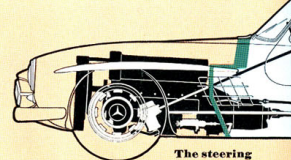
The Mercedes-Benz 300 SL offers its owner to enjoy perfect driving comfort and numerous appointments, which in their choice may be matched entirely to suit his own taste and the purpose for which he intends to use the car. Upon request, rear axle gearings with a ratio of 3.42 to 1 or even 3.25 to 1 for maximum speeds, a racing camshaft, and rigidly adjusted shock absorbers can be installed for sporting contests. Moreover, a steering column of individual length, a bright light-blinking and windshield-washing system, two special suitcases, rudge wheel hubs, bumper guards, leather upholstery, and a radio with automatic tuning and an electrically operated extension aerial are available at extra cost. The rich selection of this equipment and the choice of the car's color impart the 300 SL in every case entirely the personal note of its owner.

## Ventilation and heating

can be adjusted from either seat. A second very effective ventilation, renewing the air instantly, can be opened by a small lever under the instrument board. The effect of these two ventilation possibilities assures under all climatic conditions perfect ease for the occupants. Even at high demands on the engine the interior of the car stays cool and noises are eliminated by the ventilated and well-insulated double dashboard.

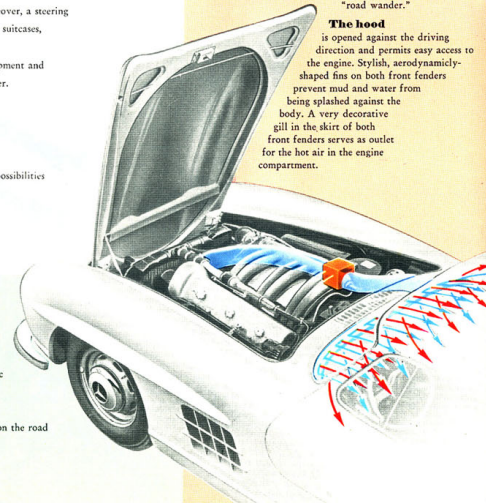


Independent front wheel suspension by transverse twin wish-bone arms, the well proven Mercedes-Benz swing axle, coil springing all-around of specially selected alloy steel, and double-acting hydraulic shock absorbers provide a softer and easier ride on even the roughest roads. And there is such sturdiness and fine balance that the 300 SL is arrow-true on the road and safe in every curve.

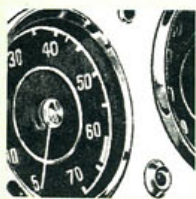


**The steering** is hydraulically damped. It makes the car *want* to go straight and prevents "road wander."

**The hood** is opened against the driving direction and permits easy access to the engine. Stylish, aerodynamically-shaped fins on both front fenders prevent mud and water from being splashed against the body. A very decorative gill in the skirt of both front fenders serves as outlet for the hot air in the engine compartment.



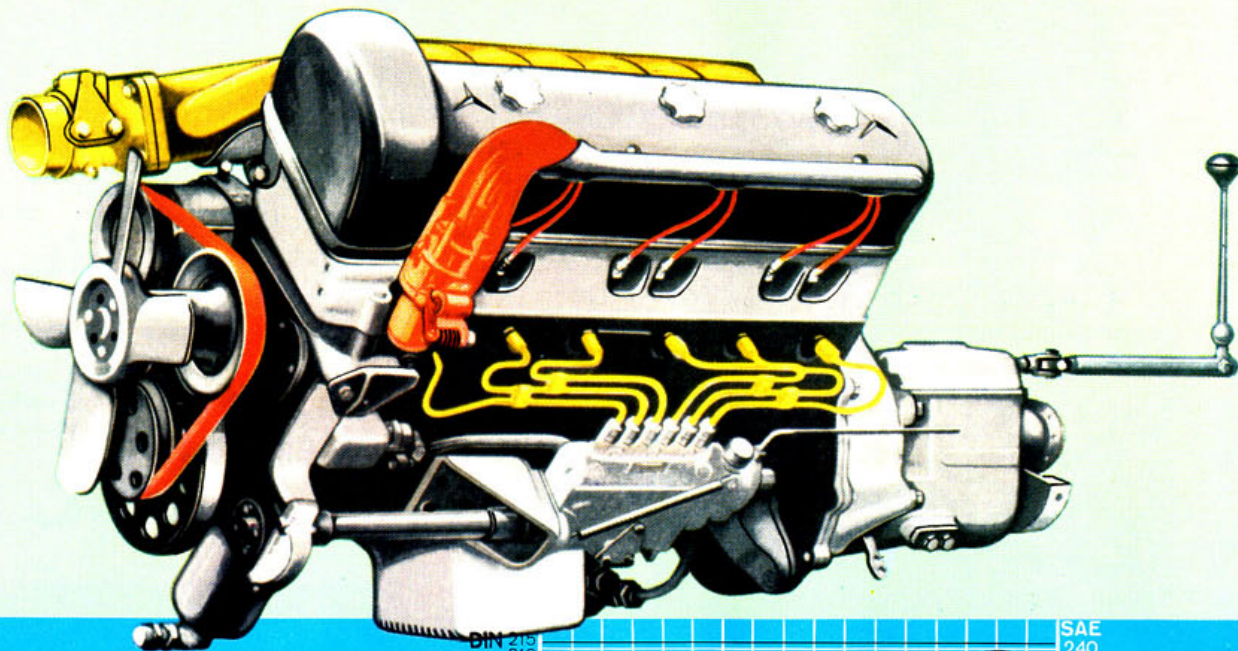




The marvellously responsive 240 HP engine with gasoline injection excels in the slow pace of scarcely moving traffic clear on up to maximum open highway speeds by its smooth, vibration-free performance. It's a masterpiece of high-efficiency in design and construction – built to serve superbly and stand up stalwartly in city traffic, cross-country touring, and racing contests. From idling to highest revolutions the gasoline injection pump feeds most precisely calibrated fuel quantities to every one of the six cylinders. This precision effects increased power output, as it permits higher compressions than in conventional carburetor engines. The absolute dependability of the gasoline injection system in the 300 SL engine is based on 30 years research, development, and experience pursued and gained by Daimler-Benz engineers in the design and construction of airplane engines. The automatic compensation of the air temperature and atmospheric density in various altitudes is done by an ingeniously designed special thermostat which is built into the injection pump.

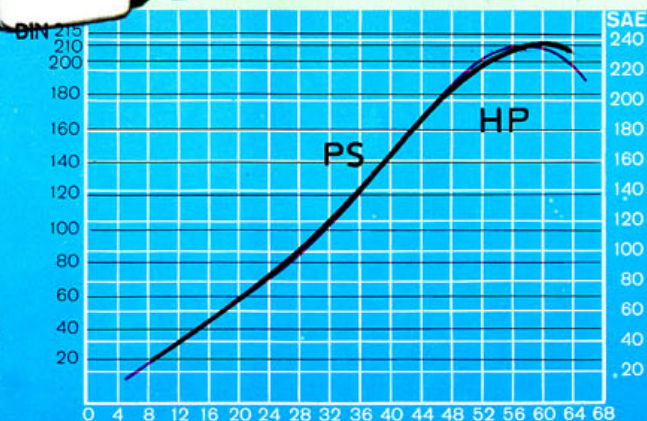
The sturdy and precision balanced crankshaft rests in seven bearings fitted with linings of extremely high resistance alloys. Dry sump lubrication and a large oil cooler permit without endangering the life of the engine a continuous speed of 6000 r.p.m.

The camshaft, driven by a twin roller chain, rests on the cylinder head. By this design the 300 SL engine has, inspite of large valves, a valve mechanism of relatively low-weight moving parts. This mechanism, which up to revolutions of 6300 r.p.m. assures quiet and dependable engine operation, permits steep camshaft cams which in connection with the large valve diameters ensure up to highest engine revolutions very good cylinder charges. Owing to the fuel injection system the cross sectional area of the intake manifold could irrespective of the engine's flexibility be held especially large, so that with the throttle wide open, the air is drawn in almost unhindered. Upon special request the standard rear axle ratio will be replaced by one permitting a stop speed of 155 m/h and, if still higher speeds are desired, a third rear axle transmission ratio will allow even up to 162 m/h. In the transmission all forward speeds are synchronized.



## 240 HP Challenge the Horizon

The output diagram shows on the left side PS acc. to DIN (German Industry Norms) and on the right side HP acc. to SAE (Society of Automotive Engineers). The figures below have to be multiplied by 100 and represent revolutions per minutes.

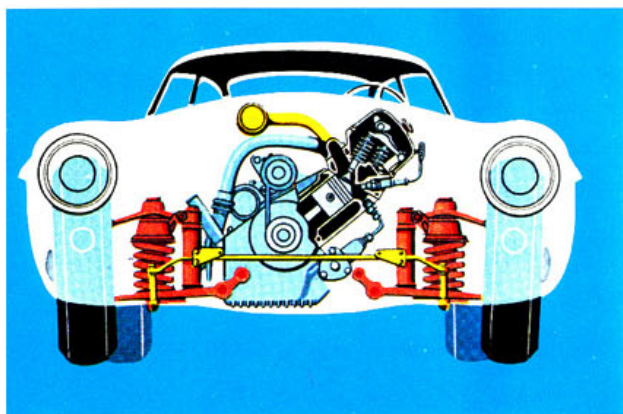
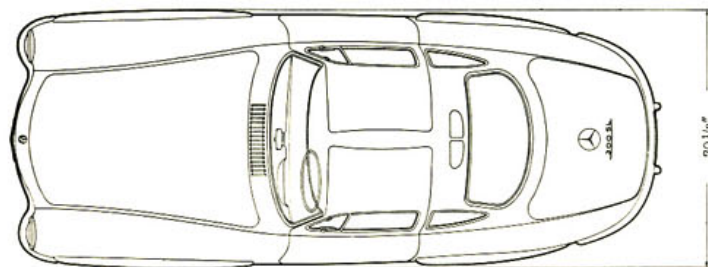
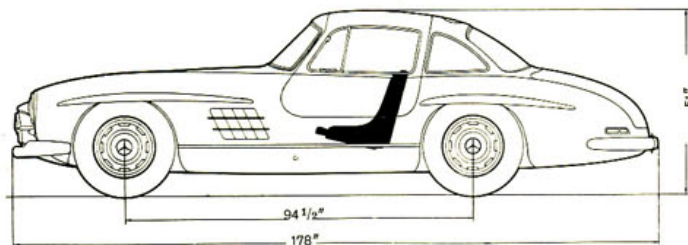




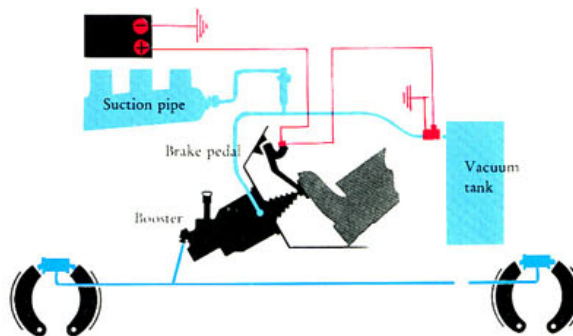
# Fundamentals for high Efficiency

## Dimensions

Overall length .... 178" (4520 mm)  
 Overall width .... 70 1/2" (1790 mm)  
 Overall height .... 51" (1300 mm)  
 (without passengers)  
 Wheelbase ..... 94 1/2" (2400 mm)  
 Tread, front ..... 54 1/2" (1385 mm)  
 Tread, rear ..... 56 1/2" (1435 mm)  
 Ground clearance  
 approx. 5" (130 mm)  
 (with 2 passengers)  
 Turning circle approx. 37 3/4' (11.5 m)



To give the 300 SL its elegant, aerodynamic styling, the powerful 240 HP engine is mounted in a tilted position under the low, sleek hood.



By pushing the brake pedal down, the threadle vac is instantly actuated. By the ensuing reduction of the brake pedal pressure, the control over the car is made considerably easier.

## Engine

Model ..... M 198  
 Working process ..... 4-stroke, gasoline injection  
 Number of cylinders ..... 6  
 Bore ..... 3 11/16" (85 mm)  
 Stroke ..... 3 11/16" (88 mm)  
 Piston displacement ..... 182.8 cu. ins. (2996 ccm)  
 Engine output acc. to SAE\* ..... 240 HP at 6100 r.p.m.  
 Engine revolutions at 100 km/h (62 m/h) ..... 2810 r.p.m. with 3.64:1 R.A. ratio  
 ..... 2640 r.p.m. with 3.42:1 R.A. ratio  
 ..... 2510 r.p.m. with 3.25:1 R.A. ratio  
 Maximum revolutions ..... 6400 r.p.m., in gears 6000 r.p.m.  
 Compression ratio ..... 8.55 : 1  
 Firing order ..... 1-5-3-6-2-4  
 Capacity of cooling system with heater ..... 4.1 US gal. = 3.4 Imp. gal. (15.5 ltr.)  
 Capacity of crankcase, max. .... 4.0 US gal. = 3.2 Imp. gal. (15 ltr.)  
 min. .... 2.9 US gal. = 2.4 Imp. gal. (11 ltr.)

## Speed and climbing ability

Maximum speed with	3.64:1	3.42:1	3.25:1 rear axle ratio
1st gear	39.8 m/h	41.0 m/h	44.1 m/h
2nd gear	67.1 m/h	73.3 m/h	75.2 m/h
3rd gear	96.3 m/h	101.9 m/h	107.5 m/h
4th gear	approx. 146.0 m/h	155.3 m/h	161.5 m/h

Climbing ability	3.64:1	3.42:1	3.25:1
1st gear	73 %	67 %	63 %
2nd gear	35 %	32 %	30 %
3rd gear	21 %	19 %	17.5 %
4th gear	12.1 %	11.1 %	10.4 %

## Fuel consumption

Gasoline consumption depends on 19.6 to 12.4 m/US gal. = 32.5 to 14.9 m/Imp. gal.  
 driving manner and averages ..... (12 to 19 ltr./100 km)  
 Octane rating of gasoline ..... 80, commercial super gasoline  
 Capacity of gasoline tank ..... 34.3 US gal. = 28.6 Imp. gal. (130 ltr.)  
 incl. approx. 2 gal. for spare  
 Oil consumption ..... 294 m/US qt. = 176.5 m/Imp. pt. (0.2 ltr./100 km)

## Chassis

Gear box ..... Daimler-Benz 4-speed, fully synchronized transmission  
 Rear axle ..... Daimler-Benz swing axle with hypoid gearing  
 Rear axle ratios ..... standard: 3.64:1; optional: 3.42:1 and 3.25:1  
 Size of rims ..... 5 K x 15  
 Size of tires ..... 6.50 x 15 racing or 6.50 x 15 extra super sport  
 Battery ..... 12 volt, 56 amp./h  
 Brake ..... Hydraulic brakes with treadle vac booster;  
 steel-aluminum brake drums with turbo cooling

## Weights

Chassis ..... 2040 lbs. (925 kg)  
 Curb weight incl. spare wheel, tools, and fuel ..... 2855 lbs. (1295 kg)  
 Permissible load ..... 540 lbs. (245 kg)  
 Max. total weight ..... 3340 lbs. (1515 kg)

\* The engine output quoted in gross HP is actually available at the clutch. It does not include performances of auxiliary units not required for engine operation.

Subject to modifications in design and equipment.





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**DAIMLER-BENZ AKTIENGESellschaft**

**STUTTGART-UNTERTÜRKHEIM**