

# Mercedes Benz SL 300 Roadster

The R107/SL was a two-seat convertible with a detachable roof. During its production run, the R107 was the only roadster offered by Mercedes-Benz, as it replaced the W113 SL-Class in 1971 and was replaced by the R129 SL-Class in 1989. The C107/SLC was a four-seat car with a fixed roof and an optional sliding steel sunroof. It replaced the W111 Coupé in 1971 and was in turn replaced by the C126 S-class coupé in 1981.

**Mercedes-Benz SL-Class (R129)** The R129 replaced the R107 in 1989 and was in its turn replaced by the R230 SL-Class in 2002 for the 2003 model year. The Mercedes-Benz R129 SL is a roadster which was produced by Mercedes-Benz from 1988 until 2001. The R129 replaced the R107 in 1989 and was in its turn replaced by the R230 SL-Class in 2002 for the 2003 model year. The Mercedes-Benz R129 SL is a roadster which was produced by Mercedes-Benz from 1988 until 2001.

**Mercedes-Benz 190 SL** The Mercedes-Benz 190 SL (W121) is a two-door luxury roadster produced by Mercedes-Benz. See Mercedes-Benz SL-Class for a complete overview of all SL-Class models. See Mercedes-Benz SL-Class for a complete overview of all SL-Class models.

The German magazine, Auto Motor und Sport, declared in its 2012 special edition issue of Mercedes-Benz SL that Rudolf Uhlenhaut—in his notarised letter—indicated the abbreviation meant Super Leicht. This contradicted with the abbreviation proposed by Engelen, Riedner, and Seufert who worked with Rudolf Uhlenhaut: they indicated the abbreviation... Designed in 1984, the R129 was based on the shortened floorpan of the Mercedes-Benz W124. The new SL-class was presented at the Geneva Motor Show in March 1989, with left-hand drive sales beginning that summer and right-hand drive sales in the autumn. It came runner-up behind the Citroen XM for the European Car of the Year accolade. The W 113 was developed under the auspices of Mercedes-Benz Technical Director Fritz Nallinger, Chief Engineer Rudolf Uhlenhaut and Head of Styling Friedrich Geiger, who had previously designed the iconic 500K/540K and 300 SL. The lead designers were Paul Bracq and Béla Barényi, who created its patented, slightly concave hardtop, which inspired the "Pagoda" nickname. At the 1999 North American International Auto Show, Mercedes-Benz presented their Vision SLR concept, inspired both by the Mercedes-Benz 300 SLR Uhlenhaut Coupé of 1955, which was a modified Mercedes-Benz W196S race car, and the design of closed-wheel Formula One cars, a field in which they had prior experience from Mercedes-Benz competing in Formula One in the past as constructor also winning back to back championships in their debut season 1954 then 1955. Also during the jointly developed project of Mercedes-Benz SLR McLaren in 2003...

**Mercedes-Benz 300 SL** The Mercedes-Benz 300 SL (chassis code W 198) is a two-seat sports car that was produced by Mercedes-Benz from 1954 to 1957 as a gullwinged coupé and The Mercedes-Benz 300 SL (chassis code W 198) is a two-seat sports car that was produced by Mercedes-Benz from 1954 to 1957 as a gullwinged coupé and from 1957 to 1963 as a roadster. As one of the first automobiles to be equipped with a mechanical direct gasoline fuel-injection system, the power output of its three-liter overhead camshaft slanted straight-six engine surpassed that of its successful racing predecessor. The road going 1954 fuel injected 300 SL (W198) traces its origins to the company's original 1952 300 SL carburetted racing car, the Mercedes-Benz W194

The predecessor W113 was notably successful in North America, with 19,440 units (40%) of 48,912 total units sold in the US. The R107 and C107 were even more focused on the American market, with specialized engines, bumper designs, headlights, and emissions management designs. The R107 and C107 sold 204,373 units in the US (68%) of 300,175 total units sold (excluding grey market sales into the US).

**History**

The Mercedes-Benz 190 SL (W121) is a two-door luxury roadster produced by Mercedes-Benz between May 1955 and February 1963. Internally referred to as W121 (BII), it was first shown in prototype at the 1954 New York Auto Show, and was available with an optional removable hardtop.

Two of the nine 300 SLR rolling chassis produced (nicknamed the "Uhlenhaut Coupé") were built as closed coupés. Effectively roadster.

**Development and launch**

The W 196 S's monoposto driving position was modified to standard two-abreast seating, headlights were added, and a few other changes made to adapt a strictly track competitor to a 24-hour road/track sports racer.

Initially, the first 300 SL was a racing sports car built in 1952.

Variants of the M186 went on to be used in the exclusive 300 S/300 Sc gran tourer, W194 300SL racer, iconic gullwing 300SL sports car and roadster, and Mercedes top-end 112-series 300SE sedans and limousines, and coupes and cabriolets of the early to mid-1960s. Production ended in 1967, four years after the introduction of the 600 Grosser Mercedes and the 6.3 L (386.4 cu in) M100 V-8.

The designation "300 SL" is derived from the 1951 two-door luxury sports tourer Mercedes-Benz W188 "300 S", with the use of the S being not defined. The additional L, as 20 years earlier in the SSKL, is an abbreviation of the German term leicht, meaning "light", a reference to the car's...

All models were equipped with a fuel injected inline-six engine. The bonnet, boot lid, door skins and tonneau cover were made of aluminium to reduce weight. The comparatively short and wide chassis, combined with an excellent suspension, powerful brakes and radial tires gave the W 113 superb handling for its time. The styling of the front, with its characteristic upright Bosch "fishbowl" headlights and simple...

The R129 was offered as a two-door roadster with an automated

(electro-hydraulic), fabric convertible roof; colour-matched, automated tonneau cover; and a manually detachable hardtop that could be fitted over the stored fabric convertible roof and tonneau. It was available with a variety of powertrains across its twelve-year production, including a V12 option used in the SL600. Whether the abbreviation SL was derived from a 1931 Mercedes-Benz SSKL (Super Sport Kurz Leicht—Super Sport Short Light) isn't known. At the public introduction of 300 SL in 1952, Mercedes-Benz did not define the abbreviation SL. == Abbreviation of SL == Just as the W 196 R Formula One racer's M 196 R engine, the 300 SLR's M 196 S engine is a direct-injected 3-litre straight-eight engine (but with a 78 mm bore and stroke); its rated power is 302 PS (222 kW). Designed to give reliable service under prolonged hard use, the iron block/aluminum head engine featured deep water jackets, an innovative diagonal head-to-block joint that allowed for oversized intake and exhaust valves, reverse-flow cylinder head, thermostatically controlled oil cooling, copper-lead bearings, and a hardened crankshaft. Depending on configuration of axle ratio, camshaft, bumpers etc., the 300 SL was capable of reaching 260 km/h (162 mph), earning it a reputation as a sports car racing champion, and making it the fastest production car of its time. The car's iconic gullwing doors and innovative lightweight tubular-frame construction were groundbreaking with no intention of developing a street version. In 1954, an American importer Max Hoffman suggested the street version of 300 SL for the wealthy performance car enthusiasts in the United States where the market for the personal luxury car was booming after the Second World War. While sharing many design features... == Development ==

Mercedes-Benz SLR McLaren and was an homage to the Mercedes-Benz 300 SLR which served as the car's inspiration. The car was offered in coupé, roadster and speedster bodystyles, with the latter being a limited-edition model. When the car was developed, Mercedes-Benz owned 40 percent of the McLaren Group and the car was produced in conjunction between the two companies. The car was offered in coupé, roadster and speedster bodystyles The Mercedes-Benz SLR McLaren (C199 / R199 / Z199) is a grand tourer jointly developed by German automotive manufacturer Mercedes-Benz and British automotive manufacturer McLaren Automotive and sold from 2003 to 2010. The "SLR" name is an abbreviation for "Sport Leicht Rennsport" (Sport Light Racing), and was an homage to the Mercedes-Benz 300 SLR which served as the car's inspiration

Mercedes-Benz SL-Class (R230) The R230 generation of the Mercedes-Benz SL-Class was introduced at the 2001 Frankfurt Motor Show and 2001 Bologna Motor Show, replacing the R129. The R230 underwent revisions in 2006 and 2008, and was superseded by the new R231 SL-Class in 2011. The R230 generation of the Mercedes-Benz SL-Class was introduced at the 2001 Frankfurt Motor Show and 2001 Bologna Motor Show, replacing the R129

The Mercedes-Benz W 113 is a two-seat luxury roadster/coupé, introduced at the 1963 Geneva Motor Show and produced from 1963 through 1971. It replaced both the 300 SL (W 198) and the 190 SL (W 121 BII). Of the 48,912 W 113 SLs produced, 19,440 were sold in the US. The W 113 was marketed under the names Mercedes-Benz 230 SL, 250 SL and 280 SL.

Mercedes-Benz 300 SLR The Mercedes-Benz 300 SLR (W 196 S) is a two-seat sports racing car that took part in the 1955 World Sportscar Championship before a catastrophic crash The Mercedes-Benz 300 SLR (W 196 S) is a two-seat sports racing car that took part in the 1955 World Sportscar Championship before a catastrophic crash and fire at Le Mans later that year ended its domination prematurely. The car was designated "SL-R" (for Sport, Leicht, Rennen, eng: sport, light, racing), which was later condensed to "SLR". Technically, the W 196 S is based on the W 196 R, but has a slightly different engine, displacing 3 litres

Mercedes-Benz R107 and C107 the R107 was the only roadster offered by Mercedes-Benz, as it replaced the W113 SL-Class in 1971 and was replaced by the R129 SL-Class in 1989. They were sold under the SL (R107) and SLC (C107) model names in a variety of names indicating the displacement of the engines. The C107/SLC The Mercedes-Benz R107 and C107 are grand tourers which were produced by Mercedes-Benz from 1971 until 1989, being the second longest single series ever produced by the automaker after the G-Class

Mercedes-Benz SL-Class I4 Mercedes-Benz 300 SL (W198) Mercedes-Benz 300 SL Roadster (W198) Mercedes-Benz 190 SL (W121) Replacing both the 300 SL and 190 SL, the 230 SL was The Mercedes-Benz SL-Class (marketed as Mercedes-AMG SL since 2022) is a grand touring sports car manufactured by Mercedes-Benz since 1954. The designation "SL" derives from the German term "Super-Leicht", which translates to "Super Light" in English

Mercedes-Benz W113 The Mercedes-Benz W 113 is a two-seat luxury roadster/coupé, introduced at the See Mercedes-Benz SL-Class for a complete overview of all SL-Class models. See Mercedes-Benz SL-Class for a complete overview of all SL-Class models

The various versions of the engine (M186 – M199) produced from 115–240 bhp (86–179 kW) as compression ratios rose and the number of carburetors multiplied or were replaced with fuel-injection. Hall of Fame Formula One driver and former Mercedes-Benz team 300 SLR race driver Stirling Moss described the 300 SLR as "The greatest sports racing car ever built – really an unbelievable machine."

Mercedes-Benz M186 engine com 300 SL, Mercedes-Benz The Mercedes Benz M186 Engine was a 3. 0-litre single overhead camshaft inline-6 developed in the early 1950s to power the company's new flagship 300 "Adenauer" (W186) four-door saloon. It made its debut at the Frankfurt Motor Show in April 1951. Mercedes-Benz Workshop Manual Type 300SL. 1956. 1957-'63 Mercedes-Benz 300 SL Roadster, hemmings. Daimler-Benz Aktiengesellschaft c979ef0866

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