560sl wiki

The original idea was suggested by American importer Max Hoffman , who perceived a market for a toned-down Gran Prix car tailored to affluent performance enthusiasts in the booming post-war American market , which remains the primary market for the vehicles. The SL designation was first applied to the SL , often referred to as the "Gullwing" due to its gullwing or upward-opening doors. The term SL refers to the marketing variations of the vehicle, including the numerous engine configurations spanning six design generations. Leicht is either "easy" as an adverb or "light" as an adjective in German. Defining a car it has to mean "Light". It is often assumed that the letters stand for Sport Leicht. One car magazine in declared that the abbreviation "SL" - "securitized and personally signed by Rudolf Uhlenhaut " meant Super Leicht. Mercedes-Benz used both forms until it was even called Super Super. For a long time it was unclear what intention the company had at the time when assigning the letter combination. It was not until the beginning of that a chance finding in the corporate archive clarified that the abbreviation SL stood for Super-Leicht. The four-cylinder SL was more widely produced with 25, units, starting in Cars of the open SL-Class were available as a coupe with a removable hardtop or as a roadster with convertible soft top or with both tops. Production for the SL and SL ended in It featured a low waistline and big curved greenhouse windows, and a Coupe Roadster with detachable hardtop, whose distinctive concave roofline earned the nickname "pagoda top. Around , the engine received a displacement increase and the model became known as the SL. Within a year the engine displacement was increased for the final time and the model designation became SL. Beginning with later versions of the SL changes were made to dashboard padding, switches and knobs, door pockets US models only and steering wheel. In addition, on the SL formerly separate centre hubcaps and wheel trim rings became full wheel covers. All updated 86â€"89 models have the advantages of the more modern 4 pot brakes, larger discs, and suspension derived from the W sedan. The body's rust-proof paint is ineffective, as most models are susceptible to rust around the wheel arches, sills, jacking points, floor and front wings; especially the drill holes on which the mudflaps are mounted and the sides facing the engine bay. The SL base model was available as standard in a 5-speed manual although very few were sold. The SOHC 6 cylinder M is typically considered to have handling advantages with its lighter weight engine. The specification was high, with electric windows, mirrors, seats and roof. The driver can also manually raise and lower the rollbar. This facilitates the clean look of the R without compromising the occupant's safety. The SL continued with the same powerful engine. Introduced in as the SL , it was re-badged the SL in It had the same engine as the original Pagani Zonda. After a brief gap, the SL 73 was offered again from to , although the engine was slightly updated to be more reliable. The same 7. The SL 73 was briefly reintroduced in September following the SL's end-of-life facelift and a limited number were produced up until December The facelifted SL 73 is the car that appears in the picture left. Sold through MB from to , it used a 6. The fifth generation SL was in production between and , initially as just a 5. This featured a 5. An improved 5. The SL 3. The R also features the ABC active body control which offers the balance of comfort and handling; this complex system uses accumulators and hydraulic fluids to regulate the firmness and heights of the suspension. The R SL underwent a significant facelift in featuring new and revised engines and a new front end that evokes the classic SL with a large grille featuring a prominent 3-pointed star and twin "power domes" on the bonnet, the car also features new headlights with an optional "Intelligent Light System" and a new speed sensitive steering system. The new SL R was produced from aluminium for the first time. The new aluminium body shell weighs around kilograms less than it would if made with steel from the predecessor. Some of these weight savings are offset by more systems. The R is available with two different suspension systems: semi-active adjustable damping as standard. Both suspension types are combined with electromechanical speed-sensitive power steering and a ratio that can be varied across the steering wheel angle and it also reduces the amount of steering required when parking and manoeuvring. This generation of SL is longer and wider than its predecessor. A mid-cycle facelift was introduced in for the model year. Cosmetically, every SL received a revised front end, front grille treatment and larger non-functional side 'vents' behind the front wheels. All variants also received adaptive LED front headlights with integrated daytime running lights and turn signals, leaving the below-bumper intake area free from lighting. The LED tail lights received single-colour red or red-and-amber lenses instead of the red and white of the pre-facelift models. Front and rear bumpers were redesigned to appear more like Mercedes' other recent models, while convenience and driver assistance features introduced earlier on other Mercedes models were made optionally available. Externally, the SL63 and SL65 were distinguishable from the non-AMG variants by embellishments to their bumpers and side sills in gloss black or polished aluminium, respectively. The SL63 and SL65 also featured trademark AMG 'twin lamella' front grilles and dual twin tailpipe exhaust trims as well as a carbon fibre

composite trunk lid. Interiors continued virtually unchanged in with the exception of slightly revised minor switchgear and a redesigned steering wheel. From Wikipedia, the free encyclopedia. Motor vehicle. Main article: Mercedes-Benz W Main article: Mercedes-Benz R and C Petrol: 3. In: media. Juli April Retrieved 18 June Retrieved 28 January Retrieved 21 September Archived from the original on 29 July New Jersey: PR Newswire. Archived from the original on 13 January Archived from the original on 21 September Barrett, Frank Illustrated Buyer's Guide Mercedes-Benz. Bass, Chris Essential Buyer's Guide series. Essential Buyer's Guide Veloce series. Clarke, R. Road Test Portfolio Series. Mercedes SLs Performance Portfolio Stuttgart: Motorbuch Verlag. Ultimate Convertibles: Roofless Beauty. London: Kandour. Howard, Colin Mercedes Benz SL: â€" Kittler, Eberhard Typenkompass Mercedes-Benz Band 1. Personenwagen - [Typenkompass Mercedes-Benz Volume 1. Passenger Cars -]. Typenkompass series. 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Categories : Mercedes-Benz vehicles Hardtop convertibles Roadsters Grand tourers Rear-wheel-drive vehicles Cars introduced in s cars s cars s cars s cars s cars s cars. Hidden categories: CS1 German-language sources de CS1 maint: multiple names: authors list Use dmy dates from September Articles with short description Short description is different from Wikidata Articles with German-language sources de CS1: long volume value Commons category link is on Wikidata. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Bremen , Germany Santiago Tianguistenco , Mexico. Sports car Grand tourer S. Mercedes-Benz SL W II I6 2. Mercedes-Benz R and C Mercedes-Benz R A marque of Daimler. V, X Musso FJ. Off-road vehicle. Pickup truck. Musso Sports P W - W The Mercedes-Benz R and C are sports cars which were produced by Mercedes-Benz from through , being the second longest single series ever produced by the automaker, after the G-Class. It was the only Mercedes roadster during its entire production. The body styles for both R and C did not change materially from introduction in to end of production in The SLC C derivative was a 2-door hardtop coupe with normal rear seats. The early SL are very rare and were available with an optional 4 speed fluid coupling automatic gearbox. The 4sp auto were quick cars for the day with mph in 8 seconds. In addition, the rare cars were fitted with Bosch electronic fuel injection. In September the SLC 5. The SLC 5. Starting in , the , and SLC 5. At the same time, the cars received a very mild makeover; the 3-speed automatic was replaced by a four-speed unit, returning to where the R started in with the optional 4 speed automatic SL 3. Both these models are sought by collectors today. Following the discontinuation of the SLC in September , the series continued initially as the , and SL. At this time, the V8 engines were re-tuned for greater efficiency, lost a few hp and consumed less fuel- this largely due to substantially higher numerically lower axle ratios that went from 3. Also in , the Bosch KE Jetronic was fitted. The final car of the 18 years running series was a SL painted Signal red, built on 4 August ; it currently resides in the Mercedes-Benz museum in Stuttgart , Germany. Sales in North America began in , and cars wore the badge SL, but actually had a larger 4. US cars sold from through used the Bosch D Jetronic fuel injection system, an early electronic engine management system. R and C cars were exported to the US with low compression 4. US models sold from through used the Bosch K Jetronic system, an entirely mechanical fuel injection system. The SL was produced until The smaller engined SL replaced the SL from to North American market SL and SLC models retained the "protruding" [6] 5mph bumpers, even after the wisdom of the law was reconsidered in The more powerful SL with 5. This drove many customers to obtain the European specification car in the " gray market. Despite the larger 5. Model years and SLs suffered from vapor lock and hard restart because of the under-bonnet position of the catalytic converter. Starting in MY , the catalytic converter was moved to replace the resonator, located just behind the transmission in the exhaust system. These early models were plagued with chain failure problems and the problem was corrected by Mercedes-Benz, free of charge. Some models, however, escaped retrofit and may at some point fail as a result. Another problem area for late SLs was the automatic climate control system. Based on a "servo," which controlled coolant flow to the heater core, as well as

DOHC , duplex chain. SOHC , duplex chain. Double wishbones, coil springs, additional rubber springs, stabilising bar. SL: Large car. W Small family car. Compact executive. Executive car. Purchased from : Leith Mercedes-Benz of Raleigh summer , new. My mother always wanted a Mercedes convertible. I will never forget that summer day she pulled into our driveway. The car was a work of art. For those first few years, she only drove it four or five miles per week, just around town with a handful of trips to the beach. But, eventually, the car needed work. At that point, nobody thought of these as classics. We made a deal where she gave me the car, and I agreed to fix it up, bring it back to new condition. The most major thing was a new top. The original was dry-rotted from being left down for about 15 years. With a 5. And when you hit the gas, the shifts are barely noticeable. It still feels like a luxury car. I know the prices for these are going up now. This appears in the September issue. Want more Popular Mechanics? Get Instant Access! Type keyword s to search. Today's Top Stories. How to Stay Warm Without Power. Travis Dove. Owner : Christopher D. You may be able to find the same content in another format, or you may be able to find more information, at their web site. This content is created and maintained by a third party, and imported onto this page to help users provide their email addresses. You may be able to find more information about this and similar content at piano. Advertisement - Continue Reading Below. More From The New Vintage. It was sold alongside the SL with minor external changes, improved front wheel suspension new brakes and a 5. The most powerful engine available was a 5. These extra-European markets got a detuned version with a catalytic converter and only hp because of the emissions regulations in these countries. The American-delivered cars were equipped with rubberized DOT-compliant bumpers and quad headlamps. Many were also fitted with a three-speed automatic transmission. Heavily equipped with stock amenities, the SL had only two options: heated seats and electronically adjustable headrests. Just 9, miles from new and one owner from until Excellent Deep Blue exterior color over light brown leatherette. Offered with extensive history file. A California car for many years. Highly original example of the end-of-the-line SL. Complete with both soft and hardtop. High-quality Mercedes-Benz cruiser. The car has spent most of its life in the USA â€" in Florida, Arizona and Minneapolis â€" and has covered 96, miles approximately , kilometres from new. It has recently been imported into Belgium and undergone the official technical inspection there. All import taxes and duties have been paid and the car comes with Form enabling it to be registered within the European Union. Extremely Low-Mileage Example. Mint, Original Condition. Desirable Period Color Combination. Immaculately kept. Complete original handbooks. Maintenance history from new. Recent servicing including all new fluids. Clean Car Fax report included. Removable hardtop, Navy blue soft top. Chrome wheels. Original Becker Grand Prix radio. Sold new in Bellevue, WA. A Northwest car from new. Auction Source: Daytime Auction by Mecum. All original paint and interior. Original factory radio comes with car. Brand new tires and brakes. Videos Pictures Wallpapers Forum. Share Tweet. Mark Smeyers. Makenzie Shattler. Story by Supercars. The B45 â€" performance upgrade from Brabus. See all results. Awesome Supercars The latest supercar news, rumors, reviews and more delivered to you each week. Cool supercar stuff only. No crap, we promise. Richard Owen. According to the Hagerty Vehicle Rating, the SL had been free-falling for nearly two full years before the bleeding finally stopped. Maybe things are finally looking up again. This is what it is not : It is not indicator of future collectability. Measured on a 0â€" scale, a point rating indicates that a vehicle is keeping pace with the market overall. A rating above 50 indicates above-average appreciation; a vehicle with a rating below 50 is lagging. The stat-heavy rating takes into account the number of vehicles insured and quoted through Hagerty, along with auction activity and private sales results. The SL was the last in the venerable R series also known as the W which ran from â€"89 andâ€"true to form for Mercedes-Benzâ€"included models with lots of numbers and letters. In , Mercedes shipped its most powerful SL of the decade, and of the chassis type, to the United States. At pounds, the SL was also the heaviest of the SLs, but its new 5. In fact, it had a top speed of about mph. Last time around, the SL had 18 points and sat in th place, just 12 spots from dead last. That followed a big run-up four years ago, which culminated in a Overall, the average 2 value has dropped Regarding sales, the average sale price for a SL has actually increased 3. Although 6-percent more SLs have come to auction in the last yearâ€"meaning supply and demand are pretty much in syncâ€"the

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marginal increase in average value indicates that the very best examples are staying put. It has decreased 2. Believe it or not, that decrease might indicate the return of a pulse to the market, since the month average value for all cars quoted by Hagerty decreased 5. Of note: the SL appeals primarily to older buyers. Only 10 vehicles have a higher percentage of Pre-Boomer quotes than the SL in the past 12 months. In fact, 71 percent of all SL quotes go to people age 55 years old or older. Why does that matter? Simple: Older, more financially fit car owners can afford to wait out the storm. Car Profiles. Is the â€™89 Mercedes-Benz SL ready to rebound? Jeff Peek. A Story About. Your weekly dose of car news from Hagerty in your inbox. See more newsletters Thanks for signing up. Sign up. More on this topic. Valuation King of the bulls, the Miura is the most collectible Lamborghini for good reason Andrew Newton. Share Leave comment. Read next Up next: Stop being afraid of your carburetor.