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230 SL

Command Performance

MERCEDES-BENZ

230 SL

In the select international set of truly great motor cars, debut of a new member is an auspicious event. This is particularly true when this new member comes from the historic Mercedes-Benz family, for more than 3-quarters of a century one of motordom's most honored names.

The Mercedes-Benz 230SL brings a dramatic new look to the world of fine sports cars. Low-slung, fast and powerful, it comes as a soft-top roadster which is available with an optional hard top. The sports car contour is accentuated by elegantly slim roof and window posts and a flat sheath roof over extensive window areas. Visibility is excellent.

Mercedes-Benz has given this car an improved fuel injection system . . . a fully synchronized four-speed transmission, actuated by a short stick, designed for fast gear changing. (A four-speed automatic transmission is available as an option—see specifications on back page).

Mercedes-Benz "built-in traffic safety features" are further enhanced in the 230SL through use of Girling front disc brakes and aluminum Alfin drum brakes in the rear.

The standard version of the 230SL is equipped with all those extra touches that combine to give the deserved impression of luxury. These include a non-glare rear view mirror inside the car, along with a door-mounted exterior mirror; a handsome hand-finished console with ash tray; two-speed electric windshield wipers and washers; padded adjustable sun visors; illuminated heat-fresh air control knob; illuminated glove compartment with map light and back-up lights.

Safe . . . fast . . . comfortable . . . luxurious . . . once you have taken the wheel of the new Mercedes 230SL and experienced its incomparable performance . . . you'll be satisfied with nothing less.

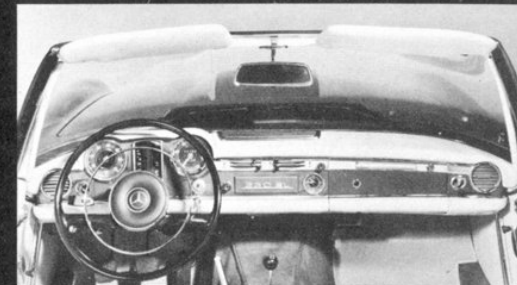




Sleek, continental styling... motordom's thoroughbred look



An interior that is luxurious in appointment and finish



High visibility control panel in precious wood and matt leather

Engineering Excellence — A Mercedes-Benz Tradition

SPECIFICATIONS 230SL

ENGINE

Type.....	6-Cyl. Overhead Cam and Valves
Bore and Stroke.....	3.23/2.87
Piston Displacement.....	140.71 cu. in.
Horsepower.....	170 @ 5600 r.p.m.
Compression ratio.....	9.3:1
Oil cooling.....	Oil-Water Heat Exchanger
Capacity of crankcase.....	11.6-7.4 pts. (V.S. PTS.)
(max - min.).....	9.7-6.2 (1MP.PTS.)

PERFORMANCE DATA

Maximum speed.....	1st gear 27.9 mph
	2nd gear 55.9 mph
	3rd gear 83.8 mph
	4th gear Top speed

FUEL

Fuel System.....	Intermittent Fuel Injection
Capacity of fuel tank.....	U. S. gal. 17.2, imp. gal. 14.3
Including spare supply.....	U. S. gal. 1.8, imp. gal. 1.5
Type of fuel.....	Commercial premium

CHASSIS

Suspension, front—Independent suspension with coil springs, telescopic shock absorbers and torsion bar stabilizer.
Suspension, rear—Independent suspension with coil springs and shock absorbers.
Rear Axle—Single joint, low pivot point swing axle with horizontal compensating spring.
Transmission—4-speed fully synchronized.
Steering—Recirculating ball-type with self adjustment and shock absorber.
Brakes (Power)—Hydraulic, disc brakes front, turbo-cooled rear drums.
Battery—12 volt—55 amp. hrs.

DIMENSIONS AND WEIGHTS

Overall length.....	168.7 in.
Overall width.....	69.2 in.
Overall height, unloaded.....	51.5 in.
Wheelbase.....	94.5 in.
Size of tires (Tubeless).....	185 x 14
Tread, front.....	58.5
Tread, rear.....	58.5
Turning circle.....	33.4 ft.
Curb weight.....	2855 lbs.

SUBFRAME and single-joint swing axle. The high output engine of your 230SL is mounted together with the transmission, the front wheel suspension and the steering in the "sub-frame". This practical system makes possible economical removal and re-assembly of the entire unit for maintenance, and absorbs possible additional vibrations of the front wheel suspension. The rear single-joint swing axle with only one low pivot point is guided by two longitudinal pull rods. Large internally friction-free coil springs absorb every road jolt before it can take effect.

STEERING. Recirculating Ball-Type Steering with automatic adjustment and steering shock absorber is so easy to handle and obedient that even very delicate hands can effortlessly master the 230SL. With this advanced Mercedes-Benz steering design, you thread through traffic with finger-tip ease, and

on the open road you can forget about "wind wander"—you simply point the car where you want it to go.

AUTOMATIC TRANSMISSION. Lighter, smaller and much more versatile than most transmissions, the new Mercedes-Benz assembly operates as fully automatic when in fourth position, providing a shift sequence from 2nd through 4th gear, with a full sequence from 1st possible by depressing the accelerator to full throttle. However, the car can be manually shifted through any gear sequence desired for maximum control and acceleration.

POWER TRAIN. Here the 230SL shows you its strong "heart", its spirited 170 HP fuel injection engine. The modern design innovations are clearly recognizable. Due to the short stroke, the larger bore and the overhead cam shaft and overhead valves, the engine will maintain safely a maximum of 6,500 r.p.m.



Mercedes-Benz Sales Inc.

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