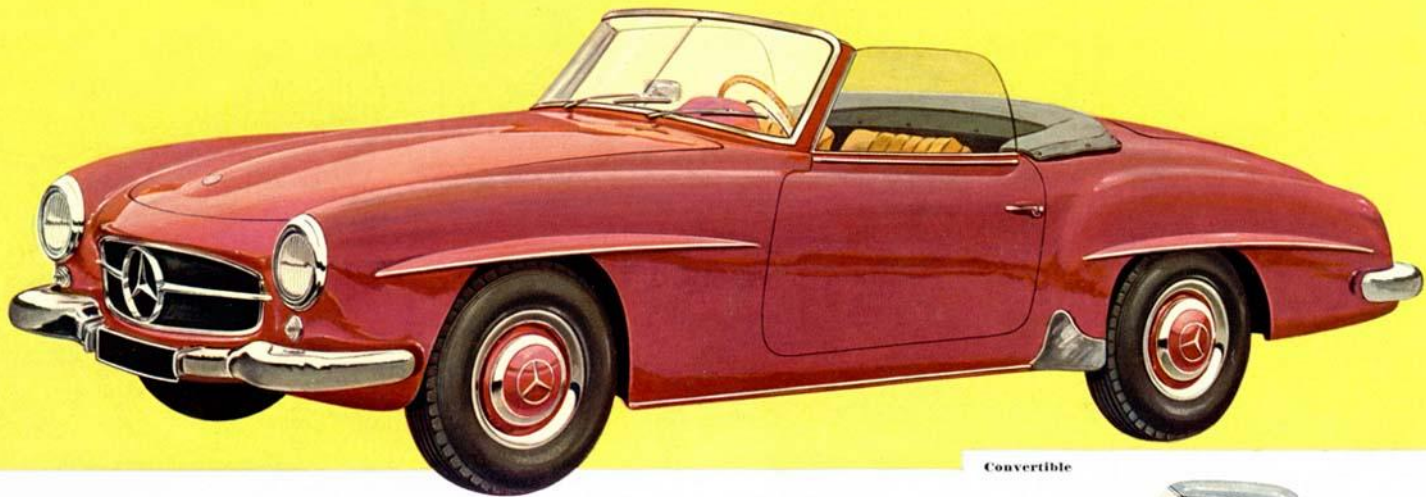


# MERCEDES-BENZ

*Type 190 SL*



## Three hits and no errors –

Aren't you thrilled every time your favorite baseball team gets a hit? Well, the stunning, new Mercedes-Benz 190 SL production Sports car offers three hits – Racing Performance, Luxurious Comfort, and Operational Robustness – and no errors, meaning, no sacrifice of the factory's prime principle – Safety. And now the car of your dreams has become a reality, it is here and waiting for you. Designed and built for long distance driving as well as for short daily city rides, this ultra-smart automobile offers in spite of its sporty character unusually high riding comfort, dependability, and economy. Its time-saving speed, its spacious interior, its easy handling, and its amazing safety truly make it a superb and desirable all-purpose car. But beyond that, its engine's high output and its thrilling driving qualities offer also excellent chances to compete successfully in racing contests. And to lower the weight for racing, both doors can be replaced by light-metal doors with a deep arm cut-away, the windshield can be exchanged against a small plexiglass shield just in front of the driver, and the fold-away top as well as the front and rear bumper can be taken off altogether. And thus, stripped of all unnecessary ballast, the "190 SL" is eager to go to lead you to victory. But the "190 SL" wins also by fitting it with a sleek-looking hard top. It is turned then into a distinguished Club Coupe, offering all the comforts of a luxurious Sedan. The splendid technical solution to combine three different types of cars in one gives the "190 SL" a unique versatility. Indeed, three hits and no errors – a Convertible, a Coupe, and a Roadster with no flaws whatsoever. And in spite of this versatility, Mercedes-Benz engineers adhered strictly to the factory's fundamental principle: "Safety first". It is the solid foundation on which the speed, comfort, and beauty of this stunning, new automobile are built.



Convertible



Club Coupe



Sports Roadster

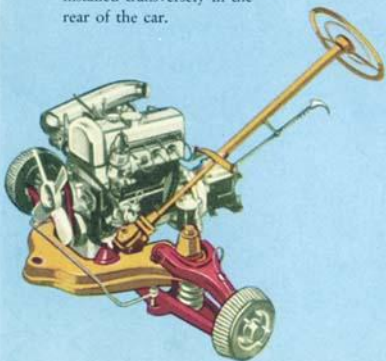
Built-in standard innovations:

**ATE brake booster, light signal, defroster and heater blower, special horn, lockable glove box**



### You are seated

comfortably in any speed, besides, both front seats are made adjustable for ample leg room. Upholstery colors and interior trims are carefully selected to match the exterior finish of the body. A third seat is optional and will be installed transversely in the rear of the car.



### Power and speed – easily controlled

One glance suffices to get all the facts, for all instrument dials and control knobs have legible figures and are conveniently arranged on the attractive instrument panel. The speedometer with mileage and trip recorder, the revolution counter, the oil, telethermometer, and gasoline gauge, as well as all control lights are neatly grouped in the driver's direct line of vision. Note also the slim, two-spoke steering wheel with horn ring and direction indicator controls, which add sheer pleasure to driving. And to facilitate safe operation in rain or sleet, two-speed twin windshield wipers with overlapping arcs provide always a maximum area of clear visibility.

The unit-welded frame-floor construction imparts the "190 SL" unusually high rigidity and, as long as you drive this car, you will never hear body-bolt squeaks or rattles that have annoyed you in cars of conventional build. The engine, transmission, front-wheel suspension, and steering mechanism are combined in one aggregate, the sub-frame, which is cushion-mounted to the frame-floor unit, whereby vibrations and noises are greatly eliminated. Beyond that, the engine is also rubber-mounted in the

sub-frame, assuring additional insulation to the car's interior. The advanced design of the single-joint swing axle contributes largely to the superior roadability of the "190 SL", in that it assures also in fastest driving absolute road adhesion of the rear wheels. Soft springing with no tendency to rock and easy effortless steering make driving the "190 SL" again and again truly enjoyable. And the powerful braking system with large turbo-cooled brake drums assures soft yet firm gripping action under all road conditions and in all situations. Yes, with a slight ankle motion you can come to a smooth, gliding halt or a swift, sure stop.

**120 HP** are developed by the flexible, swiftly responsive 4-cylinder ohc engine. It is capable of giving the "190 SL" a top speed of up to 112 miles/hour. Well-graded transmission ratios and fast shifting make for very excellent acceleration and climbing power. Speeds up to 47 m/h can be driven in 2nd and up to 75 m/h in 3rd gear. Indeed, the high-spirited and smart Mercedes-Benz 190 SL is ready to give you thrilling command of the road for years to come.

## SPECIFICATIONS

### Engine

Type	Valve-in-head, ohc, 4-cylinder engine
Bore – Stroke	3 <sup>11</sup> / <sub>16</sub> ins. – 3 <sup>11</sup> / <sub>16</sub> ins.
Piston displacement	115.74 cu.ins.
Engine output*	120 BHP at 5700 r.p.m.
Max. engine revolution	6000 r.p.m.
Compression ratio	8.5 to 1
Carburetion	2 Solex 2-barrel carburetors
Oil cooling	Oil-water heat exchanger

### Gasoline and Oil Consumption

Standard gasoline consumption**	27.35 m.p. US gal. = 32.85 m.p. Imp. gal.
Octane rating of gasoline	Commercial super gasoline with a min. rating of 89
Capacity of gasoline tank	17.2 US gal. = 14.3 Imp. gal.
Spare supply	1.6 US gal. = 1.3 Imp. gal.
Oil consumption	392 m.p. US qt. = 235 m.p. Imp. pt.
Capacity of crankcase max./min.	4.2/2.6 US qt. = 7.0/4.4 Imp. pt.

### Driving Data

Maximum speed in:	1st gear	31 m.p.h.
	2nd gear	47 m.p.h.
	3rd gear	approx. 75 m.p.h.
	4th gear	approx. 106–112 m.p.h. (dep. on type of body)
Climbing power in:	1st gear	approx. 30%
	2nd gear	approx. 30%
	3rd gear	approx. 17%
	4th gear	approx. 9.5%

### Chassis

Transmission	DB 4-speed transmission, fully synchronized with short central gear shift lever
Steering	DB recirculating ball-type steering
Brakes	Hydraulic 4-wheel brakes with turbo-cooled brake drums and self-adjusting brake shoes
Rear axle ratio	3.9 to 1
Size of tires	6.40 × 13 spec. racing
Size of wheels	5 K × 13, asymmetric
Battery	12 volt, 56 amp/h

### Dimensions and Weights

Overall length	166 ins.
Overall width	68 <sup>1</sup> / <sub>2</sub> ins.
Overall height, incl. top, unloaded, approx.	52 ins.
Wheelbase	94 <sup>1</sup> / <sub>2</sub> ins.
Tread, front	56 <sup>1</sup> / <sub>4</sub> ins.
Tread, rear	57 <sup>1</sup> / <sub>2</sub> ins.
Ground clearance, approx.	6 ins.
Turning circle, approx.	36 ft.
Curb weight of car, incl. spare wheel and tools	2,515 lbs.
Maximum total weight	3,085 lbs.

\* In determining the output in BHP, the power to operate auxiliary units not required for engine operation is not taken into consideration.

\*\* Determined at 2/3 of maximum speed less 10 per cent.

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