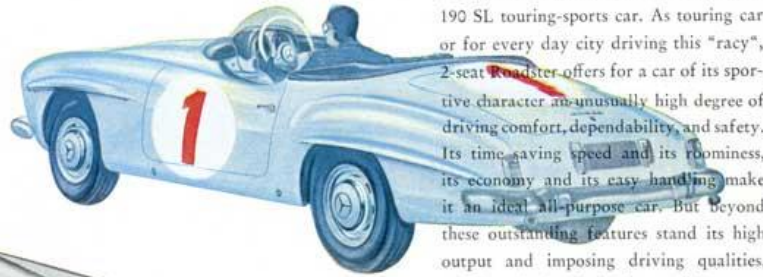


MERCEDES-BENZ



Two cars in one.

this is the amazing new Mercedes-Benz 190 SL touring-sports car. As touring car or for every day city driving this "racy", 2-seat Roadster offers for a car of its sportive character an unusually high degree of driving comfort, dependability, and safety. Its time-saving speed and its roominess, its economy and its easy handling make it an ideal all-purpose car. But beyond these outstanding features stand its high output and imposing driving qualities, which render it absolutely possible to participate successfully in automobile racing contests.

Rich experiences gained by Daimler-Benz in racing and sports car events and recent findings, acquired through latest passenger car construction, give this beautiful Roadster those outstanding advantages which under all load stresses prove most impressively the concept of "Mercedes-Benz Dependability".



You sit

tight and comfortable under all driving conditions. Both seat cushions have been especially designed for this fast car. They are adjustable for leg reach and can be folded to the front. In addition, a third seat can be installed in the rear.

To your heart's content

you may enjoy either the conveniences of a comfortable touring car or, after some minor exterior changes, take advantage of its breath-taking speed in sporting contests. While the standard equipment offers the conveniences of a stylish Roadster with side windows and a top that can easily be raised or lowered, the same car may also be trimmed for sporting contests by replacing the doors with lighter ones and changing the windshield against a protective plexiglass shield in front of the driver. To further lower the weight, it is possible to remove the top and the front and rear bumpers.

In styling, workmanship, and finish the 190 SL reflects the art of genuine Daimler-Benz coachcraft. The low, sleek hood affords excellent visibility to the road right up to the front of the car and above both front fenders. Driving comfort and appointments confirm the happy union of "sporty" design and performance with the conveniences of a touring car. The built-in ventilating and heating system, which can be controlled from either seat, cares always for proper ventilation and for a comfortably warm interior during the cold season. Easy, effortless steering and gear shifting as well as numerous smaller conveniences — from push button door handles up to a reading lamp make every mile in this gay sportster a thrilling experience of real enjoyment.



The large pockets on both doors are fitted on top with a cushioned bulge which serves as arm rest as well as convenient door pull.





With raised top



The open Roadster



Ready for the contest

TYPE 190 SL

A touring sports car of brilliant performance

Power and speed – easily controlled



One glance suffices to survey the neatly grouped instruments on the beautiful instrument panel. Speedometer with mileage recorder, revolution counter, oil and fuel gauge, and thermometer, all are installed in the driver's direct line of vision. Two-speed twin windshield wipers assure even in heavy downpours clear visibility. There is also a spacious glove compartment, an ash tray, a non-glaring rear-view mirror, in short, there is nothing missing that would add to the driver's comfort. The self-supporting frame-floor unit gives the car rigidity and dependability, and its well-proven, removable sub-frame combines the engine, transmission, front wheel suspension, front springing, and steering in one aggregate, a feature that contributes enormously to eliminate vibrations and noises. Beyond this, the engine suspension on rubber blocks in the sub-frame assures additional insulation to the car's interior. The advanced, single-joint swing axle represents a vital part towards improving the roadability and cornering qualities of this high-spirited car. By this axle with only one low pivot the inclination of the wheels is lessened under load conditions and the car's road-hugging is considerably

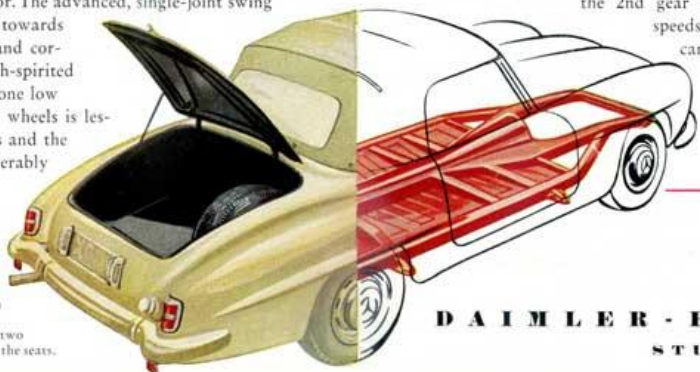
Five special suitcases

There is plenty of space in the big trunk compartment, for which three special suitcases will be supplied upon request. Room for two further suitcases is provided behind the seats.

increased. A soft, non-rocking springing system and a self-adjusting steering system, responding to the slightest touch of the wheel, complete those driving qualities which permit at any time to take fully advantage of the fast driving possibilities of the "190 SL". Smooth, yet firm gripping brakes vouchsafe for the necessary safety in all situations. Large, turbo-cooled brake drums care for quick cooling down and assure additional efficiency and longer life.

120 HP

The marvellous, responsive 4-cylinder engine, equipped with two Solex 2-barrel carburetors, reaches with 120 HP a new peak of high compression performance. All four speeds are synchronized, and the well-graded transmission and fast shifting possibilities give the 190 SL unusually quick acceleration. While the 2nd gear may be used for speeds up to 56 m/h, the car may be driven up to 90 m/h in the 3rd gear and reach a top speed of 112 m/h in high.



SPECIFICATIONS

Engine

Number of cylinders 4
 Bore - Stroke approx. 3 1/8" (85 mm) - 3 9/16" (83.6 mm)
 Piston displacement 115.74 cu. ins. (1897 cc)
 Engine output (SAE)* 120 HP at 5700 r.p.m.
 Max. engine revolutions 6000 r.p.m.
 Compression ratio 8.5 to 1
 Carburetion 2 Solex 2-barrel carburetors
 Oil cooling Oil-water heat exchanger

Oil and gasoline consumption

Standard gasoline consumption** . . . 27.35 m/US gal. = 32.85 m/Imp. gal. (8.6 ltr./100 km)
 Quality of gasoline super gasoline with an 80 octane rating
 Capacity of gasoline tank 17.2 US gal. = 14.3 Imp. gal. (65 ltr.)
 Oil consumption 196 m/US pt. = 235 m/Imp. pt. (0.15 ltr./100 km)
 Capacity of crankcase max./min. 8.5/5.3 US pt. = 7.0/4.4 Imp. pt. (4.0/2.5 ltr.)

Driving values

Max. speed in: 1st gear 33.5 m/h (54 km/h)
 2nd gear 57.1 m/h (92 km/h)
 3rd gear 90.1 m/h (145 km/h)
 4th gear approx. 111.8 m/h (180 km/h)
 Climbing ability in: 1st gear 1 in 2.11 (47.3%)
 2nd gear 1 in 4.14 (23.9%)
 3rd gear 1 in 7.57 (13.2%)
 4th gear 1 in 10.87 (9.2%)

Chassis

Transmission DB 4-speed transmission, fully synchronized with short central gear shift lever
 Rear axle ratio 3.70 to 1
 Size of wheels 5 K x 13, asymmetric
 Size of tires 6.40 x 13 Spec. racing
 Battery 12 volt, 42 amp/h
 Brake system hydraulic 4-wheel brakes with turbo-cooled brake drums and self-adjusting brake shoes

Dimensions and Weights

Overall length 166" (4220 mm)
 Overall width 68 1/2" (1740 mm)
 Overall height (unloaded with raised top) approx. 52" (1320 mm)
 Wheelbase 94 1/2" (2400 mm)
 Tread, front 56 1/4" (1430 mm)
 Tread, rear 58 1/4" (1480 mm)
 Ground clearance approx. 6" (155 mm)
 Turning circle approx. 36" (11 m)
 Curb weight of car incl. spare wheel and tools 2,557 lbs. (1160 kg)
 Max. total weight 3,130 lbs. (1420 kg)

* The engine output quoted in gross HP does not include performances of auxiliary units not required for engine operation.

** Determined at 2/3 of maximum speed less 10%.

Subject to modifications in design and equipment.

New Data:

Rear axle ratio	3.89:1	Engine speed at 62 mph	3370 rpm
Climbing ability, 1st speed	1 in 1.9	Max. speed, 1st speed	32.3 mph
Climbing ability, 2nd speed	1 in 4.3	Max. speed, 2nd speed	55.3 mph
Climbing ability, 3rd speed	1 in 6.8	Max. speed, 3rd speed	86.9 mph
Climbing ability, 4th speed	1 in 9.9	Battery	12 V, 56 Ah
		Size of tires	6.40-13 Special RS



DAIMLER - BENZ AKTIENGESELLSCHAFT
 STUTTGART - UERTURKHEIM