

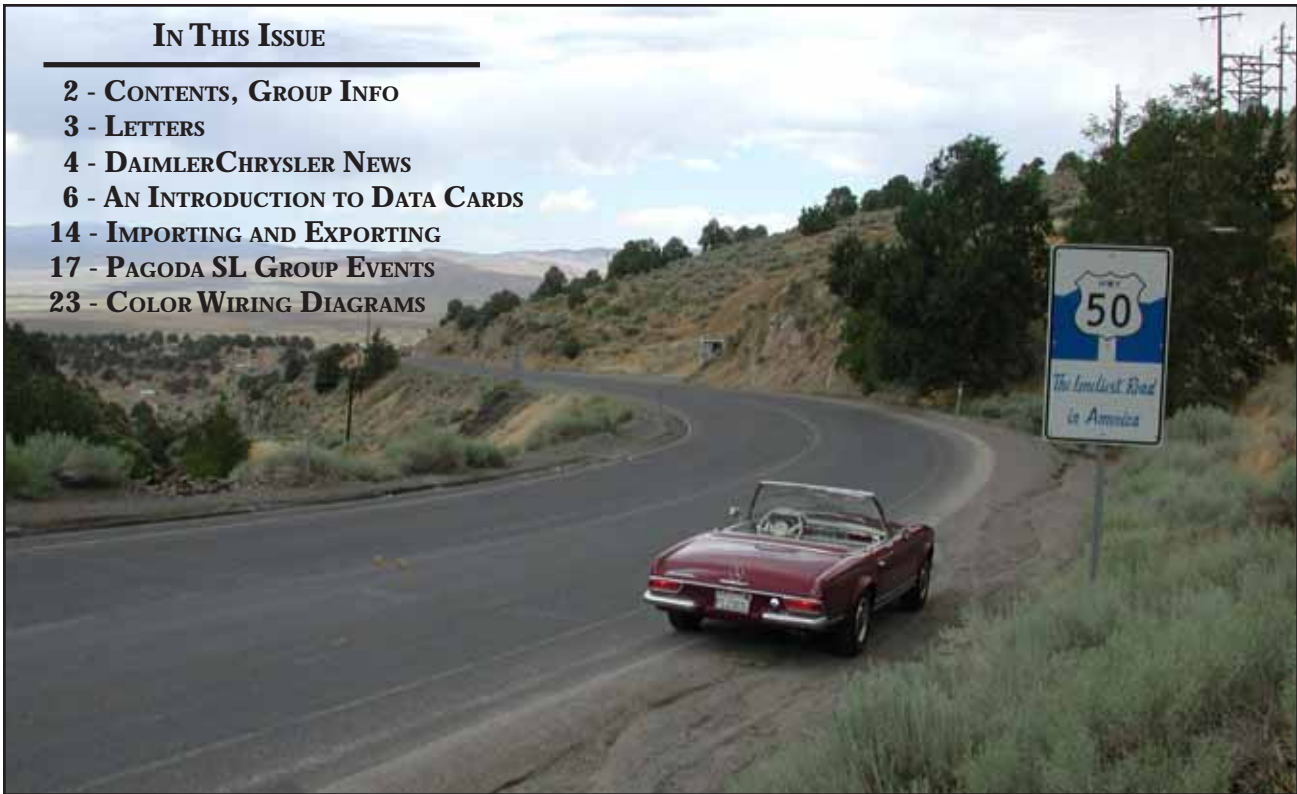
Pagoda World



Issue 7, April 2006

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Taking in the scenery and solitude along Rt. 50, "The Loneliest Road in America". (David Pease)

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Purpose of the Group

From the Charter of the W 113 Pagoda SL Group

"The purpose of the Group shall be to increase knowledge and appreciation of Mercedes Benz SL automobiles, particularly the W 113 chassis cars including the 230 SL, 250 SL, and 280 SL models produced from 1963 to 1971; to foster sharing of information, facilitate meetings and other events among owners and admirers of these cars. The Group shall be not-for-profit but may engage in profit making activities when appropriate to achieve the above stated objectives."

Pagoda World, Issue 7

Editor

Rodd Masteller

Contributing Editors

The Board of Directors of the Pagoda SL Group

Front Cover

The 230SL of Robert Charrier, VP of the MB Club of France, parked at an old castle by Lac Lemman, between Geneva and Lausanne.

(Robert Charrier)

Back Cover

Gerard Wuisman motors past the town hall in Bolsward, The Netherlands, during the 2004 "Eleven-city Tour". (Wieke Wuisman)

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Pagoda World, Issue 7

Message from the President

By Cees Klumper

Hopefully this issue of *Pagoda World* reaches you and your Pagoda in the best of shapes.

The Group is in kind of a transition phase: new board members to elect and founding board members moving on, the first real wave of membership renewals (and alas, some cancellations). But also this: the Group's third birthday just passed, having started for real on February 18, 2003. I believe it's safe to say that we have reached a pretty solid level of activity. Just looking through this 7th edition of *Pagoda World* we can recognize names, faces, and events that have become familiar to us through live events and through our discussions on the forums.

When we started working on the concept of a truly international club around the Pagoda SL back in 2002, I could not have dreamed that it would develop into such a positive, fun, creative, and perhaps most of all, effective way of sharing knowledge and information about our collective interest in this little elegant car. But it has, and it is here to stay. In a few more years we will probably rank relatively high on the list of Mercedes Benz Classic Car Clubs when measured by the number of paying members. We are most likely already the club with members in more countries around the world than any other Mercedes club. Last I counted it was around 60; truly "In Aller Welt".

The point being that we are helping each other to maintain, preserve and enjoy the Pagoda SL. Not only close to home, but also well into the distant corners of the world, where this help can be very difficult to come by. And in modern as well as very traditional ways. This magazine is one of the traditional ways.

A special word of thanks to my good friend Achim Ahlert, who very generously gave the Group permission to give you prints of his very thorough wiring diagrams. A true

Message from the Editor

By Rodd Masteller

"What goes around comes around." "What once was old is new again." I'm not sure which old cliché best applies, but after a two issue break I'm back at the keyboard again for *Pagoda World*. But that's a good thing because I enjoy it. Also, the work done by Douglas Kim on the last two issues provided inspiration. I want to give my thanks to Doug for producing issues with a whole new style while maintaining the enjoyable content. I hope I've applied what I learned to make this issue enjoyable for the reader. Excellent job Doug, and thanks!

The Annual Report and the Board of Directors Nominations are in this issue. Please read these pages in detail as involving yourself in the election process is very important to the continued success and development of our Group.


In this issue, you will find the first in a series of articles by Klaus Drexel which will cover the broad topics dealing with Data Cards and Codes. For those who buy cars from other countries, or have to ship them for any reason, an article describing the difficulties of importing and exporting a Pagoda is included. We'll catch up on past Group events and look forward to those coming up this summer. These events provide a critical benefit as meeting in person allows you to see, feel, hear, and smell all the characteristics of our Pagodas. Getting together is a great opportunity to better understand your car and get to know fellow members. Finally, included as loose inserts are highly valued 230 SL and 280 SL color coded wiring diagrams by Achim Ahlert. I give a sincere thanks to all the members contributing material to this issue, the publication would be nothing without your work.

Thanks for reading, I'll meet you at the Forums! 🚗

Dream car milestone in Stuttgart: More than one million Mercedes roadsters sold since 1954

Stuttgart — Mercedes-Benz has delivered more than one million roadsters to customers since the legendary “Gullwing” celebrated its premiere 51 years ago. That makes Mercedes the world’s leading supplier of premium-class sports cars.

With the introduction of the SL in 1954, Mercedes-Benz laid the foundation for a successful family of models that is now in its fifth generation and still represents some of the world’s most popular dream machines. More than 600,000 SL sports cars have been sold to date. The current version of the SL-Class has been thrilling drivers around the world since 2001. With total sales of over 100,000 units and a market share of over 40 per cent, this model is at the top of its segment worldwide.

A similar success has been posted by the SLK-Class, which made its debut in 1996. The latest model of this compact Mercedes roadster is the world’s number one car in its class. The open-top two-seater with the innovative Vario roof has a market share of approximately 43 percent in western Europe, while about half of the premium compact roadsters in Germany bear the SLK nameplate. All in all, Mercedes-Benz has delivered about 400,000 SLK roadsters to customers since 1996. 

09-09-2005, DaimlerChrysler Communications, Stuttgart (Germany), Auburn Hills (USA)



Mercedes-Benz has nine models in its roadster line-up:

Model	Cylinders	kW/hp	0-100 km/h	km/h
SLK 200 Komp.	4	120/163	7.9s	230
SLK 280	6	170/231	6.3s	250
SLK 350	6	200/272	5.6s	250
SLK 55 AMG	8	265/360	4.9s	250
SL 350	6	180/245	7.2s	250
SL 500	8	225/306	6.2s	250
SL 600	12	368/500	4.7s	250
SL 55 AMG	8	368/500	4.7s	250
SL 65 AMG	12	450/612	4.2s	250

Dr. Carl Benz automotive museum to move into the historical factory of C. Benz Söhne in Ladenburg

- Winfried A. Seidel Collection: Focus on Karl Benz and the C. Benz Söhne automotive brand.
- Turn-of-the-century industrial architecture as the setting for an automotive-history collection.

The Dr. Carl Benz automotive museum in Ladenburg will move, and the collection’s new domicile will be the factory halls, almost 100 years old, of C. Benz Söhne. The historical factory, in which the vehicles of the C. Benz Söhne brand were manufactured in the early 20th century, was restored with the support of DaimlerChrysler AG and will provide an appropriate setting for the historical exhibits of collector Winfried A. Seidel. The objects include biographical

exhibits relating to Karl Benz, among them his office and two rare vehicles of the C. Benz Söhne brand. In addition, the museum presents some 40 passenger cars, trucks and racing cars – most of these of the Benz and Mercedes-Benz brands. These are complemented by bicycles, motorcycles and other exhibits relating to engineering history. The two-wheelers are also meant to build the bridge to Mannheim-born bicycle pioneer Karl von Drais.


New life in the “old factory”

The “old Benz factory” is what Ladenburg’s citizens call the impressive building on the banks of the Neckar River. The venerable halls on Ilvesheimer Straße in Ladenburg look anything but old, however. The brick walls proudly glow in the sun; inside freshly painted iron girders are glistening, and the air is filled with the fragrance of the newly laid wooden industrial parquet floors. And the blue sun, the signet of “C. Benz Söhne, Ladenburg bei Mannheim” (C. Benz & Sons, Ladenburg near Mannheim), hangs resplendent above the stairs leading up to the entrance.



During the first quarter of the 20th century, only around 320 vehicles of this brand were manufactured here. At the time, there were many automotive factories as small as this one. But the company on the banks of the River Neckar differed from its competitors in one crucial aspect: its founder. It was no other than automotive pioneer Karl Benz who established the company in Ladenburg in the early 20th century, initially to produce engines. In later years, he changed to manufacturing automobiles together with his sons.

The mechanical engineering company C. Benz Söhne still exists today but moved into more modern buildings in Ladenburg. With the Dr. Carl Benz automotive museum founded by Winfried A. Seidel, a chapter of automotive history will return to its roots in September 2005. The highlights of the collection include, among other things, the last two vehicles of the C. Benz Söhne brand built in Ladenburg. These two touring cars left the brick halls in 1924 – and will return to their birthplace in the fall of 2005.

Collector and classic car expert Winfried A. Seidel is well aware of the special significance this historical site has for his museum: “The factory itself is now one of the most important exhibits.” After the extensive restoration of the building, financed by DaimlerChrysler AG, the Dr. Carl Benz museum will be enhanced not just by an exhibition area that is about a third larger. The new museum building is also an architectural memorial to the life and work of Karl Benz in Ladenburg, thus bearing witness to the region’s industrial history. 

09-09-2005, DaimlerChrysler Communications, Stuttgart (Germany), Auburn Hills (USA)



An Introduction to Data Cards

By Klaus Drexler¹

[*Editor's note:* Klaus, a native of Germany, received an engineering degree from the Technical University in Munich and started work in the R&D area of Daimler Benz in Stuttgart-Untertuerkheim in 1968. This was about two months before his W 113 was produced, but the two would not meet before 1982. In 1977, he transferred to Mercedes-Benz of North America in New Jersey, USA. After a 30 year career at DBAG/MBNA he retired in 1998. He is an active member of the Group and his Pagoda was featured on the back cover of Pagoda World issues 2 and 3. Klaus has compiled an extensive body of work on Data Cards and the various codes used in building and identifying our Pagodas. This is his first article in a series which explains this critical information. Due to space constraints we will not be able to present all the material, but just the core details. The comprehensive edition will be in the book the Group is planning to publish in the future.]

Every new Mercedes-Benz came with two data cards, usually inserted into the pouch in which the Owner's Manual or Service Booklet came. One of these cards contained the key codes, and therefore was suggested not to be carried in the car, the other copy did not contain the key codes and was supposed to be kept in the car to help the technician in the shop order the correct parts. Over the years, and through several owners, often these cards were lost. A copy² of the card can be ordered by the car's present owner. Due to the confidentiality of the key codes, proof of ownership is typically required to fulfill an order. Orders can be made through one of the Mercedes-Benz Classic Centers, either in Stuttgart, Germany or Montvale, New Jersey, USA. Also, for a fee, the Classic Centers are offering a new "Zertifikat" which contains the same information as the data card, but which of course was not an original part of the vehicle. The contact information is:

Mercedes-Benz Classic Center
DaimlerChrysler AG
HPC 096/R051
70546 Stuttgart
Germany

Tel. (country code 49) 711 17 54138
Fax. (country code 49) 711 17 79054138

Mercedes-Benz USA, Inc.
Classic Center
P.O. Box 350
Montvale, NJ 07645-0350
USA

Tel. 866-622-5277
Fax. 201-802-2151

Example One:

Our first example, shown as Image "A" and detailed on the following pages, shows the data card of a 1964 230 SL. There were a few layouts used for the data card during the W 113 production run from 1963 to 1971 and they will follow. The large letters and numbers are added in Image "A" for legibility and clarification. The numbers in the following text correspond to the numbering on the data card.

Box	Title on card	Translation
1	Fahrzeug-Daten	Vehicle Data
2	Bitte bei Ersatzteilbestellung Fahrgestell-Nr. angeben (Pos.5)	Please provide serial number (box 5) when ordering spare parts
4	Typ	Model
5	Fahrgestell-Nr.	Chassis number/serial number/vehicle identification number (VIN)

To expand on this 14-digit VIN in box 5, it consists of the following elements:

The first three digits, 113, describe the platform, in this case the "Pagoda" SL built from 1963 to 1971.

The next three digits describe the model within the platform, where:

042 = 230 SL

043 = 250 SL

044 = 280 SL

¹ Disclaimer: The author readily admits that this document may contain errors and omissions!

² The "copy" is usually created from microfilm and is often of poor quality.

1 Fahrzeug-Daten Image A

2 Bitte bei Ersatzteilbestellung Fahrzeug-Nr. angeben (Pos. 5)

2		1										10		4 Type		4 230SL!	
a	b	c	18		d	e	17		17		17		17		17		
Schicht-Nr.	Fs.-Nr.	Prod.-Nr.	18 Aufbau-Nr.		Baumuster	Auftrags-Nr.	17		17		17		17		17		
3002	123456	00457	01750		113042 10	32190643	717 332		115 1 5		-		-		-		
44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-
27. April 1964																	
5 Fahrzeug-Nr. 113042-10-123456						11 Motor-Nr. 127981-10-003028						Zufolgengedehm h		Ordnungs i			
6 Getriebe 003089						12 Motoröl II. 039499						19 Motoröl II. 039314					
7 Motoröl II. 003399						13 Öl 5.5JK.14H						20 Ölfüllung Schw. 185.14Ph8n.					
8 Leihung JB 0214662						14 Zulassung D XXXXX						21 und 22		TW XXX			
9 Batterie Hopp.						15 Zulassung Bosph						22 Zulassung					
Oberschaltbehälter J						16 Zulassung KV XXX								R			

These first six digits, e.g. 113 042, are called the “Baumuster”, or model designation. Sometimes, like in box **d**, the next two digits are included in the Baumuster.

The seventh digit identifies left-hand or right-hand drive, where:

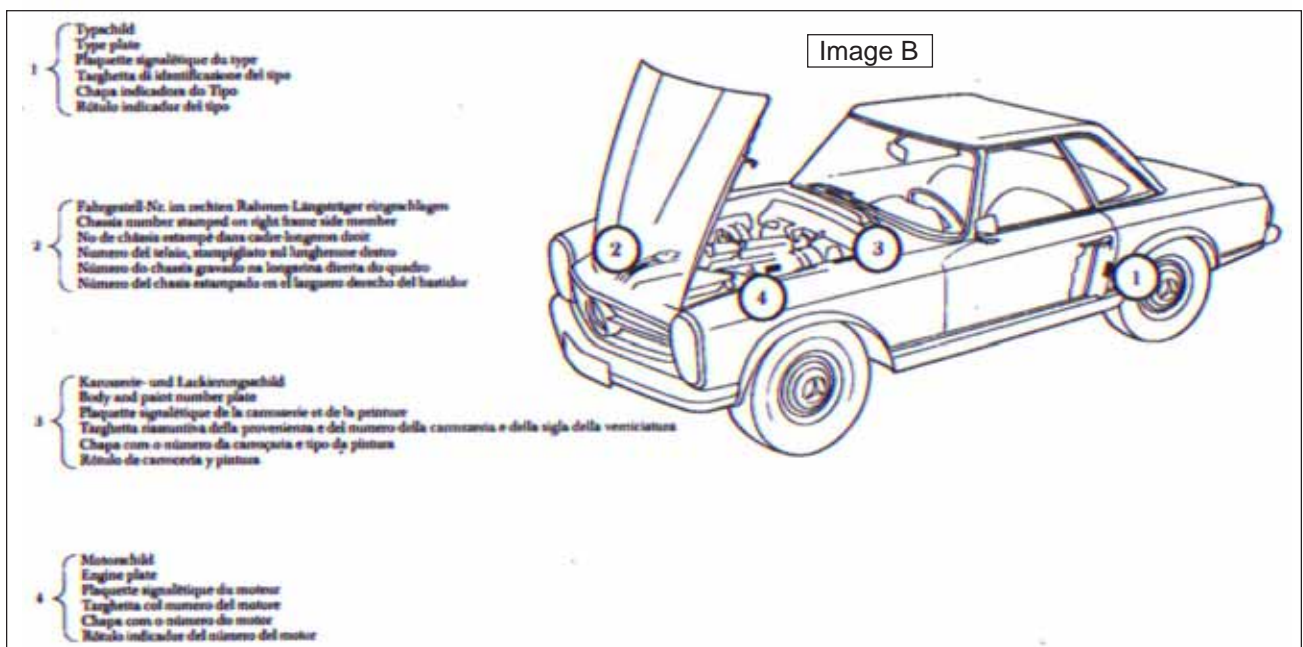
- 1 = left-hand drive
- 2 = right-hand drive

The eighth digit identifies the transmission type, where:

- 0 = manual transmission
- 2 = automatic transmission

The last six digits are sequential. With each model separate, they start at 000001 and end up with the end of production. The 230 SL ended with 019832, the 250 SL with 005196, and the 280 SL with 023885.

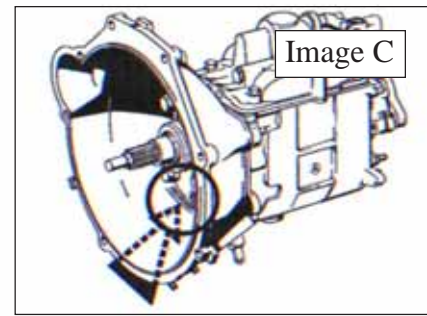
The Owner’s Manual and the Parts Picture Catalog that came with the car included Image “B”. It shows where several numbers can be found on the car. The VIN is stamped into the longitudinal frame member. This is location 2 in Image “B”. It is also embossed on the Type Plate, location 1 in Image “B”. The location of this Type Plate changed during production from the engine bay firewall to the A-pillar to the B-pillar, where it is in this image.



6 Getriebe

Transmission number

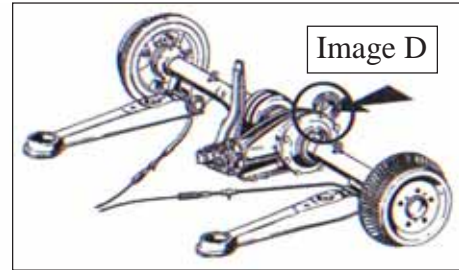
The transmission number, sometimes necessary to get correct spare parts, is also stamped inside the bell housing as shown in Image “C”. On some vehicles, it is stamped on a Type Plate fixed to the lower left side of the transmission.



7 Hinterachse

Rear axle number

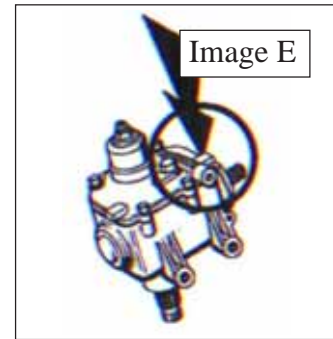
The rear axle number, sometimes necessary to get correct spare parts, is also stamped into the assembly as shown in Image “D”.



8 Lenkung DB

Steering box number, manufactured by Daimler-Benz

The steering box number, sometimes necessary to get correct spare parts, is also stamped into the assembly as shown in Image “E”.



9 Batterie

Battery manufacturer
(Hoppecke or Varta)

10 Lackierung

UT (Unterteil)
OT (Oberteil)

Paint code

Body
Hardtop (and hub caps)

11 Motor Nr.

Engine number

The 14-digit engine number consists of the following elements:

The first three digits designate the engine model, where:	127 = M127 II	2.3 liter for the 230 SL
	129 = M129 III	2.5 liter for the 250 SL
	130 = M130	2.8 liter for the 280 SL

The next three digits describe the engine version, where:	981 = 230 SL
	982 = 250 SL
	983 = 280 SL

These numbers are necessary because of the different vehicles the engines were used in. For example, the 130 engine had the following designations:

130.983 = 280 SL (W113)
130.980 = 280 SE (W108, W111)
130.920 = 280 S (W108)
130.923 = 250 (W114)

Even within one engine version, or “Baumuster”, sometimes major changes were introduced. To order the correct parts, it is therefore necessary to have the complete engine number. The seventh and eighth digits are the same as the corresponding digits in the VIN (See box 5 above). The last six digits are sequential by transmission type. That is, separate for manual and automatic. The engine number is sometimes on a plate riveted to the left side of the cylinder block, as in Image “F”, showing a M127 in a 230 SL. It could also be stamped into the left side cylinder block beneath the 5th and 6th spark plugs as in Image “G”.

(Photo by R. Note)



If the engine has been restored with a longblock or an exchange engine (Tauschmotor), there is no engine number here but there may be a separate plate on the block indicating this. Also, if the engine was swapped from another vehicle then the above engine Baumuster list can be used to identify the origin vehicle type.

(Photo by R. Note)



Image G

12 Vorderachse

The left front axle number, sometimes necessary to get the correct spare parts, is also stamped into the assembly as shown in Image "H".

Left front axle number

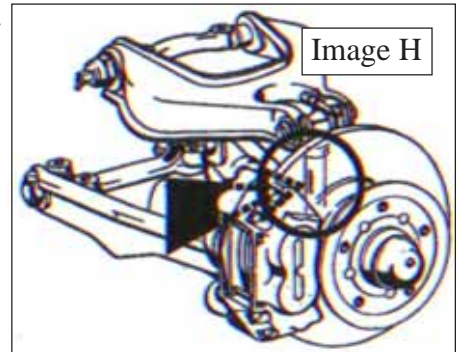
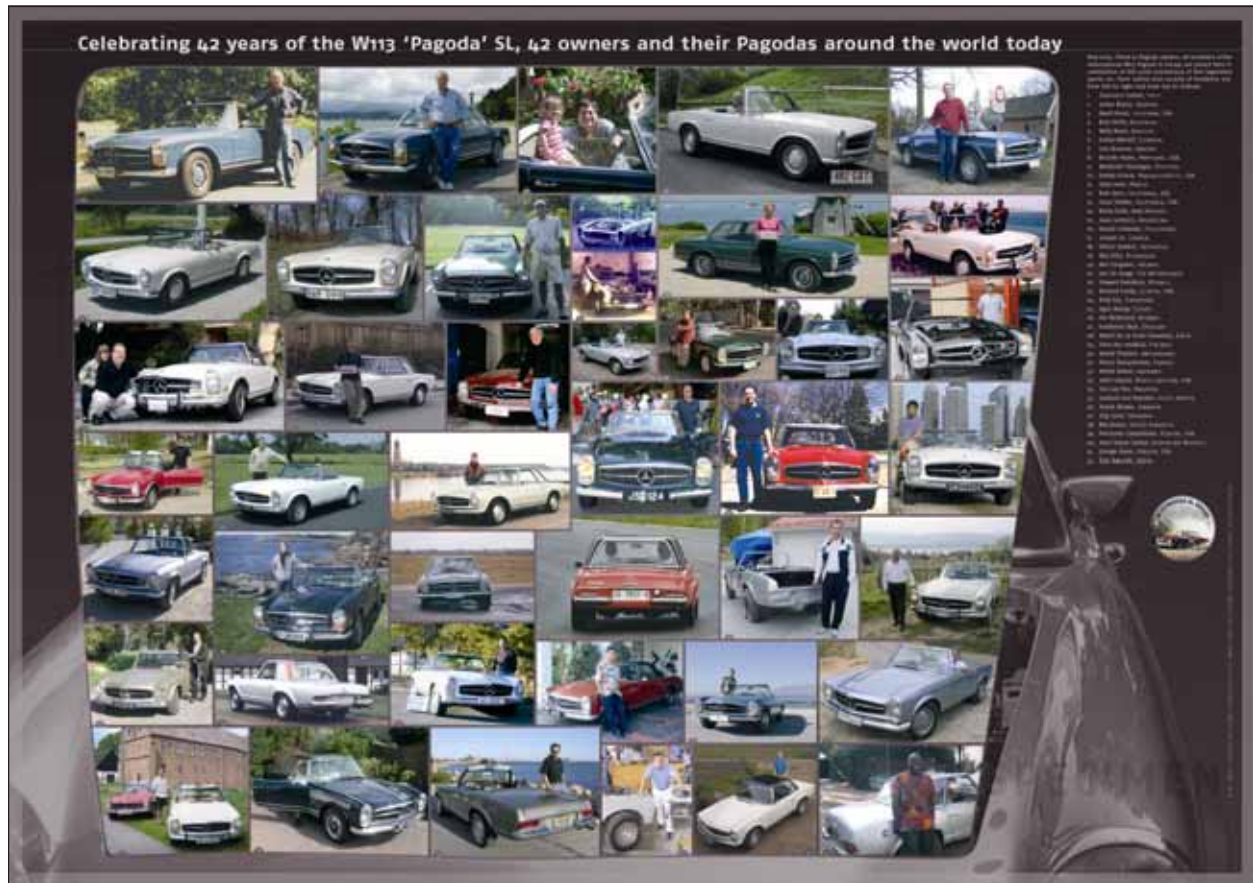


Image H

Pictured is the Group's first poster. Produced in The Netherlands, this 24" x 30" high quality poster features rich color and vivid images of Pagoda SL Group members and their cars. The photos demonstrate the Global appreciation for these cars and that our membership knows no international boundaries. To purchase the poster, go to "www.sl113.org/postershop.asp".



13 Raeder	Rim size
14 Lenkungsschloss With this code, spare keys can be ordered.	Ignition key code
15 Scheinwerfer	Headlight manufacturer (Bosch, Hella)
16 Koffer- und Handschuhkastenschloss With this code, spare keys can be ordered.	Trunk and glove box key code
17 Ausstattung The first digit of the 3-digit upholstery code designates the type.	Upholstery
0 = Cloth (not available on W 113)	1 = MB- <i>Tex</i> (vinyl) 2 = Leather
Box 17 also contains code 401, single seats. Bench seats were not available on W 113.	
18 Aufbau-Nr. This number was needed in the production process to link parts before they became a car, i.e. before a VIN was assigned to it. This number, or the last digits of it, is also stamped on the matching hardtop, hood, softtop, tonneau cover (lid over the softtop compartment), transmission support, and the Body and Paint Number plate.	Body number (not identical to chassis number or VIN)
19 Vorderachse rechts The right front axle number, sometimes necessary to get the correct spare parts, is also stamped into the assembly. See box 12; it would be a mirror image.	Right front axle number
20 Bereifung, 5-fach	5 tires, size and brand (Phoenix, Continental)
21 Tuer- and Tankschloss With this code, spare keys can be ordered.	Door and gas cap key code
22 Scheibenwischer Sometimes, this field, which usually was left blank because there was only one manufacturer, and the field below were used for additional options which did not have a code or did not fit into the normal fields. On the data card of Lurtch, a Pagoda SL Group member, an entry is here for carpet color 2639, a color that was not normally offered.	Windshield wiper manufacturer

There are several boxes on the data card which are not numbered. In Image "A", they are identified by a letter:

a Schicht-Nr. This is the production shift for which the car was scheduled.	Production shift number.
b Fg.-Nr.	Last six digits of the VIN, see box 5
c Prod.-Nr. Strictly production related.	Production Number
d Baumuster The first six or eight digits of the VIN, see box 5.	Model designation.
e Auftrags-Nr. The order number consists of eight digits. The first digit is the last digit of the year in which the order was placed. In the above example it is 3 so the order was placed by the dealer in 1963. The next three digits identify the region, if in Germany, or the country from which the order was placed. In the above example it is 219, which is the MB "Niederlassung" in Hamburg, Germany. The next four digits are sequential by the region/country and year.	Order number
f Wenig gewünscht These are four boxes into which 3-digit option codes that do not fit the other option code boxes can be entered. Usually the code for the softtop color is listed here. The example has option 415 in the normal option codes area, which is "hardtop without softtop", therefore there is no softtop color code listed.	Rarely ordered
g Hinweis Frank Mallory's data card had a "3" here. He ordered his engine detailed as the show car at the Geneva Auto Show. ^{3 4}	Remark box
h Zulassungsdatum Only used in a few markets, e.g., Germany. In this example it is stamped above the box.	Date of first registration
i Oelmarke	Oil brand filled in engine
j Uebernahmetag Only used in a few markets, e.g., Germany.	Date of delivery

All other boxes are option code boxes. They have a two digit heading, from 41 to 68, and a one digit number if an option is ordered. In the example above, in the 53 box, a 3 is entered. Therefore option 533 was ordered.

³ Posting on www.sl113.com by Tom Sargeant on October 25, 2004.

⁴ Frank Mallory's data card shown in "The Mercedes Collector", No.1, December 1991, page 1-6.

Image I

a	c	5	6	e	7	8	4	250 SL																				
Schicht-Nr.	Prod.-Nr.	5 Aufbau-Nr.	6 Fahrgestell-Nr.	Auftrags-Nr.	7 Lackierung UT OT	8 Ausstattung UT OT	41	42	43																			
	3911	+00351	02776	113043 12 123456	77132279	181 181	116	1	5 6 -																			
44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	f wie in gewöhnlich		Minireis	
-	-	1	-	-	9	F	-	4	3	-	-	-	-	-	8	-	-	-	-	1	-	9	-	-	-	-	-	g
9	9 Motor-Nr. 129982-12-001441				14 Hinterachse 003198																							
10	10 Vorderachse l. 297				15 Vorderachse re. 297																							
11	11 Getriebe 50472				16 Lenkungsschloß XXXX				19 Bereifung 5-fach Phoenix																			
12	12 Lenkung DB 159				17 Koffer- und Handschuhkastenschloß XXXX																							
13	13 Scheinwerfer Bosch 1. Aug. 1967				18 Tür- und Tankschloß 18 XXXX				Stp																			
Überwachungs-tag j				Zulassungsdatum h				Ortsmarke i																				

Example Two:

Our second example in Image “I” shows a data card for a 1967 250 SL. In comparison to the 230 SL data card shown above in Image “A”, several changes were introduced.

5 Aufbau-Nr.

In the older data card this was box 18.

6 Fahrgestell-Nr.

In the older data card this was box 5. It was also listed separately as Baumuster (d) and Fg-Nr. (b). Boxes b and d are eliminated from this card.

7 Lackierung

In the older data card this was box 10.

8 Ausstattung

In the older data card this was box 17.

9 Motor-Nr.

In the older data card this was box 11.

10 Vorderachse links

In the older data card this was box 12.

11 Getriebe

In the older data card this was box 6.

12 Lenkung DB

In the older data card this was box 8.

13 Scheinwerfer

In the older data card this was box 15.

14 Hinterachse

In the older data card this was box 7.

15 Vorderachse rechts

In the older data card this was box 19.

16 Lenkungsschloß

In the older data card this was box 14.

17 Koffer- und Handschuhkastenschloß

In the older data card this was box 16.

18 Tür- und Tankschloß

In the older data card this was box 21.

19 Bereifung 5-fach

In the older data card this was box 20 and previously included the tire size.

Body number

Chassis number/serial number/VIN

Paint code

Upholstery

Engine number

Left front axle

Transmission number

Steering box, manufactured by Daimler-Benz

Headlight manufacturer (Bosch, Hella)

Rear axle number

Right front axle

Ignition key

Trunk and glove box key code

Door and gas cap key

5 tires, brand only (Phoenix, Continental)

No new boxes were added in the newer data card, but the following boxes in the older card were eliminated from the newer card:

- | | | |
|-----------|------------------------|--------------------------------------|
| b | Fg-Nr. | Last six digits of the VIN |
| d | Baumuster | First eight digits of the VIN |
| 9 | Batterie | Battery manufacturer |
| 13 | Raeder | Rim size |
| 22 | Scheibenwischer | Windshield wiper manufacturer |

Image J

Schicht-Nr.		Prod.-Nr.		3 Aufbau-Nr.		6 Fahrzeugteil-Nr.		Auftrags-Nr.		7 Lackierung		8 Ausstattung		41	42	43													
3414		960144		84472		113044 12 123456		87057894		268 268		139		1	6	6													
44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	wenig gewünscht		Hinweis		
-	-	1	-	-	1	3	-	4	3	-	-	-	-	8	-	1	-	9	-	-	745	-	-	-	-				
9 Motor-Nr.				130983-12-003076				14 Hinterradsch.				10590				1 Fahrzeug-Daten				Eins									
10 Vorderachsre. ll.				348				15 Vorderachsre. re.				348				4 Typ				280 SL									
11 Getriebe				022687				16 Lenkungs-schloß				XXXX				19 Bereifung 5-fach				Phön E									
12 Lenkung MB				6916				17 Koffer- und Handschloß				XXXX				2 Bitte bei Ersatzteilbestellung Fahrzeugteil-Nr. angeben (Pos. 6) 3 Achtung! Karte nicht im Fahrzeug, sondern in Brieftasche aufbewahren!													
13 Scheinwerfer				Bosch				18 Tür- und Tank-schloß				XXXX																	
Übernahmefag								Zulassungsdatum				Dienste																	

Example Three:

Our third example, shown in Image “J”, is a data card for a 280 SL produced in 1968 as a US Model Year 1969.⁵ As can be seen, there is only a minor change in layout, but not in content and numbering compared to the 250 SL example. Details about these boxes remain the same as those listed previously.

Image K

Schicht-Nr.		Prod.-Nr.		3 Aufbau-Nr.		6 Fahrzeugteil-Nr.		Auftrags-Nr.		7 Lackierung		8 Ausstattung		41	42	43													
3308		960500		06330		113044 10 123456		07045240		140		140		1	6	2													
44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	wenig gewünscht		Hinweis		
0	-	1	-	-	1	3	5	4	-	-	-	-	-	5	8	-	1	-	9	-	-	249	745	-	-				
9 Motor-Nr.				130983-10-007661				11 Getriebe-Nr.				007253				4 Typ				280 SL									
13 Scheinwerfer				Bosch				24 Hauptschlüssel alle Schlösser				H XXXX				19 Bereifung 5-fach				Conti. P									
Übernahmefag								25 Nebenschlüssel Lenkung, Türen und Tank				N				1 Fahrzeug-Daten													
Zulassungsdatum				Dienste												2 Bitte bei Ersatzteilbestellung Fahrzeugteil-Nr.(Pos.6) und Motor-Nr.(Pos.9) angeben. 3 Achtung! Karte nicht im Fahrzeug, sondern in Brieftasche aufbewahren!													

⁵ Determination of US Model Years will be covered in a future article.

Example Four:

Our fourth and last example, shown in Image “K”, is a data card for a 280 SL produced in 1970 as a US Model Year 1971. The top two lines haven’t changed in comparison to the earlier 280 SL data card, but in the bottom half the following boxes were all eliminated:

- 10 Front axle left
- 12 Steering box number
- 14 Rear axle number
- 15 Front axle right
- 16 Ignition key code
- 17 Trunk and glove box key code
- 18 Door and gas cap key code

Two new boxes were introduced to the data card in August 1969. This is because as of that time the car came with only two keys instead of three.

- 24 Hauptschlüssel, alle Schloesser Master key code, all locks
- 25 Nebenschlüssel Lenkung, Tueren und Tank Valet key code, ignition, doors and gas cap

Still, the layout of your own data card may be the fifth version!

The original data cards, not the copies from microfilm you receive nowadays, also had a flipside as pictured in Image “L”. It provided some translations and had space for the owner to add his or her name, address and license plate number.

Mercedes-Benz Image L

English	Français	Español		Français	Italiana
1. Vehicle data	Caractéristiques du véhicule	Detalles del vehículo		20 Auftrags-Nr.	Dati della vettura
2. When ordering spare parts, always mention chassis number (Item 8)	Prévoir d'indiquer lors de toute commande de pièces de rechange le numéro de châssis (pos. no 8)	Argumento indicar en toda pedido de requesta el número del chasis respectivo (Item 8)		21 Besitzer	Si prego indicare nelle ordinazioni di pezzi ricambi il numero del telaio (vale 8)
3. To be kept with the car always	A conserver avec les papiers, etc., toujours	Guardar con el documento, etc., siempre		22 Wohnort	Da conservare con i documenti della vettura
4. Type	Type	Tipa			Tipa
5. Superstructure No.	No. de la carrosserie	No. de carrocería			Carrozzeria - no.
6. Chassis - No.	No. de châssis	No. del chasis			Telaio - no.
7. Valves	Vannes	Valvulas			Berniciatura
8. Sparkplug	Capitaineur	Tapizada			Rivestimento
9. Engine No.	No. de moteur	No. del motor			Motor - no.
10. Transmission	Boîte de vitesses	Caja de cambios			Combina velocità
11. Headlights	Phares	Faros			Fari
12. Tires, type	Pneus	5 neumáticos			Pneumatici 5
13. Request No.	No. de commande	Pedido No.			Ordine no.
14. Owner	Domicile / Rue	Domicilio / Calle			Proprietario
15. Residence: City / Street	Numéro - matricule	Matricula			Domicilio / Via
16. License plate No.					Numero d'immatricolazione
24. Master key for all locks	Clé principale pour toutes les serrures	Llave principal para todas las cerraduras			Chiave principale per tutte le serrature
25. Secondary key steering, doors, tank	Clé secondaire direction, portes, réservoir	Llave secundaria dirección, puertas, tanque			Seconda chiave guida, porte, serbatoio

WUMMEX S.G. 9/8 4 791 86. für 700-39-204-100

Importing and Exporting our loved SL

By Peter Ruehl

It all started in 1978 with a vacation in the British Isles. We saw so many nice little roadsters running around while we were in a 6 year old 220D. Once back home in Hamburg, Germany, we started to look for a British roadster to replace our second car, a one year old VW Golf. All MGs were in bad shape as were most of the Triumphs. We finally bought a 1977 Spitfire with low miles and were really happy. Everybody named us crazy to exchange a reliable Golf for a British car.

As we saw that it went pretty well with the Spitfire, we started thinking of fulfilling "The Dream", a Pagoda SL. In 1979 we started looking at SLs and the 42nd one was the right one. It was a 1966 230 SL for sale by the first owner. It was in relatively good condition with no major repairs done to the car and it came with all options, including a set of suitcases. For the exact value of the Spitfire we got this nice SL. During the winter of 1979/80 I took it apart and had it repainted in the original 050 white. Most chrome parts were good enough to stay, but some needed to be replaced or rechromed.

Over the years I grew from a dental-student to a young dentist in his own practice and time became very valuable. Basically there was no time for the Pagoda and we did not do much more than 250km a year. At times my wife was pushing to sell the car and I was reluctant because of the many memories. The next year it was the other way around. The car was kept in a nice garage, circulated by dry air from a dehumidifier. As years went by we gave up the idea of selling and decided that this Pagoda would be one of the things in our life that would stay forever. That was a big decision and it would cause more problems than ever thought of!



In 1998 we applied for a US Visa to move to Florida and live with my parents. We started building a nice house with a garage for 5 cars and contacted Mercedes Benz of North America to get information about the import of the SL. The answer was easy: "Put it in a container, send it to your house in Florida, unload it, and go to the local tax-collector to register." Guess what, it was as easy as we were told. No problem with customs, no problem with transportation. The price was less than \$900. Registration in Florida was no problem. The tax-collector looked at the customs papers, took the German title and came back with a Florida license plate. All together that was \$410. Insurance was provided by Taylor Antique Car Insurance. Everybody had told us to keep the car on German license until registration in the US was complete.

For de-registration in Germany you do need the title for sure. So I asked the friendly lady at the tax-collector for the German title. She became a foot taller and answered: "This foreign title is now property of the state of Florida!" It was nothing that I wanted to argue about. The next time we were back in Germany we went to the local authorities to de-register the SL - with no title, the "Fahrzeugschein" (the little paper that you have to carry in Germany at any time when you are using the car), and only one license plate. I kept the front plate because I wanted to make the SL look better. This act usually takes 5 minutes, but in our case it took the whole morning and we had to see all supervisors in the agency. That was easy, wasn't it? "Hey, then we can bring the '87 300SL as well!" was our plan.

Again, many questions were asked to MBUSA and the bad answer: "This is not an antique car, so it has to be converted. It will need DOT and EPA release first to be registered." This work can only be done by a so-called RI (Registered Importer) with license for DOT conversion and EPA testing. There was and is only a hand full in the US and we were told that they were all unreliable. We asked our import broker and she only knew one company, Champagne Import in Pennsylvania.

The price that they offered was \$5000 flat rate and it would take up to 6 months to do the job. They could never explain what really had to be altered except the headlights, taillights, and the speedometer, but there was no other choice. I was begging them not to change the car much because it was a very original car with only 17,000 miles. The result came after 5 months and it was not too bad. Besides the ugly headlights and the third stop-light on the trunk, the SL looked like before. I



really wanted to keep all the original Euro parts, but nothing was in the trunk when the car arrived in Florida. I was promised that they would mail them later. For the registration fees I got lots of paper, a pile about one inch high. The Florida tax-collector did not even look at them. It was a very smooth registration again.

A few months later on a trip to New York, we decided to stop at Champagne Import in Pennsylvania and pick up the parts. What a big mistake! While the company was located in a small village in the woods it was easy to find. But, this place and my like-new SL? Oh no! I would not have taken my daily driver there for an oil change. The best you could say about the place is that it looked like a junk yard. Of course, the original lights were lost, but I got some Euro lights from a 1973 350 SL wreck in exchange, which will never be mounted to our "baby". I still can not believe that this company did a relatively good job on our car. And the price was good, for most other RI's will charge a higher "flat rate", but add for all parts and EPA testing. The final bill can easily exceed \$10,000 if they also install a new catalytic converter and fuel tank. None of the RI will give you that information up front. They will say that it all depends on the EPA testing. My conclusion from this experience is that it might be the right thing to bring a newer car to the US, but you have to expect costs of \$10,000 and be happy if it is less.

Since we moved to Spain in 2003, at least the 230 SL had to join us and we did export the car again. Taking a formerly German car from Florida to Spain was again an adventure. As you might remember, the 1966 230SL was no longer a German car. The tax collector in Florida had taken the German title and issued a Florida title in exchange. But this did not mean anything to the Spanish customs people.

We had put the Pagoda in a 40-foot container with most of our personal belongings. The container got stuck in Valencia where customs asked for many papers. For


them it was of great importance that we had been registered as residents in Florida. You know there is no such thing as a registration for US residents. That did not bother the Spanish customs people and they asked for registration and cancellation with the German consulate in Miami. "Why would we register with the German consulate if this is not required?" was our question. "You see, we do require!" was the simple answer. After 4 weeks of back and forth arguments the container was finally allowed to continue the journey to the island of Ibiza.

We had no problems in Ibiza as the people were very friendly and helpful. It was raining cats and dogs on the sunshine island when we had the appointment to get the container out of the harbor. They were going to put it on a trailer and park it in front of our house to unload. I just mentioned that there is an antique car in there and that it might be difficult to get it out once it is on the trailer. At that moment 10 people gathered to arrange the unloading of the Pagoda. The crane took the container, put it very gently on the ground and with the help of two wood pieces the car could leave the container. Of course, it was no problem to start the Benz after hooking up the battery. In convoy we reached the house with the container.

The SL was still on Florida title and had Florida license plates mounted. Our customs broker told us that we could use the car with the Florida registration for up to one year. He reminded us that the US insurance will not cover the car in Europe, so the hardest part was to find insurance for the classic car. Taylor would not do it and recommended the company "Zurich Versicherung" in Switzerland. They told me that they could not cover for a US registered car. Finally a local insurance office covered for 6 months at a cost of about \$500. That is four times what I used to pay at Taylor. To make it easy and fast we asked an attorney, a specialist in car transfers, to take over the job of new registration. That was exactly two years ago. The car is still on Florida title and plate, has no insurance, and I have never heard from customs again.

An engineer had come from the mainland to measure the car and write down all the data from the chassis and engine. Measurements were done with the help of a secretary with a regular meter and a good eye. No wonder that the data is very much different from what we know from Mercedes-Benz. Now we are waiting for the temporary license plate, because the local ITV (yearly technical inspection) does not inspect cars with foreign plates. This inspection is needed to get the regular plates. What is the hold up? Well, they will not accept the "local insurance", but no other insurance companies will cover the car until it is registered. And so on.

Finally, in the beginning of 2006 is when I will register the car in Germany. So far there is no reason to doubt that this is going to happen. The car is officially imported into the European Community and German authorities should have no problems, as the car is an old German fellow.

All the stress does not mean that we are not using the SL for club functions. We are having lots of fun driving it in the Ibiza sun, uninsured and with Florida plates. Looking around I see more and more US licensed cars on the island and the owners can tell the same or similar stories. But, these cars are daily drivers! I will keep you updated on the import of my 1987 300SL and my 1970 250C, all planned for 2006. 



Engineering Tag Kit for 280SL W113 1969-1971



These engineering tags and consumer information have been lovingly restored to exact size, color, layout and text.

Although the kit has been designed for 1969-1971 models, most of the contents can be used with earlier vintage models.

All engineering tags have adhesive backing and location instructions.

Contact for full details...

Bob Geco's Auto Appearance Care
3728 Overland Avenue #B • Los Angeles, CA 90034 • USA
Phone: 310-839-8337 • Fax: 310-839-9607
e-mail: bobgeco@cs.com

Driving with the top down, only rain can stop you

The unpleasant whirl-wind in the neck and on the legs is eliminated, making open top driving drafts-free.

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With the reduction in noise you will enjoy it stress-free and comfortable.

Easily and conveniently installed and removed.

SISA allows your wind deflector to remain in place no matter what the position of the hood.

Improvement of your safety. The SISA Wind deflector allows you free sight backwards and on the sides.



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F: +31(0)113 230180
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Pagoda Group Events: Catching Up and Looking Forward

2005 Ohio Tech Session
July 29 - 31 Blacklick, Ohio, USA

By Daryl Williams

For two days Blacklick, Ohio became the center of excellence for Pagoda owners. At least 23 Pagodas made the trip and nearly 50 owners were present. There were social events, car viewing, things to purchase and much to be learned. Joe and Mary Alexander graciously opened their property for this incredible event.

For those who arrived early enough on Friday there was an evening of fellowship with fellow owners. We came from all over; people flew in from the Dominican Republic, The Netherlands, California and Oregon. People drove from both coasts, New York City and even all the way from San Francisco, California. One new owner was in Las Vegas at a convention, flew home on a red eye, grabbed three hours of sleep and drove 3 hours to participate in the second day activities. Saturday evening Rodd Masteller and his lovely wife Kim opened

their home and hosted a fantastic cook out. In addition to the great food and wonderful company, it was fantastic to see so many Pagodas parked on their street! Several of the guys had their wives join us for this great social activity.

Saturday morning it took some time to get started as most of us just wanted to look at all the wonderful Pagodas. There was a nice diversity with colors, years, options, and accessories. We all noted the different side markers of the Italian car and the roll over automatic ignition shutoff on the French car.

The technical instructions were fantastic. All topics were complete with some opportunity to see what was being discussed. There was a lot of interaction with many questions and with various members adding the benefit of their experience. Several participants brought

The Saturday morning lineup. All attendees asked questions and got hands-on. (Michael Salemi)





Everyone had information and stories to share; we all learned about our Pagodas. (Roman Bartl)

memorabilia including sales literature and manuals. Some accessories were on display. We bought Pagoda shirts, hats and posters. You can get them now from <http://www.sl113.org/postershop.asp>.

Jim Villers did a well researched presentation on suspension. He provided much good information on how to improve the performance and even customize the performance without spending a fortune. He stressed the need to replace the various bushings before considering any other improvements. The fact that gas charged

shocks will raise the ride height was a new concept to many of us, and will affect our purchases for new shocks. After his presentation we noticed the significant difference in ride height between the cars there.

Peter Lesler's presentation on fuel injection was very interesting and helpful. We gained lots of insight to the design, operation and maintenance of this incredibly well engineered device.

Most Pagodas were still in attendance late Sunday for the "official" photo op. (Michael Salemi)



Joe Alexander provided much information that ranged from general tune up and lubrication to automatic transmissions. Some potentially serious engine damage may have been prevented when he told us how to check the drive gear and bushing for the oil pump. Of the 5 cars that were checked at the session, three showed need for some corrective action in the not too distant future. Tools were discussed, including where inexpensive tools could be purchased.

Hands on sessions included valve adjustments, manual transmission linkage repair, and upholstery replacement.

At the conclusion of the two days there was discussion about a tech session on the west coast of the USA, some activity in Europe, and another tech session in Blacklick in two years. 🛠️



Joe Alexander talking transmissions in his shop. Thanks for hosting, Joe! (Roman Bartl)

2005 Mid-Atlantic Pagoda Gathering October 30 Alexandria, Virginia, USA

By Jon Bernadi

The day dawned bright and clear and improved from there! Pagoda-ites from Virginia, Pennsylvania and Ohio gathered at Tom Sargeant's home on 30 October for the Fourth Annual Mid-Atlantic W113 Gathering. Tom told us he had specifically requested a warm fall day, and we are all now believers.

There were 16 members attending, and ten Pagodas. The Pagoda Group banner was proudly displayed and the group wasted no time delving into detailed discussions and a review of things W 113. We had a chance to look up close and in detail at one of the rarest of all Pagoda options, a hardtop with the sun-roof! Other rare options available for drooling over were; ski racks, fitted luggage, gas can for the spare tire, first aid kit, fire extinguisher, and loads of original documentation and literature.

Jim Villers and Scott Marshall soon were deep into a check and reset of the timing on Scott's car. It was successfully completed by the way. The major work event for the session was at the end of the day, when Jim swapped out his front anti-sway bar for a 30mm loaner from Tom. Once they figured out which direction to mount it, the process went smoothly. Jim reports that his 5-speed handled just great on his drive back home.

Needless to say there was a lot of discussion about how to fix this or that or the other; what was original for when and the like. A number of these originality questions were

Tom helps Jim put a sway bar in his 5-speed 230 SL. (Jon Bernadi)



answered by having the chance to scrutinize Tom's tobacco brown 14,000 mile car. (Yes, you read that correctly!) This is a car he found in California and is taking loving care of. It was great to be able to see the original patina of the car, and to look at all those details we like to type about on-line in the forum.

A special thanks must also go to Reae Sargeant for preparing a wonderful array of fixings; chili, cornbread, peach cobbler and cider.

There were also a couple of interesting Pagoda's in disguise. Chuck Taylor brought his W 107 280SL, and Mark Di Silvestro brought "Miss Daisy" his 220 Finback.

We are already looking forward to next year to see Tom's next projects and Walt Klatt's diesel SL!

Attending:	Dick Farina	Peter Phillips
Matt Farina	Tom Sargeant	Jon Bernardi
Bob Yeh	Mike Hund	Ric Yepes
Scott Marshall	Jim Villers	Chuck Taylor
Mike Hughes	Ken Gear	Walter Klatt
Claus Klatt	Mark Di Silvestro	



Bob Yeh considers another task. (Jon Bernardi)

Relaxing after a hard day - Jim Villers, Chuck Taylor, Ken Gear, and Scott Marshall (Jon Bernardi)





A Meeting of the Clans



July 29 & 30, 2006

Featured Clan: Pagoda SL Group

Hosts: Dan & Shelley Caron

477 French Line, Port Lambton, Ontario N0P 2B0

1-877-661-6061 (Phone) 1-519-677-4087 (Fax)

benzbarn@ebtech.net

The Clans include:

- Pagoda SL Group (Featured Clan)
- Mercedes-Benz Club of America, all chapters
- Mercedes-Benz Club of Canada
- 190SL Group
- Friends & Family of SL Barn
- Any Mercedes-Benz or vintage car enthusiast

Saturday's Festivities:

- A morning tour of SL Barn. To include discussions of its history followed by pictures.
- A friendly afternoon car show, driving events, and lots of socializing.
- A car cruise along the river. We will take beautiful St. Clair Parkway north to the twin bridges in Sarnia, home of the Point Edward Charity Casino.
- A casual dinner by the Bay.
- Return trip to the SL Barn for the evening; hayride, prizes, speeches, entertainment, and bonfire.

Sunday's Festivities:

- Breakfast along the St. Clair River.
- A road rally through historic Chatham-Kent, home of the Civil War era underground railway.
- A tour of RM Restoration and Museum.
- A tour of Restoration Unlimited.
- Antique shopping.
- Early dinner overlooking Lake Erie in the very scenic area of Erieau, Ontario.

Throughout this two day event you will have experienced:

- Three international boarder crossings.
- Three bodies of water.
- Four rivers.
- Three bays.
- Chemical Valley.
- Two indian reservations, the largest being Oak Savanna, a group of islands recognized by the World Wildlife Association as the only remaining area in Canada having a diverse ecosystem of tall grass prairie. It is the home of many endangered plant species.

Nearby Accomadations:

- Island View Inn (519-677-1638)
- Sombra B&B (519-892-3311)
- Super 8 (519-627-0781)
- Oaks Inn (519-627-1433)

Registration is very important. If you plan to attend, please contact Shelley by July 1 and she will mail you complete details. Come out and enjoy some of Southwestern Ontario's wonderful sites with us. We look forward to hearing from you.

Saint Paul Sommerfest

Please join us for Saint Paul Sommerfest June 9, 10 & 11, 2006 benefiting the Sommerfest Performing Arts Fund. This fund assists small to medium sized performing arts groups to foster diverse, vibrant and accessible cultural arts programs that enrich our community. This year's recipient is the Saint Paul City Ballet.

Sommerfest River Cruise

Friday, June 9, 2006

6 - 10 PM, Harriet Island, St. Paul.

"The best happy-hour in town!" A fun-filled evening of dining & dancing takes place on an elegant Mississippi River paddleboat with jazz, polka & choral music. Casual dress. \$55 per ticket, purchase tickets at www.saintpaulsommerfest.org

12th Annual German Carfest

Saturday, June 10, 2006

9 AM - 2 PM, Rice Park, Rice Park, St. Paul.

Landmark Center square comes alive with music, food and classic German automobiles: Mercedes-Benz, Porsche, Audi, BMW and Volkswagen. 952.937.1822 www.mbca-tc.org

The Fourth Annual Emperor's Ball

Saturday, June 10, 2006

6 PM - midnight, Landmark Center, St. Paul.

The romance and pageantry of a Viennese Ball is recreated with performances by the Saint Paul City Ballet, a five-course Imperial Banquet, exquisite wines, a 50-piece orchestra, jazz & swing music, a Torten Café with the finest of pastries, a Beer Hall with polka & pretzels, plus carriage rides in Rice Park. Black-tie. \$155 per ticket, \$75 without dinner (9PM start). Purchase tickets at www.saintpaulsommerfest.org Corporate table purchase available. 651-489-9623.

Concours d'Elégance

Sunday, June 11, 2006

9 AM - 2 PM, Rice Park, St. Paul.

Elegant and exclusive vintage cars take center stage in Rice Park for a juried car show organized by the Mercedes-Benz Club of America. Music and food. 952.937.1822 www.mbca-tc.org

Sommerfest Promenade and Picnic

Sunday, June 11, 2006

**Gather at 2:30 PM,
St. Paul Cathedral parking lot.**

Horse drawn wagons, carriages and car show winners parade to the top of Summit Avenue for music, food and fun at the Germanic-American Institute's Duetsche Tage-German Days. www.gai-mn.org

For reservations and information
www.saintpaulsommerfest.org
651-489-9623
Kathryn@theball.org

FREE dance lessons
(waltz, swing, fox trot, latin)
March 14 – May 22, Tuesdays 7 – 9 PM,
Klub Haus 1079 Rice Street, St. Paul
Call 651.430.0003 if interested.



Farbige elektrische Pagoden-Schaltpläne (Colored wiring diagrams for our W 113 SLs)

By Achim Ahlert

Inspired by the colored wiring diagram in an aftermarket “do it yourself” manual for the Mercedes W 115 Diesel (Dieter Korp, “Jetzt helfe ich mir selbst”) published in the very early 1970’s in Germany by Motorbuch Verlag, I found myself unable to locate something similar for the W 113, our Pagodas.

Whereas all or most other wiring diagrams for Mercedes-Benz cars from the later sixties had some explanations on the lines, which identify the different wires, these abbreviated explanations – or better yet, color codes – are missing on all four different wiring diagrams of the Pagoda SL that I have come across. This was also true for the one printed in the official workshop manual (BBB) W 108 - 113.

When I realised there was some serious damage (i.e. short) in the wiring harness of my 1964 230 SL, I wanted to use the original wiring diagram of the owner’s manual but I found it too small to effectively work with. Even copying it to four times the size (DIN A3 or two times US letter) didn’t help me figure out which “line” in the wiring diagram corresponds to my burnt original red-yellow-black cable under the dashboard.

This was the beginning of something very colorful, which you find inserted within this issue of *Pagoda World*. I scanned the original wiring diagram for the early 230 SL. This was Mercedes-Benz drawing no. 6908 from the 230 SL owner’s manual Edition A. I then supersized it on the computer four times (corresponding to DIN A3 or two times US letter) and saved it as a “layer” in my graphics program. I then drew a completely new wiring diagram on a second layer. As you can see, the new diagram corresponds exactly to the dimensions and numbering of the original diagrams except that the symbols 48f and 49f for the identification lights (number plate illumination) were taken out from the tail light symbols. This is because this is also the case on the cars. Then I made all wiring lines thicker and “colored” them. Most tedious was the addition of the colored marking lines. What I describe here was the work of approximately 100 to 150 hours only for the first diagram. The next two then took a few additional hours, less than 100, by basically modifying the first diagram.

Now, where do the color codes come from? First I used the tables of general color codes in both Mercedes workshop manuals, 1959 and 1968. Second, I used additional info I gathered from Mercedes-Benz (a list,

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not a diagram). Finally, I compared everything with all wire endings I could find in the plug connectors or elsewhere on my own car and on a second very early 1963 230 SL to which I had access. All other info like the colors of the wires of the trunk light, which my 1964 car does not have, Becker radio, or the symboling for the signal transmitter with hazard light, I got from additional info, mostly from fellow SL owners.

The two 230 SL wiring diagrams (MB nos. 6908 and 7149) are almost identical but show differences in the electrical equipment for the cold start and fuel control (i.e. symbols 19 and 34, which are missing in the later wiring harness as of 1966). This later one is basically original for all 230’s with the exception of approximately the first 431 cars.


Finally, I was also convinced to draw a diagram for the 280 SL, corresponding to the 280 SL owner’s manual, edition C, drawing no. 7579, from which I manually updated the signal transmitter with hazard light (symbol no. 18, which comes from the wiring diagrams of the fellow sedans W 108 and W 114). This was done by me because most 280 SLs had a hazard light function with the exception of the early 10,000s.

I was too exhausted to draw a diagram for the 250 SL, which is basically a mixture of the 230 SL (7149) and 280 SL (7579) diagrams. The 250 SL diagram looks like the 230 SL diagram (7149), but has the fuel injection electrical components exactly like the 280 SL.

Please consider that all diagrams are exactly like the ones in the owner’s manuals. I had no access to info about US versions or special equipment like a heated rear window.

I cannot absolutely guarantee that all color codes are absolutely correct, but I did the best I could.

Finally, please do me a favour, fellows. I spent really some effort on these diagrams and I definitely like to help you and other SL owners. But, I like to avoid that some “salesmen” might make money on it by copying and selling it. Therefore I like to put a copyright on the diagrams. Please do not distribute it further especially to anyone outside of our Pagoda SL Group.

Many thanks and happy motoring. 

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