

MODEL FILE 102 · MERCEDES-AMG · BLACK SERIES · COLLECTOR AMG

SL 65 BLACK SERIES

R230 · M275 V12 BITURBO · 670 PS · 350 CARS · 2008-2009

THE CAR IN BRIEF

THE MODEL

Three hundred and fifty cars per AMG statement, built 2008-2009 per model records (the dossier window to 2011 spans final sales). Mercedes-AMG called it an independent vehicle concept, and the file agrees: a FIXED CARBON ROOF where the SL's Vario roof was, widened body, fully reworked chassis, around 250 kg saved against the standard SL 65, launch price around 330,000 euros. The machinery: M275 E60 AL, the 6.0 biturbo V12 at 670 PS (661 bhp) at 5,400 rpm and 1,000 Nm, electronically capped, through the AMG Speedshift 5G-Tronic. Classification, per the dossier: HIGH COLLECTOR VALUE, MODERATE OWNERSHIP COST.

WHAT MAKES IT BLACK

Carbon bonnet, carbon fenders, carbon decklid, the fixed roof, new aerodynamics with splitter and diffuser, widened track, revised rear axle, mechanical limited-slip differential, and the decision that defines this file's ownership story: the standard SL 65's ACTIVE BODY CONTROL was replaced by a mechanically adjustable AMG coilover suspension. Fewer hydraulic components, less maintenance, and the typical ABC problems of the normal R230 simply do not exist here: one of the platform's known weak chapters, deleted by design.

POWERTRAIN

THE M275, READ HONESTLY

The M275 counts among the STEADIEST AMG V12s: no documented systemic weakness of the cranktrain or cylinder heads. The attention belongs to the typical V12 ancillaries: turbochargers, oil leaks, intercoolers, ignition coils, spark plugs, charge-air hoses, engine mounts. PPI: compression, leakdown, oil pressure, boost pressure, oil loss, full diagnosis. ENGINE_PRIORITY = MEDIUM, exactly per the dossier: the risk is not the engine, it is deferred maintenance on a complex engine. The cost reality in two numbers: 24 spark plugs and 12 coils, complexity, not unreliability.

TURBOS & THE 722.6

Two turbochargers, checked as the age chapter: boost pressure, oil lines, bearing noises, leaks. High mileages bring honest wear, HIGH in the matrix. The gearbox story is the register's favourite kind of engineering honesty: the 722.6 five-speed was chosen DELIBERATELY, because the period seven-speeds could not durably hold the M275's torque. It counts as exceptionally robust: oil change history, connector sleeve, conductor plate, converter, adaptation values. LOW.

CHASSIS, BODY & ELECTRONICS

COILOVERS, CARBON, CURRENT

Chassis: dampers, thread adjusters, top mounts, control arms, rear axle bearings, full measurement, with chassis-bearing wear as the documented fleet item. MEDIUM. The CARBON BODY is the file's centre, per the dossier: bonnet, fenders, roof, decklid, splitter, diffuser. Original parts are expensive and partly limited: CARBON_BODY_STATUS = CRITICAL, originality HIGH, and conversions hit the collector value substantially. Brakes: the large AMG composite system, read with track use in mind. Electronics: clearly more complex than earlier AMG but overall reliable, SAM units, COMAND, ESP, seat modules, fault memory, with NO Black-Series-specific problems documented. MEDIUM.

FACTORY ACTIONS & OWNERSHIP

THE RECORD & THE SERVICE WORLD

NO model-typical recall series exists specifically for the SL 65 Black Series: open service and recall measures are checked by VIN before purchase, per the register's oldest rule, against the wider R230 population's actions. Service: the engine sits well with experienced AMG specialists, while Black-Series-specific body and chassis work belongs with operations experienced on limited AMG models. Parts: engine good, gearbox very good, electronics good, Black Series body parts partly limited, carbon components expensive and finite.

COSTS, PROVENANCE & PRIORITIES

Cost drivers, per the dossier: V12 service, 24 plugs, 12 coils, turbochargers, tyres, brakes, carbon parts. Not for lack of reliability, but for the sheer complexity of the drive. Priorities: engine history, carbon body, turbochargers, chassis, gearbox, electronics, documentation. Provenance: original carbon parts, original wheels, documented service history, accident-free status, original Black Series specification. At 350 cars the register expects every example to be traceable, and originality is priced, not assumed.

350

Cars per AMG statement, 2008-2009: the fixed-roof SL that AMG called its own concept

1,000

Nm, electronically capped: the 722.6 five-speed was chosen because nothing newer could hold it

250

Kilograms cut from the standard SL 65, and the ABC hydraulics cut away with them

Sources: Mercedes-AMG data and model records (350 cars per AMG statement, build 2008-2009; M275 E60 AL, 670 PS = 661 bhp at 5,400 rpm, 1,000 Nm electronically limited; 722.6 five-speed chosen for torque durability; fixed carbon roof, carbon bonnet/fenders/decklid, ca. 250 kg saving, ca. 330,000 euro launch price, 320 km/h limited; coilover suspension replacing ABC); V12 ancillary pattern (turbos, oil leaks, coils, hoses, mounts) per documented record, no systemic cranktrain or head weakness; no Black-Series-specific recall series, open measures checked by VIN against the R230 population. Market bands pending the transaction dataset.