

MODEL FILE 104 · MERCEDES-BENZ & McLAREN · CARBON GT · COLLECTOR

SLR McLAREN

M155 KOMPRESSOR · 626-650 PS · CARBON MONOCOQUE · 2,157 CARS

THE CAR IN BRIEF

THE MODEL

The joint development of Mercedes-Benz and McLaren, built in Woking: 2,157 cars, 2003-2009, with the last special series reaching into 2010 per model records. The honest history stands in the file: around 3,500 were planned, and the target was not reached. Front-mid engine, transaxle, carbon monocoque and carbon body, carbon-ceramic brakes as standard. Classification, per the dossier: LOW MECHANICAL RISK, HIGH OWNERSHIP COST, STRONG COLLECTOR.

THE VARIANTS

Coupe and Roadster at 626 PS (617 bhp). Above them, with counts per model records: the 722 EDITION (150 cars, 650 PS = 641 bhp), the 722 S ROADSTER (150 cars), the STIRLING MOSS (75 cars, 650 PS, the open speedster finale), the McLAREN EDITION (25 MSO-reworked cars) and market special series such as the Crown Edition. A BLACK SERIES does not exist, and the register says so to stop the stories. Fields: COUPE_OR_ROADSTER, 722_VARIANT, McLAREN_EDITION, STIRLING_MOSS, MATCHING_NUMBERS.

POWERTRAIN

THE M155

The M155 stands on the M113K, the most trusted base in this register's AMG chapter (File 98), and was deeply modified for the SLR: dry-sump lubrication, changed intake, changed cooling, higher continuous load capacity. NO documented constructive series problems on the base engine. PPI: compressor, belt drive, oil loss, cooling circuit, engine mounts, compression. LOW in the matrix: the calm heart of an expensive car.

THE 722.6, CHOSEN AGAIN

The same engineering honesty as on the SL 65 Black Series (File 102): the five-speed 722.6 was chosen DELIBERATELY over the then-new 7G-Tronic, because it durably held the torque. Checked: oil changes, conductor plate, connector sleeve, converter, adaptation values. Very robust, LOW, and its service history is read as part of the car's identity.

STRUCTURE & BRAKES

CARBON MONOCOQUE & CERAMICS

The monocoque is the file's first priority: crash structure, underbody, carbon repairs, full measurement. Damage can become EXTREMELY expensive, and every repair is documented at works-competent level or the file stays open.

CARBON_MONOCOQUE = CRITICAL. The carbon-ceramic brakes are standard and belong among the most expensive wear items of the car: discs, pads, surfaces, temperature history. HIGH: a cost position to be measured and priced, not a weakness.

FACTORY ACTIONS & OWNERSHIP

THE ALTERNATOR RECALL & THE AGE ITEMS

The defining documented action: in June 2006 Mercedes recalled the SLR fleet built through May 2006. The generator could overheat through insufficient cooling, in the worst case with fire risk; the remedy optimised the cooling air routing and replaced generator and control unit preventively, about one workshop day.

ALTERNATOR_RECALL_COMPLETED is a mandatory field on every early car, verified in the record, never assumed. The documented age items of the fleet: chassis bearings, door dampers, engine mounts, cooling system, battery. None of them is a series fault; all of them are calendar.

THE SERVICE WORLD & THE COSTS

The dossier's core ownership point: NOT every Mercedes workshop may work on the SLR. Many operations run exclusively through authorised SLR centres and specially trained AMG technicians, and for larger work the circle is very small, as owner reports confirm. Parts: engine and gearbox good, body limited, carbon expensive, interior partly difficult, and many components exist only for the SLR. Costs are the car's old reputation, stored with reported discipline: very expensive scheduled maintenance, ceramics, and famously laborious jobs such as the spark-plug change with substantial disassembly. Owner reports name inspections from several thousand euros to the high four digits, larger services clearly above: REPORTED EXPOSURE, not price list, and no fixed amounts enter the file, per the dossier. Priorities: carbon structure, alternator recall closed, service history, brakes, compressor, gearbox, cooling system, documentation. The market note is adopted: the SLR has partly shed its old "too expensive to run" image, and 722, 722 S, Stirling Moss and MSO versions are established collectors; on standard cars, originality and history now outrank mileage.

2,157

Cars built of around 3,500 planned: the honest history is part of the file

75

Stirling Moss cars: the open finale, with 722, 722 S and MSO as the established collector tier

1

Defining recall: the June 2006 alternator action on cars built through May 2006, closed or open

Sources: Mercedes-Benz/McLaren data and model records (2,157 cars, ca. 3,500 planned, Working; Coupe/Roadster 626 PS = 617 bhp; 722 Edition 150 cars and 722 S Roadster 150 cars at 650 PS = 641 bhp; Stirling Moss 75 cars; McLaren Edition 25 cars; M155 on M113K base, dry sump; 722.6 chosen for torque durability; carbon monocoque, standard ceramics); alternator recall June 2006 for cars through May 2006 per recall records and press documentation (overheating, worst-case fire risk, cooling air routing optimised, generator and control unit replaced); service-world and cost picture per dossier and owner reports, stored as reported exposure. Market bands pending the transaction dataset.