MERCEDES-AMG SL 65 BLACK SERIES

82

The only V12 Black Series, 2008-2009 - a fixed-roof twelve-cylinder supercar created from an SL platform, bought on body and cooling before mileage

350

Factory-confirmed worldwide production, September 2008 to August 2009 - registration years extend later, production does not; roughly half reportedly went to the US

670 PS

M275.983 6.0 twin-turbo V12 - 1,000 Nm electronically limited to protect the driveline; the unrestricted engine was capable of substantially more

-250 kg

Lighter than the standard SL 65 under a fixed carbon roof and a dramatically widened body - and still ~1.9 tonnes: a very wide GT, never a minimalist track car

€250-550K

The 2026 span, driver-grade car to exceptional low-mileage example - transaction benchmark ~US$353,500, with asks far above the proven record

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01 EXECUTIVE SUMMARY

The SL 65 AMG Black Series stands alone in the official lineage: the only V12, the only twin-turbocharged twelve-cylinder Black Series, the most powerful AMG production model at launch, and the most extensively re-engineered derivative of the R230 SL. Mercedes' own archive confirms 350 cars, built September 2008 to August 2009. AMG deleted the folding roof for a fixed carbon top, widened the body dramatically, removed Active Body Control for manually adjustable coil-overs, fitted a mechanical limited-slip differential and turned the M275 up to 670 PS with 1,000 Nm electronically limited - 3.8 seconds to 100 km/h, 320 km/h limited, through a five-speed automatic that was chosen because it was the transmission capable of surviving the torque. The paper's central thesis: this is not a lighter, faster SL 65 - it is a fixed-roof V12 supercar created from an SL platform, and the point where Black Series moved from extreme road car toward genuine front-engined supercar.

The governing principle is the Body-First Rule: buy the body and cooling-system condition first, the V12 history second, and the mileage third. The M275 has no established catastrophic design defect - its exposure is heat, ignition, turbo plumbing and ageing rubber, all manageable with discipline - while the unique carbon and composite bodywork is the real financial risk: model-specific panels with no shared-family support, where a serious body event means sourcing delays, specialist reconstruction and insurance disputes. That is why an accident-free higher-mileage car can be superior to a very low-mileage repaired one - and why the most dangerous sales statement in this market is 'it has only done a few hundred kilometres, so nothing can be wrong'.

Key Finding

The production figure is factory-clean: 350 cars worldwide, September 2008 to August 2009 - later registration years do not indicate additional production, and the commonly reported 175-car US share is less firmly documented than the worldwide total. Allocation was dealer- and relationship-led, never formally invitation-only; some countries received a handful (one car documented as one of five delivered new to France).

Deleting Active Body Control was the quiet ownership gift: it removed the R230's most expensive failure system - replaced by low-volume Black Series coil-overs whose geometry must be set by a workshop that knows the model; a generic R230 alignment is a walk-away in itself.

The buyer's line the whole paper serves: buy the body and cooling-system condition first, the V12 history second, and the mileage third - moderate correct use beats total inactivity, and tyres older than about six years are display items regardless of tread.

02 THE ONLY TWELVE-CYLINDER BLACK SERIES

One engine, one body, one year - and a price beside the 599, below the SLR.

The car's position in the lineage is singular by every measure: after the analogue SLK and the wide-body CLK, AMG built its twelve-cylinder statement and never repeated it - the V12 is unlikely ever to return to a Black Series, which anchors the collector case.

The German launch price was approximately €309,000 including VAT (about €275,000 net), with final invoices in some European markets approaching or exceeding €330,000; US window stickers generally sat around US$300,000-305,000. That placed it substantially above the normal SL 65, close to contemporary Ferrari 599 pricing and below the SLR McLaren - one of the most expensive AMG road cars ever offered at the time. Allocation followed money and relationships rather than any published system: established AMG clients, SLR and high-end Mercedes collectors, major regional dealer customers, buyers willing to accept a highly impractical fixed-roof SL - selective, but never comparable with a modern AMG ONE allocation. For the paper's record: 350 cars is the factory-confirmed number; model years extend to 2010 and 2011 in some markets purely through registration timing.

03 TURNING AN SL INTO A COUPÉ

A fixed carbon roof, 140 mm of width, minus 250 kg - and the ABC system gone with the roof.

The standard R230 SL 65 was a retractable-hardtop luxury roadster: 612 PS, 1,000 Nm, Active Body Control, a heavy folding roof and a comfort cabin. The Black Series changed the proposition structurally: a fixed carbon-fibre roof with integrated rollover protection replaced the vario-roof entirely; carbon bonnet, boot lid and front and rear body components; dramatically widened tracks under unique composite wings - roughly 140 mm wider in places; large cooling apertures, rear diffuser, speed-sensitive rear wing, unique underbody aerodynamics. The result is about 250 kg lighter than the regular SL 65 and still around 1.87-1.9 tonnes: a very wide, very powerful GT with racing-derived body control, not a minimalist track car. The chassis followed the same logic: ABC deleted in favour of manually adjustable coil-overs with adjustable ride height, damping and rear geometry; conventional hydraulic braking in place of the early R230's SBC; a mechanical limited-slip differential. For long-term ownership the ABC deletion is a genuine gift - the normal R230's most expensive failure system simply is not there - traded for low-volume Black Series dampers and chassis hardware whose setup discipline this paper treats as a five-star item.

SL 65 AMG BLACK SERIES - SPECIFICATION	
Engine	M275.983 · 5,980 cc twin-turbo V12 · 670 PS, 1,000 Nm (electronically limited) · ~12% larger turbos, enlarged intercooling, revised intake/exhaust/management
Drivetrain	5-speed AMG SpeedShift Plus automatic - the unit capable of surviving the torque · rear-wheel drive · mechanical limited-slip differential
Performance	0-100 km/h ~3.8 s · 320 km/h electronically limited · enormous mid-range, traction-limited in cold or wet - 1,000 Nm through two driven wheels defines the car
Structure	Fixed carbon roof with rollover protection · carbon bonnet, boot, front/rear components · ~140 mm wider · ~-250 kg vs SL 65, ~1.87-1.9 t by method
Chassis	ABC deleted · manually adjustable coil-overs, ride height and rear geometry · hydraulic brakes (no SBC): ~390/360 mm, 6/4-piston · 19/20-inch forged AMG wheels
Production	350 cars, September 2008 - August 2009, factory-confirmed · ~half to the US (less firmly documented) · German launch ~€309K incl. VAT, US ~US$300-305K

(The five-speed automatic is not a shortcoming to apologise for - it was the transmission that survived 1,000 Nm, and it is integral to the car's land-speed-machine character. Torque was limited to protect gearbox, tyres, differential and driveline - removing that limit materially increases transmission stress.)

04 THE 1,000 NM PROBLEM

What it is like - and what the torque actually demands of car and driver.

The driving signature is enormous mid-range acceleration, remarkable high-speed stability, heavy but communicative steering, very strong front grip and a mechanical intimidation unusual even in this library - Mercedes refinement wrapped around brutal turbocharged delivery. The limitations are the same facts read honestly: very wide, difficult to place on narrow roads, traction-limited in cold or wet, stiff over poor surfaces, prone to tramlining on worn tyres or wrong geometry, dependent on tyre temperature, and never as agile as an SLS or GT Black Series. It rewards open roads, fast autobahn work, wide circuits, warm tyres and selected dry conditions; it punishes urban traffic, narrow passes, wet track days, cold tyres and inexperience. The rear tyres deal with 1,000 Nm through two contact patches - that sentence defines the car, its tyre discipline and its walk-away list. The five-speed delivers that torque through long ratios: strong, generally durable when serviced, comparatively slow by modern standards, and central to the character - this is not a razor-sharp sequential supercar, and buyers who want one should read Paper 84. 'Sealed for life' is not a maintenance philosophy at this output: documented fluid and filter service, cold and hot shift testing, converter lock-up, adaptation values and clean engagement are the transmission file.

05 THE V12 OWNERSHIP FILE

No design defect - just heat, 24 plugs, model-specific turbos and packaged labour.

Ignition - the recurring invoice. Two plugs per cylinder, 24 in total, bank-specific coil assemblies and central voltage-transformer hardware: misfires under load, rough warm idle, stored cylinder-deactivation faults, oil in plug recesses and repaired wiring are the tells - and a car can idle cleanly yet misfire under boost, which is why every PPI includes a loaded road test and full fault-memory scan, never a driveway idle. Turbochargers - the model-specific risk. The ~12% larger units are among the most important Black Series-specific parts: boost symmetry between banks, shaft noise, smoke after idle, oil in charge pipes, wastegate and actuator function, manifold condition - and any failure raises specification, rebuildability and bank-matching questions an ordinary M275 never asks. Intercooling - the critical chapter. Circulation pumps, auxiliary circuit, heat exchangers, charge-air temperatures under boost, pressure loss, heat-management faults: a car that pulls hard once then loses power repeatedly has a charge-cooling problem, and the paper treats intercooler data as a purchase document. Oil leaks. Valve covers, cam-sensor areas, turbo feed and return lines, front seals, cooler connections - minor leaks become labour-intensive repairs because the bay is tight and hot; access is disassembly. Mounts. Engine, transmission and differential mounts carry V12 weight and 1,000 Nm: idle vibration, driveline movement, clunks on load change. Differential and driveline. LSD function, oil service, whine, bushes, output seals, CV boots and joints, centre support - the torque exposes small defects instantly, and repeated launch evidence is read against all of it.

06 CARBON IS THE REAL FINANCIAL RISK

Unique panels without shared-family support - plus wing, wheels, volts and water.

Mechanical M275 components enjoy some shared-family support; the bodywork does not. Bonnet, splitter, front wings, rear quarter extensions, fixed roof, boot lid, diffuser, wing mechanism, arch interiors, undertrays and mounting points are Black Series-specific - a serious body event means sourcing delays, used components, specialist carbon reconstruction, factory archive enquiries and insurance disputes over repair versus replacement. The common damage zones are prosaic: splitter underside, front corners, wide rear arches, diffuser, jacking points, bonnet edges, door edges, roof clear coat. Every purchase carries a paint-depth map, underside photography, invoices and pre-repair photographs - a replaced bumper is one matter; a repaired rear quarter, roof or suspension attachment is materially more serious. The active rear wing deploys by speed and state: full deployment, smooth movement, sensors, seals, warnings, manual test - a malfunction can indicate mechanism, wiring, low voltage, module failure or previous rear-body repair. Wheels and tyres: 19/20-inch forged AMG wheels with model-specific offsets - cracks, barrel damage, welding, refinish quality, correct bolts; tyre dates matter more than tread, six years is the usable ceiling, and no meaningful test drive happens on aged rubber. Brakes: the big steel-composite setup is the usability gift - measured, inspected for drilling cracks and heat spotting, fluid by age; some hardware is model-specific and wrong aftermarket parts subtract value.

Electrics and water: two batteries by age and type, charging output, quiescent draw, SAM modules, COMAND, stored undervoltage faults - and the R230 ageing file even without the folding roof: boot and lamp seals, scuttle drains, footwells, battery compartments, wing penetrations, connector oxidation. A weak battery generates alarming unrelated faults; repeated low-voltage events deserve a cause, not a reset.

DRIVER OR MUSEUM PIECE - THE USE PROFILE

The right profile: 1,000-3,000 km per year, dry-weather road use, occasional high-speed touring, one carefully managed circuit event if desired, annual servicing regardless of mileage, modern tyres, full warm-up and cool-down, no repeated launch abuse. A car that is never driven loses part of its reason to exist - moderate correct use is preferable to total inactivity.

The wrong profile: short cold starts for display, stationary revving, old tyres, immediate full boost, wet track days, long storage on stale fluids and weak batteries. The evidence is documented: one car stored twelve years needed ~€11,929 of recommissioning and tyres before sale - not a rebuild, just the baseline bill of stillness. Low mileage must come with annual invoices, fluid changes, tyre and battery records, and periodic exercise.

07 THE MARKET REASSESSMENT

From feared depreciator to US$350K benchmark - with asks running ahead of proof.

The trajectory is the classic modern-collectible arc: expensive at ~€309,000-330,000, then softening while the market saw an extreme SL with a dated automatic and feared the running costs - then repriced as collectors recognised 350 cars, the only V12 Black Series, an engine that will not return, a radically different body and a lineage the AMG ONE retroactively ennobled. The current public record: CLASSIC.COM's transaction-based benchmark sits around US$353,500, with 2025 sales at US$222,000 (the low), US$361,600 (11,000 miles), US$417,500 (~5,000 miles) and US$431,000 (~2,000 miles); a 7,000-mile car made US$325,000 at Broad Arrow in March 2024. Asking prices run far above the proven record - €650,000 and US$800,000 positions exist for delivery-mileage, rare-colour or VAT-status cars - and the paper's standing sentence applies: an ask is not a transaction. European nominal asks exceed US auction results through VAT status, thinner visible supply, colour mix, dealer margin and currency - structure, not contradiction.

SL 65 BLACK SERIES - INDICATIVE FRAMEWORKS, MID-2026	
Drivers and higher-mileage cars	€250-330K - the usable entry, bought on body honesty, cooling data and current geometry rather than odometer anxiety
Strong documented cars	€330-425K - the benchmark territory (~US$353.5K CMB); 2025 results US$361.6K at 11,000 miles, US$417.5K at ~5,000 miles
Very low-mileage / exceptional	€425-550K - US$431K (2,000 miles) as the transaction ceiling; condition and documentation, not the odometer alone, carry this band
Exceptional asking level	€600K+ positions exist for delivery-mileage, rare-colour, VAT-qualifying cars - asks, requiring rarity, completeness and patience; not proven values

(Transaction evidence US$222-431K against asks to US$800K - the spread is the market's honesty test. A dormant delivery-mileage car priced on its odometer is the category's classic trap: the €11,929 recommissioning invoice exists precisely for that car.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK	
Servicing	Annual service and inspection €2,500-5,000 · larger scheduled service €5,000-10,000 - annually regardless of mileage
Ignition	24 plugs and ignition service €3,000-7,000 · one-bank coil-system repair €4,000-10,000+ · both-bank major work €8,000-18,000+
Charge cooling	Intercooler pump/circuit work €2,000-6,000 · major charge-cooling refresh €6,000-15,000 · turbo oil/coolant lines €5,000-15,000
Turbochargers	Replacement or rebuild €15,000-35,000+ - model-specific units, bank-matched
Driveline	Transmission service €1,500-3,000 · major transmission repair €10,000-25,000+ · differential work €5,000-12,000 · mounts €3,000-6,000
Chassis	Suspension refresh €10,000-25,000+ · full brake refresh €8,000-15,000+ · tyres €2,500-4,000 · wheels potentially five figures per set
Body	Minor carbon repair €5,000-15,000 · major model-specific body repair €25,000-100,000+ - the paper's defining risk category
Events	Dormant-car recommissioning €15,000-40,000 · serious engine event €40,000-100,000+

(Planning allowances, not tariffs. Five-year reserves: low-mileage, no deferred work €20,000-35,000 · regular road use €30,000-50,000 · occasional circuit use €45,000-75,000 · neglected or long-stored car €50,000-100,000 initial contingency. A used-car warranty with a €10,000 ceiling is decoration on a V12 Black Series - read the limit.)

08 THE BUYING PROTOCOL

Body forensics, loaded road test, intercooler data - and never a driveway idle.

Level One - documentation. VIN, original market, invoice, data card, service book and invoices, accident and paint declarations, modification history with software status, keys, manuals, tools, original components from any modification - the Renntech question asked in writing: one publicly offered car carried over US$41,000 of turbo, software, exhaust and differential upgrades, and period-documented tuning has a niche audience while undocumented tuning is simply risk; original ECUs, turbos, exhaust and differential accompany a converted car or discount it. Level Two - the specialist PPI. Genuinely cold start; full STAR/Xentry scan with misfire counters; compression or leak-down where symptoms justify; boost by bank; turbo noise; intercooler temperatures under load; coolant pressure; oil-leak mapping; transmission cold and hot with adaptation values; differential; mounts; damper leakage, ride heights, adjusters and a current alignment printout against factory Black Series specification - never a generic R230 setup; wheels, tyre dates, brake measurements; paint-depth survey and underside imaging; wing function; both batteries and undervoltage history; water-ingress inspection. Level Three - the loaded road test. The car must be driven under boost, warm, on current tyres: high-load misfires, boost asymmetry, heat-related power loss and tramlining only appear there - a seller who refuses a cold start or a loaded test has answered the question.

WALK AWAY - THE NON-NEGOTIABLES

Structural or poorly documented carbon repair · rear-quarter damage without complete records · unexplained panel replacement or mismatched paint · persistent boost imbalance · high-load misfires · overheating or intake-temperature problems · gearbox flare or delayed engagement · major differential noise · tuned car without original parts · old tyres presented as usable · non-functioning rear wing · water-damaged electronics · storage years without service records · seller refusal of cold start or STAR/Xentry scan · alignment that cannot reach specification. And the most dangerous sentence: 'it has only done a few hundred kilometres, so nothing can be wrong'.

09 OWNERSHIP ECONOMICS AND SCENARIOS

Kept healthy by use, priced by body honesty - the reserves, ranked.

The scenarios model a well-bought driver at around €300,000 with 15,000-35,000 km, recent cooling and ignition work, current geometry and no structural repairs - the paper's best-value profile, because at current transaction levels the strongest risk-adjusted purchase is a correctly maintained 10,000-25,000 km car rather than a sub-1,000 km museum piece. Five sorted years run €20,000-35,000 for a low-mileage car with nothing deferred; €30,000-50,000 in regular road use; €45,000-75,000 with occasional circuit work - and a neglected or long-stored acquisition budgets €50,000-100,000 before the first drive. The habits that protect the owner: annual servicing regardless of mileage, because heat and time attack seals and rubber whether or not the odometer moves; intercooler and ignition evidence filed with every invoice, because those are the recurring five-figure categories; tyre and battery ages managed on the calendar; and agreed-value insurance with the body's uniqueness understood - on this car a rear-quarter event is a valuation event, and the policy must know it before the kerb does.

OWNERSHIP SCENARIOS - PLANNING BANDS	
Year 1	€4,000-9,000: entry inspection with loaded road test, annual service, 24-plug status established, tyres by date, both batteries verified, alignment to factory spec
Years 1-3	€10,000-22,000 cumulative: annual services, one ignition or cooling item, transmission and differential fluids, wing and electrics exercised
Years 1-5	Low-mileage sorted €20,000-35,000 · regular use €30,000-50,000 · with circuit use €45,000-75,000 · neglected acquisition €50,000-100,000 contingency

(Assumption-based planning bands excluding storage and insurance premiums; turbo replacement and model-specific body repair sit outside every band - and the ~€12K recommissioning bill of one twelve-year sleeper shows where the entry point of neglect begins.)

OWNERSHIP VERDICT - THE RATINGS		
Reliability	☐☐☐☐☐	No catastrophic design defect - heat, ignition, turbo plumbing and rubber age are the files; discipline and annual service keep the M275 honest
Maintenance costs	☐☐☐☐☐	V12 economics: 24 plugs, bank-specific coils, model-specific turbos, €10-25K transmission events - and the body as the six-figure amplitude
Parts availability	☐☐☐☐☐	M275 family support exists; Black Series body, suspension and wheel hardware is low-volume, slow and specialist-dependent
Investment potential	☐☐☐☐☐	The only V12 Black Series, 350 cars, US$350K benchmark and rising recognition - strong long case, thin market, wide quality spread

MARQUE BUYING SCORE - SL 65 AMG BLACK SERIES

Category	Collector example (low-mileage orig.)	Driver example (15-35,000 km)	Dormant museum car
Reliability	7 / 10	7 / 10	4.5 / 10
Driving experience	9 / 10	9 / 10	8.5 / 10
Ownership cost	3 / 10	3.5 / 10	2 / 10
Parts availability	3.5 / 10	4 / 10	3 / 10
Long-term collectability	9 / 10	7.5 / 10	5 / 10
Investment potential	8.5 / 10	6.5 / 10	4 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices the model's highest-risk purchase - the delivery-mileage sleeper with old tyres, unknown batteries, no loaded test and a price built on the odometer.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Mercedes-Benz archive documentation (SL 65 AMG Black Series as fixed-roof high-performance coupé, 350 cars, production September 2008 - August 2009; registration years to 2010/2011 by market; ~175 US cars commonly reported but less firmly documented), factory specification (M275.983, 5,980 cc twin-turbo V12, 670 PS/1,000 Nm limited, ~12% larger turbochargers, enlarged intercooling, five-speed AMG SpeedShift Plus, 0-100 km/h ~3.8 s, 320 km/h limited; fixed carbon roof, carbon panels, ~140 mm width increase, ~-250 kg vs SL 65 at ~1.87-1.9 t; ABC deleted for adjustable coil-overs, hydraulic brakes ~390/360 mm, mechanical LSD; 19/20-inch forged wheels), pricing history (German launch ~€275K net/~€309K gross, European invoices to ~€330K, US stickers ~US$300-305K; one car documented as one of five delivered new to France), service literature and specialist practice (24-plug ignition with bank-specific coils, intercooler pumps and charge-cooling, turbo plumbing, mounts, R230 electrical ageing and water paths, two-battery architecture; a documented ~€11,929 recommissioning after twelve years' storage; a publicly offered car with US$41,000+ of period Renntech upgrades), and public market data mid-2026: CLASSIC.COM benchmark ~US$353,500 with 2025 sales US$222,000 / US$361,600 (11k miles) / US$417,500 (~5k miles) / US$431,000 (~2k miles); US$325,000 (7k-mile car, Broad Arrow, March 2024); asking positions to €650K/US$800K treated as positions. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

10 SYNTHESIS

The Body-First Rule is this car's whole truth compressed: buy the body and cooling-system condition first, the V12 history second, and the mileage third. The SL 65 Black Series is the lineage's singular statement - the only twelve-cylinder, the widest departure from its donor car, the last of large-displacement AMG excess under a fixed carbon roof - and its ownership file inverts the usual instincts: the engine, for all its 24 plugs and packaged heat, is the manageable part; the unique bodywork is the financial risk; and the odometer is the least informative number on the car. The market has completed its reassessment from feared depreciator to US$350,000 benchmark with asks far beyond, which makes discipline more valuable, not less: transaction evidence over positions, loaded road tests over driveway idles, annual invoices over delivery mileage. It is worth collecting as a rare engineering statement rather than a guaranteed investment - and it is worth driving, because a car that is never driven loses part of its reason to exist.

WHO SHOULD BUY THIS CAR

The collector: a low- but not zero-mileage car with complete annual history, factory paint, no modifications, current tyres, recent major service and an attractive factory colour - the strongest long-term hold in the Black Series lineage after the DTM.

The driver: a 15,000-35,000 km car with strong history, recent cooling and ignition work, current geometry, no structural repairs - and a price discount that removes mileage anxiety; the paper's best risk-adjusted purchase.

The period-tuning niche: a documented Renntech or Brabus car with every original component boxed - a real audience exists, smaller than the standard car's.

Not: the odometer buyer - a delivery-mileage example with ten years of storage, old tyres, unknown batteries and no loaded road test is the model's defining trap, priced on the one number that matters least.

BOTTOM LINE

One car, one year, one engine: 350 examples of the only V12 Black Series - 670 PS, 1,000 Nm limited, fixed carbon roof, ABC deleted, five-speed because it survived. The M275 is manageable with discipline; the unique bodywork is the real risk; tyres and batteries age on the calendar. Benchmark ~US$353.5K, results US$222-431K, asks far above. Buy the body and cooling first, the V12 history second, the mileage third - and drive it enough to keep it alive.

ONE-SENTENCE VERDICT

A fixed-roof V12 supercar wearing an SL identity - bought on body honesty, cooling evidence and a loaded road test, never on the odometer, and kept alive by moderate, correct use.

SOURCES

Mercedes-Benz archive and factory documentation: SL 65 AMG Black Series built in 350 examples, September 2008 - August 2009, as a fixed-roof high-performance coupé; registration years extending to 2010/2011 in some markets without additional production; ~half to the US commonly reported (less firmly documented); allocation dealer- and relationship-led (one car one of five delivered new to France, per Bonhams). Specification: M275.983 5,980 cc twin-turbocharged V12 - 670 PS, 1,000 Nm electronically limited to protect transmission, tyres, differential and driveline; ~12% larger turbochargers, enlarged intercooling, revised intake, exhaust and management; five-speed AMG SpeedShift Plus; 0-100 km/h ~3.8 s; 320 km/h limited. Structure and chassis: fixed carbon-fibre roof with rollover protection; carbon bonnet, boot lid, front/rear components; ~140 mm wider body; ~250 kg lighter than the standard SL 65 at ~1.87-1.9 tonnes; Active Body Control deleted for manually adjustable coil-overs with adjustable ride height and rear geometry; conventional hydraulic braking (~390/360 mm, six/four-piston); mechanical limited-slip differential; speed-sensitive rear wing; 19/20-inch forged AMG wheels. Pricing: ~€275,000 net/~€309,000 gross German launch, European invoices to ~€330,000, US window stickers ~US$300,000-305,000 - beside the Ferrari 599, below the SLR. Service reality: 24-plug two-bank ignition, intercooler circulation and charge-cooling circuits, model-specific turbochargers, tight-bay oil-leak labour, two-battery R230 electrics, water paths, six-year tyre-age ceiling; documented ~€11,929 recommissioning after twelve years' storage (2023 sale); documented US$41,000+ period Renntech upgrade package on one public car. Public market data, mid-2026: CLASSIC.COM transaction benchmark ~US$353,500; 2025 sales US$222,000 (low), US$361,600 (11,000 miles), US$417,500 (~5,000 miles), US$431,000 (~2,000 miles); US$325,000 (7,000-mile car, Broad Arrow Nassau County, March 2024); asking positions to €650,000/US$800,000 treated as positions, not values. Companion documents: Buyer's Checklist No. 102 and Model File 102. Values are indicative frameworks, not valuations; nothing here is investment advice.