

MERCEDES-AMG SLS FAMILY

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Coupé, Roadster, GT, Black Series, Electric Drive and Final Edition, 2010-2015 - the car that turned AMG into a supercar manufacturer, bought on structure and transaxle

2010-2015

AMG's first clean-sheet supercar - Coupé deliveries from March 2010, Roadster 2011, GT 2012, Black Series 2013, Final Edition and Electric Drive closing the run

571-751 PS

The dry-sump M159 naturally aspirated V8 from 571 to 631 PS - and the 552 kW/751 PS four-motor Electric Drive above them all

350+350

Black Series (350 worldwide, ~132 US) and GT Final Edition (350 combined) - the family's factory-numbered runs; standard production in the low thousands, never published

€140K-1.1M

The 2026 span, driver Roadster to exceptional Black Series - one engineering family carrying six distinct markets

01 EXECUTIVE SUMMARY

The SLS warrants the widest paper in the AMG library because it is not another derivative: it was the first series-production road car developed entirely by AMG - a purpose-designed aluminium spaceframe (241 kg bodyshell), a front-mid-mounted dry-sump M159 V8, a carbon driveshaft inside a rigid torque tube, and a seven-speed dual-clutch rear transaxle, wearing gullwing doors that answer directly to the 300 SL. From that one architecture came six propositions: the Coupé (571 PS, from March 2010), the Roadster (2011), the sharpened 591 PS GT, the 631 PS Black Series of 350 cars, the 350-car GT Final Edition - and the Electric Drive, four motors and 751 PS at €416,500, the most expensive SLS when new and the hardest to own now. The competition SLS GT3 and its five-car 45th Anniversary edition stand as sidebars. The governing thesis: the SLS is the car that turned AMG from a modifier of Mercedes-Benz products into a supercar manufacturer.

The governing principle is the Structure-and-Transaxle Rule: every SLS is purchased on the condition of its aluminium spaceframe, dry-sump V8 and rear transaxle - the variant determines value only after those three systems have been cleared. An undocumented spaceframe repair materially reduces any SLS; a transaxle event is one of the family's highest invoices; and the M159, though far more robust than the early M156, still asks for its head-bolt, valvetrain and dry-sump evidence. The most misleading sales line in this market: 'it is basically a Mercedes, so any dealership can service it' - the diagnostics are shared; the structure, transaxle, dry sump, ceramics and limited-production parts demand model-specific competence.

Key Finding

The production hierarchy is honestly uneven: the Black Series' 350 worldwide (with ~132 recognised US cars - a market share, never the total) and the Final Edition's 350 combined across both bodies are the material collector numbers; standard Coupé, Roadster and GT totals were never published model by model and are stated as 'low thousands', not invented. The Electric Drive has no definitive public total - generally believed under 100 and possibly a single-digit customer population; nine is repeated, not established.

The market runs six speeds at once: standard Coupé benchmark ~US\$216K, Roadster ~US\$135K, Black Series benchmark ~US\$625K against asks to US\$880K and beyond - the family's spread between ask and execution is widest exactly where the money is largest.

The buyer's line the whole paper serves: buy the aluminium structure, transaxle condition and complete service record before choosing colour, mileage or variant.

02 AMG BUILDS ITS OWN SUPERCAR

A clean sheet with gullwing doors - and an engine that is not a C 63's.

The architecture is the paper. The aluminium spaceframe was designed for this car alone - 241 kg of bodyshell, aluminium double wishbones, roughly 47:53 to 48:52 weight distribution by source and specification - which is why accident assessment is a supercar-spaceframe question, never ordinary Mercedes body repair. The M159 shares its broad architecture with the M156 and is substantially reworked: dry-sump lubrication, revised intake, reduced friction, lighter rotating

components, modified valvetrain, dedicated exhaust, lower installation - 6,208 cc, 571 PS, 650 Nm, individually assembled. It must not be treated as an ordinary C 63 engine, in parts, in diagnosis or in respect. Behind it, the carbon driveshaft spins inside its torque tube to the seven-speed dual-clutch transaxle - the layout that gives the SLS its balance and its ownership hierarchy, because structure, engine and transaxle are the three systems every purchase clears first. Launch pricing tells the family's original order: Coupé €177,310 including VAT (archive-documented), Roadster ~€195-200K, GT ~€204K/€213K, Black Series ~€249,500, Final Edition €225,505/€233,835 - and the Electric Drive at €416,500 above them all.

SLS AMG FAMILY - SPECIFICATION AND PRODUCTION

SLS AMG Coupé (2010-14)	M159 6.2 NA dry-sump V8 · 571 PS/650 Nm · 7-speed DCT transaxle, carbon shaft in torque tube · gullwing doors · €177,310 launch (incl. VAT) · production 'low thousands', never published
SLS AMG Roadster (2011-14)	Same 571 PS driveline, 317 km/h governed · soft top, reinforced sills/screen/rear · easier access, no gullwing identity · ~€195-200K new
SLS AMG GT (2012-14)	591 PS · quicker DCT programming, firmer suspension, darker trim · Coupé ~€204K, Roadster ~€213K · the family's best driver
SLS Black Series (2013-14)	631 PS/635 Nm to 8,000 rpm · -70 kg, widened body, carbon, titanium exhaust, e-locking diff · 350 worldwide, ~132 US · Coupé only · ~€249,500 new
GT Final Edition (2014-15)	350 combined, Coupé and Roadster, '1 of 350' plaques · 591 PS with carbon bonnet, splitter, fixed wing · €225,505/€233,835 new
Electric Drive (2012-13)	Four motors, 552 kW/751 PS, 1,000 Nm, AWD torque vectoring · carbon battery structure, pushrod front suspension · €416,500 · total unpublished, believed <100, possibly single-digit customers

(The 132 US Black Series cars are a market share within 350, never the total; the Final Edition's 350 is combined across both bodies with no published split; the Electric Drive's count is deliberately hedged - 'nine customer cars' circulates without a chassis registry and is not stated as fact here.)

03 THE GULLWING AND THE ROADSTER

The historically pure car and the better-access car - two custodies over one driveline.

The Coupé is the foundation collector SLS: gullwing doors, the 300 SL bloodline, the launch configuration, the stiffest structure. Its pleasures are naturally aspirated response through hydraulic steering, long-bonnet balance, genuine luggage space and usable manners; its realities are width, sill height, ceiling clearance for the doors, low-speed transaxle hesitation that is character rather than fault, and serious rear-tyre consumption. The doors are mechanically simple but inspected properly: struts (a service item - a slow-rising door is usually a strut), hinge wear, latch alignment, emergency release, wiring looms, seals, aperture paint and hinge-zone corrosion - persistent asymmetry can indicate hinge or structural repair, which changes the conversation entirely. The Roadster trades the doors for access and the M159 soundtrack in open air, on reinforced sills, crossmembers, screen structure and rear body - structurally credible, conceptually less pure. Its file is the roof: fabric, hydraulics, frame, latches, drains, rear

window, sensors, pump noise, fluid loss - cycled repeatedly from cold and warm, on level ground, because one successful cycle is not a test - plus the water hunt around tonneau and electronics. The market prices the identity gap: Roadsters trail comparable Coupés and reward the owner who buys for use - which is precisely the honest case for one.

04 THE GT AND THE FINAL 350

The best driver - and the collector package that closed production.

The GT raised the M159 to 591 PS and, more importantly for ownership, brought quicker shift programming, firmer suspension and late-production maturity: later cars carry refinements, improved transmission software and a lower probability of early-build issues. The performance delta is modest; the driving and ownership delta is real - the GT Coupé is the family's best driver, and the GT Roadster its best open car. The paper's discipline holds: a GT should not command a large premium over an excellent standard car by badge alone - condition, colour, ceramics and history outrank the designation. The Final Edition closed production with 350 combined cars wearing '1 of 350' plaques: the GT's 591 PS under an exposed carbon bonnet, carbon splitter, Black Series-style fixed wing, unique wheels and trim - principally a collector and design package, not a mechanical transformation. The hierarchy within it: the Coupé carries the stronger long-term case (gullwing identity plus end-of-production status), the Roadster is the rarer sight and trades close behind - a 2015 Roadster made US\$329,500 in 2024, within a public spread of roughly US\$220,000-385,000. The number alone prices neither: body style, colour, ceramics, mileage and tax status move every Final Edition materially.

05 THE BLACK SERIES

The 8,000 rpm gullwing - the family's blue chip, bought on valvetrain and originality.

The fifth official Black Series took the SLS GT3's inspiration to the road: 631 PS at up to 8,000 rpm with 635 Nm - torque deliberately below the standard car because the engine is tuned for revs, response and sustained output through revised camshafts, valvetrain, intake and combustion pressure - under a widened carbon-heavy body, roughly 70 kg lighter, with a titanium exhaust, electronic locking differential, larger wheels and tyres (275/35 ZR19 and 325/30 ZR20, Mercedes-documented) and the optional Aerodynamics Package. Its buyer priorities follow the specification: high-rpm operation heard and logged, valvetrain condition evidenced, dry-sump pressure verified, titanium exhaust original and uncracked (an aftermarket system with the original missing is a permanent discount), carbon splitter, wing and mounts surveyed, ceramics measured, DCT temperature history read, track alignment and tyre heat cycles reconciled with the story, and the Aerodynamics Package verified by order code and invoice - retrofitted factory parts can be excellent, and must never be represented as original build. The market has moved it into its own category: benchmark around US\$625,000, German asks from ~€875,000 to above €1.1 million - asks, not executions - and the paper's transaction framework prices accordingly. It is now compared with the 599 GTO and 458 Speciale generation of naturally aspirated finals, which is exactly the company its specification keeps.

06 ELECTRIC DRIVE AND CUSTOMER RACING

The technology statement and the race cars - two custodies outside every normal market.

The Electric Drive was genuinely series-produced (August 2012 to December 2013) and genuinely radical: four permanent-magnet motors for 552 kW/751 PS and 1,000 Nm with wheel-selective torque vectoring, a unique carbon battery structure, four transmissions, pushrod front suspension and bespoke cooling - not an electric powertrain in a normal SLS. Its ownership questions are all support questions: battery state of health and degradation, cell-module availability, contactors, inverter and controller support, proprietary diagnostics, charging-hardware completeness, software availability, Mercedes' written willingness to support, and high-voltage certification for transport and workshops. The valuation follows: an appraised technology-collector value, not a mature market - a functioning car with complete charging equipment and written factory support is worth materially more than a static one, and a battery or software problem can make a visually perfect car nearly unvaluable. The GT3 is a race car and is bought as one: chassis logbook, event and accident history, engine, gearbox and differential hours, damper rebuilds, fire-system and fuel-cell dates, seat and harness expiry, spares, data, setup sheets, Customer Racing support status - component lifing, not mileage, and a dormant GT3 is not automatically cheaper than an active one. The GT3 45th Anniversary - five cars, hand-finished, anniversary provenance - is the family's most specialised collector object, valued on completeness: original engine, gearbox and bodywork, numbered identity, presentation equipment, factory correspondence, no major accident history.

THE ELECTRIC DRIVE PROTOCOL - WRITTEN OR WALKED AWAY

Before purchase, in writing: battery state of health and usable capacity, cell imbalance, isolation resistance, charging function, coolant condition, inverter and motor fault history, original charging equipment, high-voltage service records, and the current support pathway through Mercedes-Benz. No document, no purchase - this is the one SLS where the file is not half the asset but nearly all of it.

Production honesty: fewer than 100 is generally believed, a single-digit customer population is possible, and Mercedes' archive confirms the model, period, 552 kW and €416,500 price - never a total. 'Nine cars' circulates without a registry and is not stated as fact in this library.

07 THE SLS BUYER'S FILE

Structure, engine, transaxle - then doors, roof, ceramics and volts.

The spaceframe - the largest structural risk. Front rails, suspension pickups, sill extrusions, roof structure, hinge zones, transaxle cradle, floor, crash structures, welds and bonding, panel gaps, alignment measurements - and for any repair: pre-repair photographs, Mercedes-approved procedure, structural measurement, part numbers, bonding records, geometry report, aluminium-certified workshop evidence. An SLS can be repaired correctly; an undocumented spaceframe repair materially reduces value, always.

The M159. More robust than early M156s, not maintenance-free: head-bolt subject verified by engine number, part number and pressure test (neither assumed nor ignored - the SLS spans the transition years); valvetrain listened to warm (persistent tick, cam and lifter wear, filter debris, high-rpm misfire) with the Black Series' 8,000 rpm life earning extra attention; oil-leak geography from valve covers to dry-sump lines, reservoir and both sump joints - minor leaks, major labour; dry-sump discipline: correct level procedure at temperature, pressure logs, no aeration, no mystery overfilling; mounts replaced as a system. The transaxle and torque tube. Low-speed hesitation is inherent; delayed engagement, judder, slip, overheating, hydraulic faults and hot inconsistency are not. Xentry scan, clutch adaptation and wear data, temperature history, fluid service (never 'sealed for life' -age counts at any mileage), cold-to-hot road test, differential noise - and driveline vibration diagnosed honestly: carbon shaft, torque tube, mounts, half-shafts or bearings, never 'wheels' by default. Chassis and consumables. Dampers (passive or Ride Control), arms, bushes, ride-height sensors, alignment - nervous steering or tramlining has a cause: tyres, pressures, geometry, a bent wheel or wear, never 'designed that way'. Steel brakes read conventionally; ceramics measured, never eyeballed - a disc can look fine at its wear limit. Forged wheels crack-checked with correct offsets; tyre dates and axle matching; TPMS. Cooling, exhaust, electronics. Radiator and side packs cleared of debris (leaves to rubber - basic prevention), DCT and oil coolers on track cars with temperature histories; valve exhausts checked for function and manifolds for cracks; and the Mercedes electronics done properly - battery and tender history, SAM modules, COMAND, sensors, cameras, seat modules, keyless, stored undervoltage codes with causes rather than resets.

08 THE MARKET AND THE RESERVES

Six markets over one family - benchmarks below the asks, evidence over identity.

SLS FAMILY - INDICATIVE FRAMEWORKS, MID-2026

SLS Coupé (standard)	Usable higher-mileage €190-230K · strong original €230-285K · exceptional colour/low mileage €285-350K+ (US benchmark ~US\$216K; US\$264K Alubeam result, 2022)
SLS Roadster (standard)	Driver-quality €140-200K (US benchmark ~US\$135K) · strong original €200-250K · exceptional €250-300K - the family's value entry, bought for use
SLS GT	GT Coupé €240-325K, exceptional higher · GT Roadster €210-285K - later maturity priced modestly over excellent standard cars, never by badge alone
GT Final Edition	Coupé €300-425K, exceptional above · Roadster €260-375K (US\$329.5K result 2024; public spread ~US\$220-385K) - body, colour, ceramics and tax status move every car
SLS Black Series	Higher-mileage/less desirable spec €650-750K · strong original €750-900K · exceptional €900K-1.1M+ (benchmark ~US\$625K; German asks €875K-1.1M+ are positions)
Electric Drive / GT3	Electric Drive: individual appraisal only · GT3 generally €250-500K by history, spares and component life · 45th Anniversary: individual appraisal on completeness

(Working bands, not indices - the ask-execution spread is widest at the top: Black Series asks run to €1.1M+ against a ~US\$625K benchmark. Roadster bands acknowledge the soft US benchmark; European VAT-status cars price above it structurally.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK

Servicing	Annual €1,500-3,000 (std/GT) / €2,000-4,000 (BS) · major €3,500-7,000 / €4,500-9,000 · plugs €1,200-3,000
Driveline	DCT service €1,500-3,500 · clutch/hydraulic repair €8,000-25,000+ · major transaxle repair €20,000-50,000+ · mounts €3,000-7,000
Chassis	Suspension refresh €6,000-25,000+ by variant · steel brake refresh €6,000-15,000 · ceramic replacement €20,000-40,000+ · tyres €2,000-4,000
Body and doors	Door struts €1,000-2,500/pair · Roadster roof repair €3,000-12,000+ · minor aluminium repair €5,000-30,000 · structural aluminium €25,000-100,000+ · BS carbon aero €10,000-50,000+
Engine	Major engine work €30,000-75,000+ (std/GT) / €40,000-100,000+ (BS) - dry-sump and packaging labour included

(Planning allowances, not tariffs. Five-year reserves: standard lightly driven €15,000-25,000, regular use €25,000-40,000, deferred-maintenance acquisition €40,000-70,000 · GT/Final Edition €20,000-50,000 · Black Series €30,000-50,000 collector use, €40,000-70,000 road, €60,000-100,000+ track · Electric Drive: no standard reserve is meaningful - a large contingency plus written factory support.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	The M159 is the strong M156 - dry-sumped, individually built; the files are valvetrain, leaks and the transaxle, and age now outranks mileage
Maintenance costs	□□□□	Sane annually, expensive at the events: transaxle €20-50K, structural aluminium to six figures, ceramics €20-40K - the reserves are the honesty
Parts availability	□□□□	Drivetrain reasonably supported; spaceframe sections, BS carbon, titanium exhausts and Electric Drive components are the scarce end
Investment potential	□□□□	The family carries AMG's founding-supercar status: Black Series blue-chip, Coupé foundation, Final Edition capped - evidence-priced throughout

MARQUE BUYING SCORE - MERCEDES-BENZ SLS AMG

Category	Collector example (Black Series)	Driver example (GT Coupé)	Repaired car, no records
Reliability	7.5 / 10	7.5 / 10	4.5 / 10
Driving experience	9.5 / 10	9 / 10	8.5 / 10
Ownership cost	3.5 / 10	5 / 10	2.5 / 10
Parts availability	4 / 10	5 / 10	2.5 / 10
Long-term collectability	10 / 10	7.5 / 10	5 / 10
Investment potential	9 / 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 family's highest-risk purchase - the undocumented spaceframe repair wearing fresh paint and a clean odometer.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Mercedes-Benz archive and factory documentation (SLS Coupé customer deliveries March 2010 - August 2014, Roadster from 2011; €177,310 Coupé launch price incl. VAT; 241 kg aluminium bodyshell; M159 at 571 PS/650 Nm, dry-sump, individually assembled; GT at 591 PS, ~€204K/€213K; Black Series 631 PS/635 Nm to 8,000 rpm, ~70 kg, titanium exhaust, e-locking diff, 275/35 ZR19 + 325/30 ZR20, ~€249,500, 350 worldwide with ~132 recognised US cars per RM Sotheby's and US-market sources; GT Final Edition 350 combined at €225,505/€233,835 with '1 of 350' plaques; Electric Drive built August 2012 - December 2013, four motors, 552 kW/751 PS, 1,000 Nm, €416,500 - archive confirms model, period, output and price, not a total; GT3 45th Anniversary limited to five), documented M159/DCT service practice (head-bolt transition verification by engine number; valvetrain and lifter wear; dry-sump procedure; transaxle adaptation, temperature and fluid discipline; torque-tube diagnosis), and public market data mid-2026 (CLASSIC.COM, 734 tracked cars): standard Coupé benchmark ~US\$215,758, Roadster ~US\$135,072, Black Series ~US\$625,321 with a US\$879,900 ask at 785 miles; German BS asks ~€875K-1.1M+; Final Edition Roadster US\$329,500 (2024) within ~US\$220-385K; US\$264,000 Alubeam Coupé (2022). Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 THE BUYING PROTOCOL

Clear the three systems, then buy the variant - documents, statics, road, judgment.

Level One - identity and documents. VIN and data card; original invoice and option codes; service book, complete invoices and the Mercedes digital record; engine plaque and number; gearbox records; paint code; accident declarations; keys, books, tools, tyre kit, charger, cover; removed original parts. Variant additions: Black Series and Final Edition production confirmation and plaques; Electric Drive charging equipment and high-voltage records; GT3 logbook and hour ledgers. Level Two - the specialist PPI. Spaceframe inspection with alignment report; genuinely cold start, dry-sump level by procedure, oil pressure, leak mapping, coolant pressure test, misfire counters, timing values, valvetrain listened warm, oil analysis, mounts, full-load operation; transaxle cold and hot with adaptation and temperature data, reverse engagement, creep, torque-tube vibration check, differential; dampers, bushes, bearings, geometry printout; wheels, tyre dates, brake measurement - ceramics by data; Coupé door file or Roadster roof cycles; electronics survey with undervoltage causes. Level Three - the judgment. Structure, engine and transaxle cleared in writing - then, and only then, the variant premium: options verified by code, originality priced, biography reconciled. The Structure-and-Transaxle Rule settles every tie.

WALK AWAY - THE NON-NEGOTIABLES

Undocumented structural aluminium repair · suspension-pickup damage · repeated gearbox overheating, clutch slip or delayed selection · persistent high-rpm misfire · metal in oil or filter · serious dry-sump leaks · cracked ceramics without price adjustment · missing Black Series titanium exhaust · aftermarket carbon replacing missing factory panels · Roadster water ingress near electronics · incomplete Electric Drive charger or HV records · GT3 without logbook or hour records · seller refusal of an Xentry scan · unexplained paint around hinges, sills or structural sections. And the misleading line answered: it is not 'basically a Mercedes' - it is AMG's first supercar, and it is inspected as one.

10 SYNTHESIS

The Structure-and-Transaxle Rule carries the widest paper in the AMG library because it is what the six SLS propositions share beneath their six markets: every one is purchased on the condition of its aluminium spaceframe, dry-sump V8 and rear transaxle, and the variant determines value only after those three systems are cleared. Around that rule the hierarchy is settled: the Black Series is the family's blue chip and one of the defining naturally aspirated modern supercars; the original Coupé is the historically important foundation; the Final Edition Coupé the scarcity-usability compromise; the GT Coupé the best driver; the GT Roadster the best open car; the standard Roadster the best value for use; the Electric Drive the technology object priced by appraisal; the GT3 and its five Anniversary cars the specialist shelf. The SLS made AMG a supercar manufacturer - and it asks, forever after, to be bought like one: structure first, transaxle second, record third, and colour, mileage and badge in the order the rule leaves for them.

WHO SHOULD BUY THIS CAR

The blue-chip collector: a Black Series with valvetrain evidence, original titanium exhaust, verified Aerodynamics Package and honest track biography - the family's defining asset.

The foundation collector: an original Coupé in exceptional colour with ceramics and complete history - AMG's first supercar, in its launch body.

The compromise collector: a Final Edition Coupé - gullwing identity, 350-car cap, end-of-production status.

The driver: a GT Coupé with late software and clean transaxle data - or the standard Roadster as the family's honest value for open-air use.

The technologist: an Electric Drive with written battery health and factory support - bought as an appraised object, never from a percentage table.

Not: any SLS with an undocumented spaceframe repair - fresh paint over unmeasured structure is the family's one unforgivable purchase.

BOTTOM LINE

One clean-sheet architecture, 2010-2015: gullwing Coupé, Roadster, 591 PS GT, 631 PS Black Series (350), Final Edition (350 combined), four-motor Electric Drive and the GT3 shelf. Spaceframe, dry-sump M159 and DCT transaxle are the three systems every purchase clears first; doors, roofs, ceramics and volts follow. €140K to €1.1M+ across six markets that share one rule. Buy the structure, the transaxle and the record - then choose the variant.

ONE-SENTENCE VERDICT

The car that made AMG a supercar manufacturer is bought like one: spaceframe, dry-sump V8 and transaxle cleared in writing before the variant, the colour or the odometer says anything at all.

SOURCES

Mercedes-Benz archive and factory documentation: SLS AMG as AMG's first fully self-developed series-production car - purpose-designed aluminium spaceframe (241 kg bodyshell), aluminium double wishbones, ~47:53-48:52 distribution by source, carbon driveshaft in torque tube, seven-speed dual-clutch rear transaxle; M159 6,208 cc dry-sump NA V8 at 571 PS/650 Nm, individually assembled; Coupé customer deliveries March 2010 - August 2014, launch €177,310 incl. German VAT; Roadster from 2011 (~€195-200K), 317 km/h governed; GT (2012) at 591 PS, ~€204,000/€213,000; Black Series (2013-14): 631 PS/635 Nm to 8,000 rpm, ~70 kg lighter, widened body, carbon components, titanium exhaust, electronic locking differential, 275/35 ZR19 front and 325/30 ZR20 rear, ~€249,500 - 350 cars worldwide (RM Sotheby's) with ~132 generally recognised US-market cars; GT Final Edition: 350 combined Coupé and Roadster, €225,505/€233,835, '1 of 350' plaques, carbon bonnet/splitter/fixed wing; SLS Electric Drive: series production August 2012 - December 2013, four PMS motors, 552 kW/751 PS, 1,000 Nm, wheel-selective AWD, pushrod front suspension, €416,500 - archive confirms model, period, output and price; no definitive public total (believed <100, possibly single-digit customer cars; 'nine' circulates without registry); SLS GT3 customer racing with 45th Anniversary limited to five cars. Service practice: M159 head-bolt transition verified by engine number; valvetrain, lifter and cam files; dry-sump level procedure and pressure logs; oil-leak geography; DCT adaptation, clutch wear data, temperature history, fluid service by age; torque-tube and driveline vibration diagnosis; spaceframe repair documentation standard (approved procedures, measurements, certified workshops). Public market data, mid-2026 (CLASSIC.COM, 734 tracked): benchmarks - standard Coupé ~US\$215,758, Roadster ~US\$135,072, Black Series ~US\$625,321 (ask US\$879,900 at 785 miles); German Black Series asks ~€875,000-1.1M+ (positions); Final Edition Roadster US\$329,500 (2024) within ~US\$220,000-385,000; Alubeam Coupé US\$264,000 (2022). Companion documents: Buyer's Checklist No. 103 and Model File 103. Values are indicative frameworks, not valuations; nothing here is investment advice.