

ScC Injection System- Gearbox-Clutch

Fuel injection system replaced all fuel lines (Hoses) in 2001 .

Careful replacement of motor oil in injection pump body often thru the years.

Injection Pump

Service and adjustments as well as injector cleaning carried out by:

Pacific Fuel Injection

South San Francisco, California

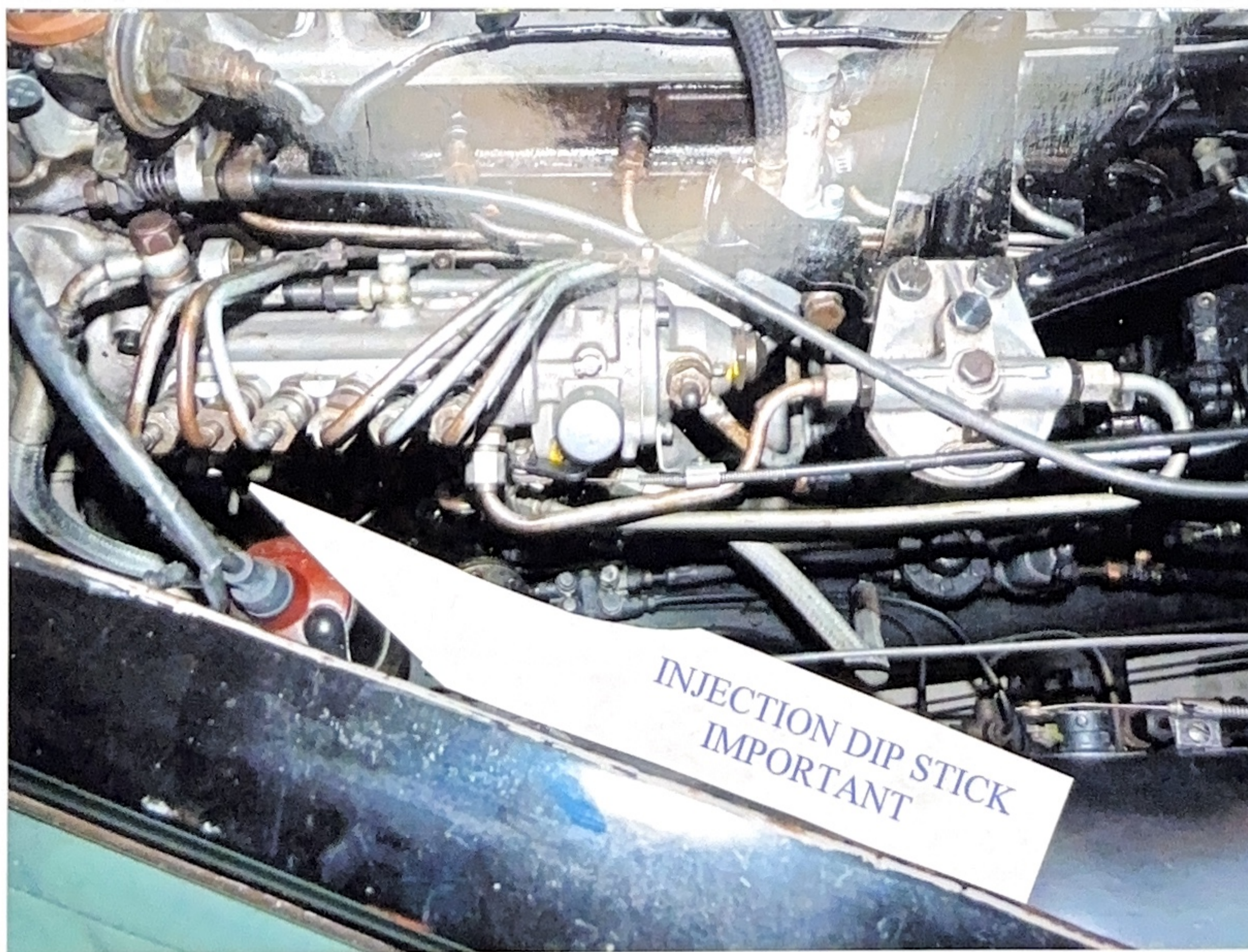
In 2003 at 82,947 Km. did Injection pump, Water pump ,Generator, etc. services.

In 2015, I experienced gearbox occasionally coming out of 3rd gear upon deceleration.... No wear whatsoever but excessive main shaft 3/4 clearance.

Replaced 3rd/4th syncro hub, syncro rings and bearing at that time.

Transmission mount replace and remote shift bushings replaced .

Inspected clutch lining & pressure plate assembly at the time.



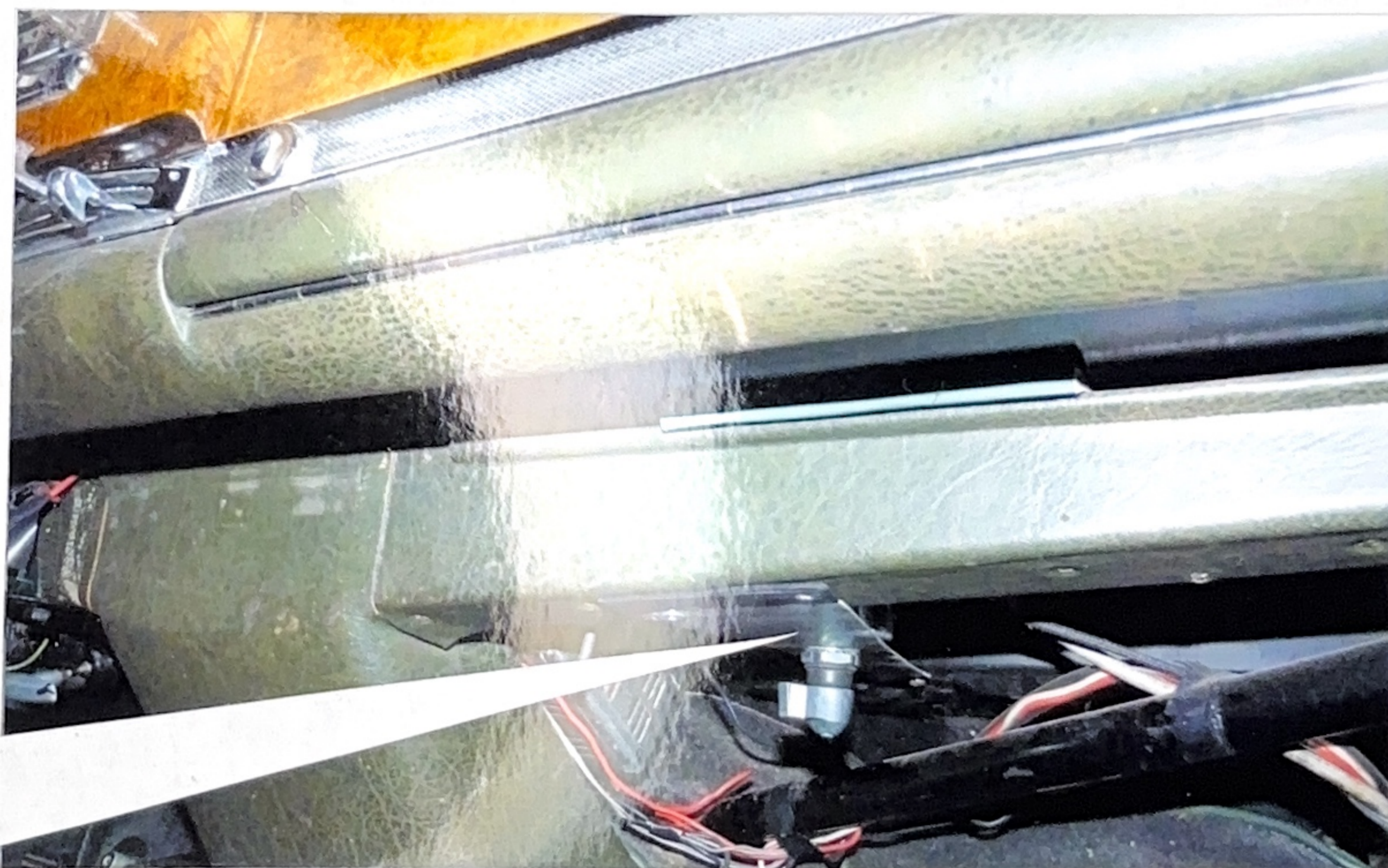
MAINTENANCE AND SERVICE NOTES

MERCEDES-BENZ 300Sc

ScF Electrical

Battery ground isolator switch installed 1980's

Battery leads for maintenance charger fitted
under right front seat carpet.



BATTERY GROUND
SWITCH



MAINTENANCE AND SERVICE NOTES OF A LIFETIME ENJOYING THE 1956 MERCEDES-BENZ 300SC CABRIOLET

ScB Early Engine Rebuild

In the fall of 1959 the 300Sc arrived in New York and exceeded all of my expectations with the flawless appearance of a brand new automobile! However, that was not to be as, starting the engine, sound and smoothness was not to our standards.

Damaged pistons usually caused by excessive speed during “break-in procedures” from new was apparent. This was of great concern to factory at the time (hand book detail attached) as I had already experienced with 300SL cars that we delivered and serviced a few years earlier.

Shipping the car to Indianapolis, I proceeded with a complete teardown inspection and build up (fitting 1st overhaul 300SL Pistons) of this fine original engine you see today.

Note: (factory manual suggested piston to bore clearances in question)
The finest machinist in the country (Indy 500) assisted our agency correcting this critical concern!

I never received factory service bulletins from Mr. Hoffman’s New York service center, but we found SL/Sc powered automobiles were without major concern if preventative maintenance was carried out.....in my case nearly 60 years!



ScBB Engine Notes & Detail

Introduction of a far superior spark plug, the Japanese NGK, by our "Gull Wing Group" Widely used:

BPR6ES for stop & go, short trip drives.

BPR7ES for long trip drivesEither were well suited.

Engine Mounts replaced 2009

Zinc additive necessary in later Castrol motor oil improved valve train lubrication.

Extreme care in valve adjust: Inlet .004 Exhaust .008

Installed 300SL Coupe Camshaft and injection pump recalibration for even better performance, 1970's>

A valve guide comes loose in 1963. Replaced as necessary.

Ceramic coating applied to engine side coolant jackets in 2005.

Engine to gauge oil pressure hose replaced 2001.

Attached photos of engine room condition. No steam cleaning ever allowed
As this would destroy electrical wiring insulation and rubber parts over time.

MAINTENANCE AND SERVICE NOTES MERCEDES-BENZ 300Sc

ScD Exhaust System

In 2014 the entire exhaust system was removed and new factory mufflers with all mounts were installed.

MB 300SL Roadster Venturi effect exhaust tip fitted!



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MAINTENANCE AND SERVICE NOTES MERCEDES-BENZ 300Sc

ScE Suspension- Brakes-etc.

Around 1980, Koni, the Dutch shock absorber company, had made available 300Sc heavy duty adjustable shocks for rear installation, and a few years later, I also replaced the front shock absorbers. In 2004 checked oil level & firm up rear Koni shocks.

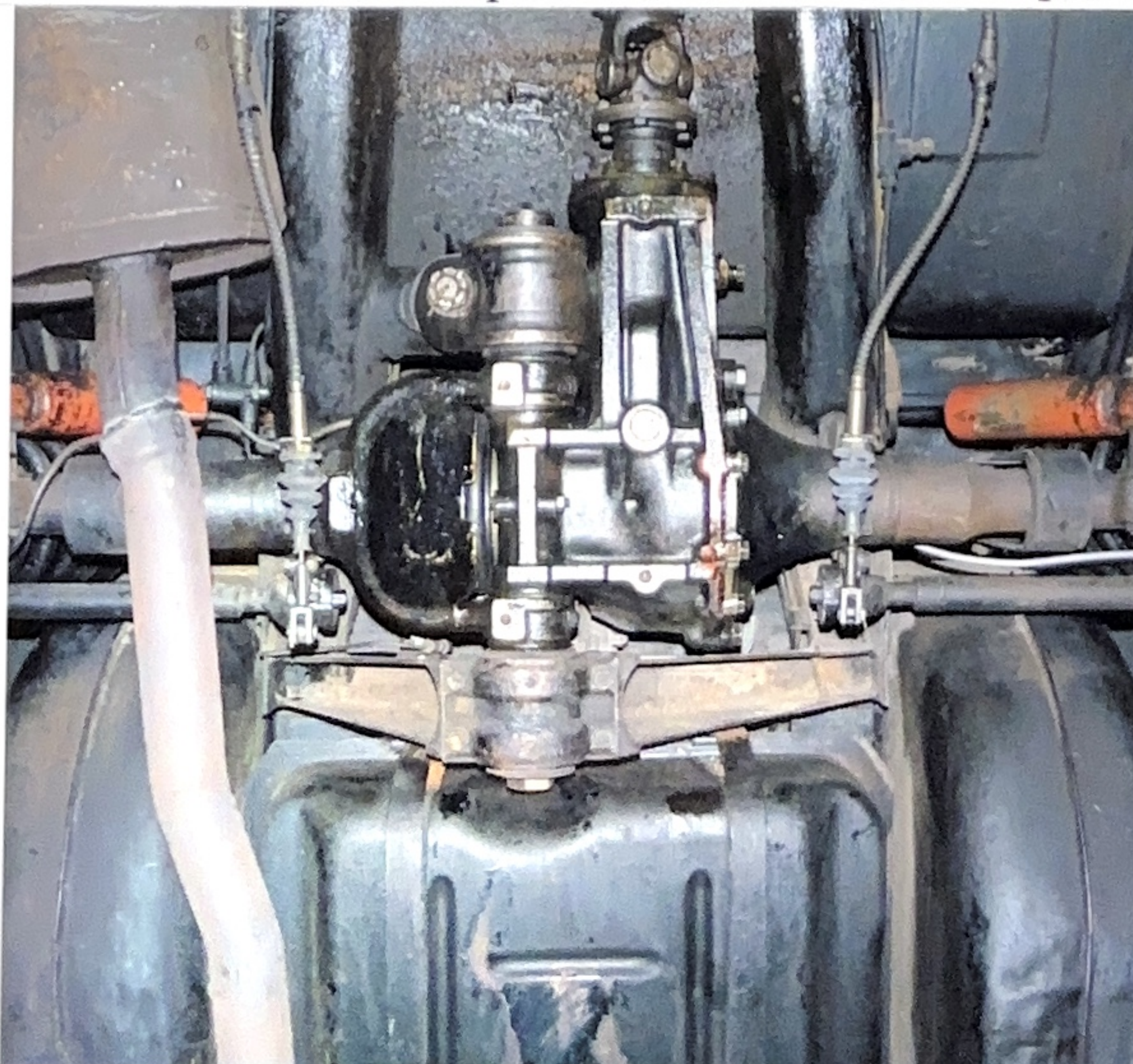
The 300 series were the only motor cars from Europe with central lubrication system and has been carefully maintained without failure and no apparent suspension wear.

In the 1950's German automobile manufacturer's had great concern with rubber products and we have made every effort to preserve and protect the material as noted in the entire appearance of this automobile!

... Replacement necessary were suspension mounts & bumper blocks, as well as engine and transmission mounts. Some small body rubber trim items have been replaced thru the years.

Steering gear was adjusted and resealed in recent years.

Brake service thru the years required steel sleeves in wheel cylinders. New master cylinder in 2002. Original lining is in good condition. All new brake hoses in 2002. Replaced rubber sleeves on parking brake cables.



ScG Interior Detail

Original perfect working clock stored in rear seat compartment.

The fine Rally Clocks mounted on felt pad were a gift from my friends in French Switzerland!

Original left hand outside mirror stored in rear seat compartment as a slightly larger mirror installed for safer driving.
(Photo Attached)

In about 1976 moths had damaged the original leather bound carpet. Replaced with German quality leather bound carpet at the time.

Only Mercedes known with the special marbled olive/forest green leather. It has been a great effort to preserve all these years!

All leather, wool headliner, trim, golden burl wood, and chromium original. Some touchup of wood finish but no water separation of burl surface.(photos)

All instruments and controls inspected in 2015 found to be in perfect order as original at @ 83959 Kilometers (photos)

Original leather trimmed top boot is under rear folding seat!

Keeping originality foremost had been my goal thru nearly 60 years.



ScGG Trunk Detail

Original tan wool carpet still lines luggage compartment.

Complete tool kit still in place along with some special MB tools.

Original 4 piece "Pigskin" factory luggage fitted.

Shoe box is under Ladies hat box.....These would be removed in order to Carry a 2nd spare tire but seen in Europe in the 50's

A second set of keys are behind and under front license plates!



ScJ Body

By 1960 designed and installed a badge bar for World Wide Auto Club affiliation required or desired in our European Automobile agency.
Mounted thru license plate bolts with no holes drilled

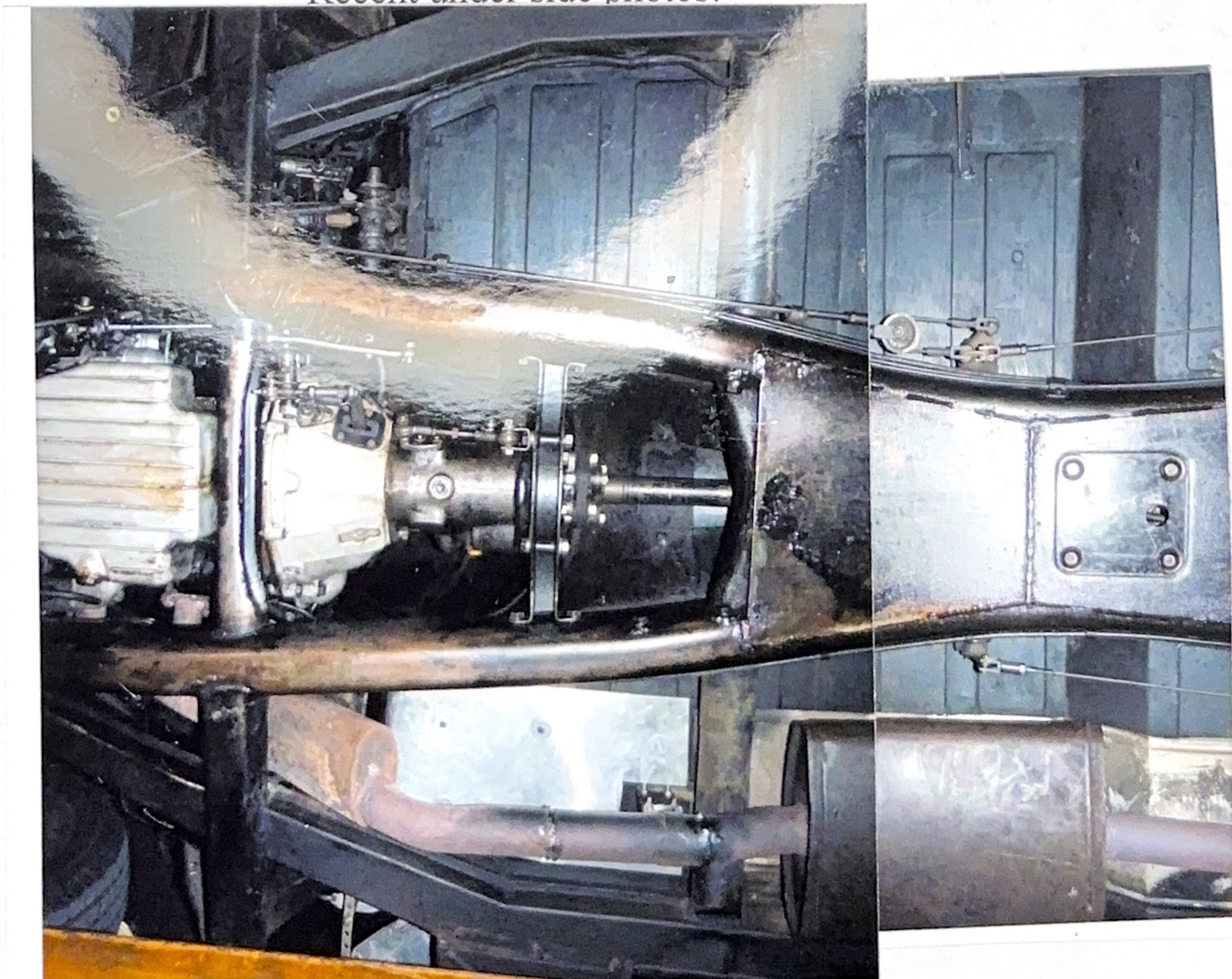
Prior to the 100th Anniversary of the Automobile Pebble Beach invitation in 1986, small chips and scratches were refinished to the original DB 40H Black Nitrolac paint.

At about the same time German factory black canvas top material was fitted. Inspection proved all padding and flawless wool headliner to be in fine condition.
New Landau iron support rubber boots fitted in 2003,

All chrome trim on coachwork is original as I recall.

The 92mm ridged Mercedes Star was fitted as German Law soon required the use of a fold down star. Note lock sleeve pin to secure assembly! Photo attached.

NOT OPERATED WINTER MONTHS GERMANY or INDIANA
Rust free Body and Frame
Recent under side photos!



MAINTENANCE AND SERVICE NOTES MERCEDES-BENZ 300Sc

ScK Books spares, Misc.

Items supplied with Automobile as possible:

An additional correct Sc spare wheel (Early Pirelli tire mounted)

300SL/Sc used cylinder head.

Good used 300SL sport camshaft # 198-00

Important box(Red Tag): Workshop manual, Parts book and this
Service record book.

Other red tag clear plastic boxes of various 300 series spare parts.