

1982 Mercedes-Benz 380SL

2dr Roadster · 8-cyl. 3839cc/155hp FI

#1 Concours condition

\$58,500

↗ +6%

#2 Excellent condition

\$25,900

↘ -6.2%

#3 Good condition

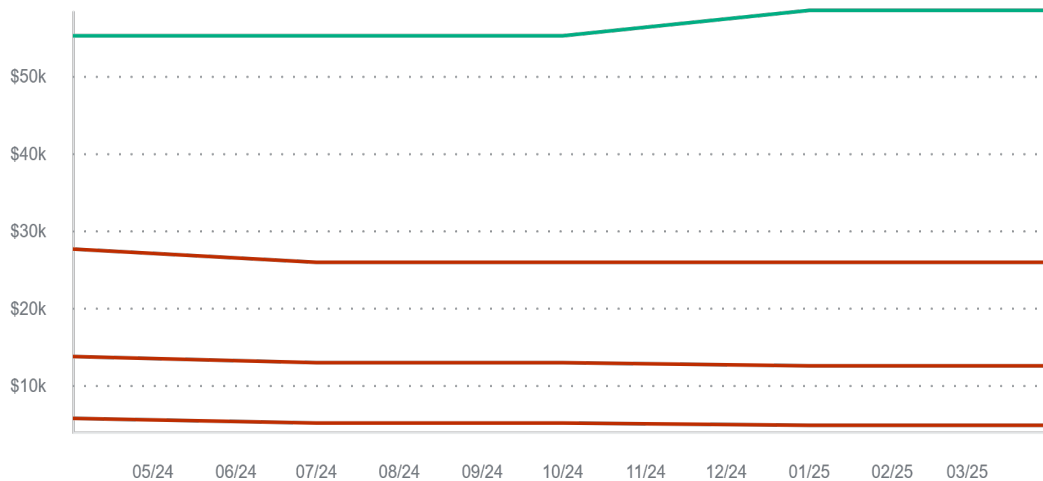
\$12,500*

↘ -8.8%

#4 Fair condition

\$4,800

↘ -15.8%



NOTE: The chart displays price changes for the last year.

Value adjustments

+\$500
for glass roof on
cpe.

+\$1,000
for hard top on conv.

-10%
for auto trans.

Model description

In 1980, Mercedes-Benz revamped its SL lineup of sporting luxury convertibles with the introduction of the 380SL. The 380 was a further development of the R107 chassis, which was first used in 1972 by the 350SL, and then later by the 450SL. Like its forebears the 380SL was a heady mix of V-8 power, refined luxury, and sporty underpinnings, and it was as a very popular model during its run in the U.S.

The 380SL, so-named for its 3.8-liter V-8, had a smaller engine than the 450SL and was consequently 120 pounds lighter. The new engine was designed with emissions controls in mind while the 450SL's mill was not, which meant that the two engines were relatively equal in terms of power (155 hp in the 380SL vs. 160 hp in the 450SL) despite the difference in their displacements. Performance was similar for the two cars, as was fuel economy.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Outside of the engine, the 380SL also received a new four-speed automatic transmission, which further enhanced distance driving. Suspension, meanwhile, continued to be the same fully independent setup as in the earlier cars, and four-wheel disc braking remained standard.

The 380SL ended production in 1985, at which point it was replaced by the 560SL. Today the car's values typically lag the earlier 450SL and the later 560SL, mainly because the 3.8-liter engine is slightly less powerful and had some early cam chain issues. The reality, however, is that most models have had their chain issues addressed, and the power difference between the 450SL and 380SL aren't as dramatic as the price discrepancy would suggest. As such, the Mercedes-Benz 380SL is a fine choice as a collectible 1980s convertible.

Body styles

2dr Roadster

Engine types

8-cyl. 3839cc/155hp FI

1980-1985 Mercedes-Benz 380SL stats

Highest sale	Lowest sale	Most recent sale	Sales
\$84,700	\$2,200	\$14,067	998

Equipment

Additional Info

Drive Type: RWD

Front Tire Size Code: 19

Front Tire Size: 14R205

Manufacturer Code: C127

Manufacturer MSRP: 41733

Market Segmentation: Full Size Luxury Car

Shipping Weight: 3615

Wheel Base Longest - Inches: 96.9

Wheel Base Shortest - Inches: 96.9

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.