

# 2002 Mercedes-Benz SL500 Silver Arrow

2dr Roadster · 8-cyl. 4973cc/302hp Bosch ME-2 FI

#1 Concours condition

**\$80,400**

0%

#2 Excellent condition

**\$39,800**

-5%

#3 Good condition

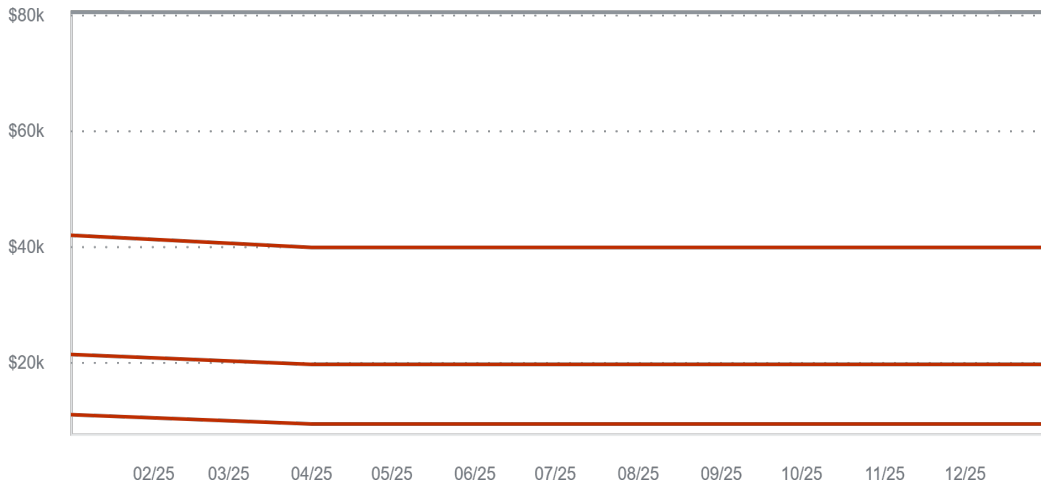
**\$19,600\***

-8%

#4 Fair condition

**\$9,300**

-14.7%



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

## Model description

In one form or another, Mercedes-Benz has been producing a two-seat sporty convertible since 1954 under the SL-Class moniker (SL standing for "Sport Leicht," or "Sport Lightweight" in English). The cars have always been popular standard bearers, and have combined sporty touring qualities with comfort and quality. The R129 version of the Mercedes-Benz SL is no exception.

For the 1990 model year, Mercedes had prepared a replacement for the R107 design that had served the SL-Class since 1972. The new R129 design received a state-of-the-art adjustable sport-luxury suspension and an all-new chassis. Twin A-arm front and fully independent multi-link rear suspension, four-wheel disc brakes, and a complete unibody chassis defined the new SL. Safety features included an automatic roll bar that was designed to extend in the event of a rollover accident. All SL-Class cars in this era were delivered with a cloth convertible top and a removable aluminum hardtop.

To mark the start of the R129, Mercedes brought back the venerable 300SL designation with a 3.0-liter inline six-cylinder single overhead cam engine at 190 hp, or double overhead cam at 228 hp. The 300SL was offered with a five-speed manual or optional five-speed automatic transmission.

Buyers could also opt for the 500SL, with a 5.0-liter overhead cam V-8 engine at 322 hp, with a four-speed automatic transmission. These options remained essentially unchanged until 1993, when the 600SL was added, featuring a 6.0-liter 48-valve double overhead cam V-12 engine at 389 hp and four-speed automatic transmission.

For 1994, Mercedes changed the nomenclature, placing the class designation before the displacement in the car's official name. The 500SL became the SL500 at the same horsepower, while the 300SL was discontinued and replaced by the SL320 with a 3.2-liter double overhead cam inline six-cylinder at 220 hp. The top-of-the-line SL600 was still delivered with the V-12. In 1996, both the SL500 and SL600 were upgraded to a five-speed electronic automatic transmission.

\*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.

These model designations were maintained through 1998, when the SL320 was dropped. The SL500 and SL600 continued to the end of the R129 chassis in the 2002 model year. However, the SL500 dropped to 302 hp from 1998 through 2002. The SL600 V-12 remained unchanged through the end of this era.

The R129 Mercedes SL-Class is one of the finest engineered cars of its era, and all represent fun and fantastic experiences. The V-8 and V-12 models obviously offer more power and performance, but driving enthusiasts may prefer the manual transmissions of the six-cylinder models. The 300SL is the value choice while the SL320 offers better responsiveness. Starting in 1995 to commemorate the 40th anniversary of the legendary Mercedes victory at the Mille Miglia, the company offered a Mille Miglia special edition with racing-inspired touches. Mille Miglia editions were offered again for the 1999-2001 model years. A 1997 40th anniversary roadster edition was available, and in 2002 a Silver Arrow special edition was offered.

**Body styles**

2dr Roadster

**Engine types**

8-cyl. 4973cc/302hp Bosch ME-2 FI

**1990-2002 Mercedes-Benz SL-Class (R129) stats**

Number produced **	Highest sale	Lowest sale	Most recent sale	Sales
<b>1450</b>	<b>\$193,500</b>	<b>\$1,100</b>	<b>\$21,669</b>	<b>3488</b>

\*\* Number produced is specific to this year and configuration.

**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.