

1968 Mercedes-Benz 250SL

2dr Convertible • 6-cyl. 2496cc/170hp Bosch FI

#1 Concours condition

\$155,000

↗ +170.5%

#2 Excellent condition

\$95,200

↗ +115.9%

#3 Good condition

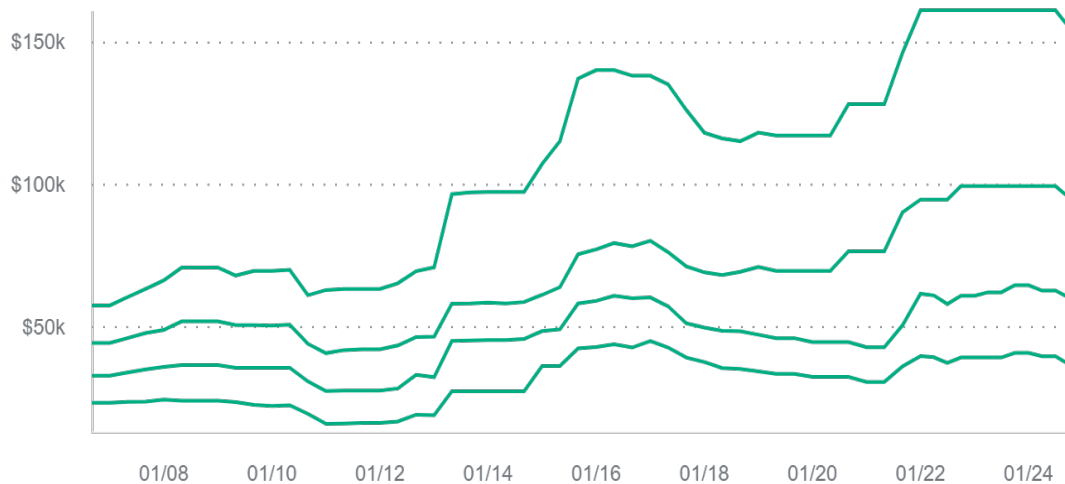
\$60,000*

↗ +84%

#4 Fair condition

\$36,600

↗ +58.4%



Value adjustments

+10%
for power steering.

+3%
for 4-spd.

+15%
for a/c.

-\$3,000
for no hard top.

Model description

The continuation of Mercedes-Benz's SL line, the 250SL picked up in 1967 where the 230SL left off. The car's exterior styling continued the 230SL's use of clean, elegant lines, intelligent placement of the wheels in proportion to the rest of the design, and a tall, "pagoda" removable hard top that allowed for ease of ingress and egress.

The 250 utilized a monocoque chassis, with front suspension courtesy of coils and wishbones, while the rear incorporated a single-pivot swing axle and transverse springs set up to compensate for camber. Four-wheel discs provided braking power.

The engine was a 2.5-liter, overhead-cam, inline-6. Bosch fuel injection was incorporated as well, and horsepower on the sport tourer was rated at 148. Though engine output was nominally the same, the powerband increased and torque improved. A 4-speed manual transmission was standard, though a new 4-speed automatic transmission was optional, as was a ZF 5-speed manual.

*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.

Cabin refinement was high, with acres of leather, plush, supportive seats, big, readable gauges, Blaupunkt radios, and a quality of craftsmanship throughout, including the soft top, which disappeared easily and unobtrusively when not in use.

Even though the car offered comfort, it could also perform as well. Top speed was rated at about 125, and handling was described as neutral, with light, balanced steering, even at the limit.

A one-year-only model, 5,200 250SL were produced before the 280SL was introduced. The car offers the same timeless elegance and well-regarded reputation as its SL siblings of the era.

Body styles

2dr Convertible

Engine types

6-cyl. 2496cc/170hp Bosch FI

1966-1968 Mercedes-Benz 250SL stats

Highest sale	Lowest sale	Most recent sale	Sales
\$230,000	\$7,420	\$40,573	229

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.