

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era

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One way or another, we are all immersed in a continuing process of maintenance, preservation, or restoration of our Mercedes-Benz cars that were built from 1953 up to early 1963. Among the details we want to have – to achieve our perfect car – is a complete, correct, and original tool kit.

During my research to write this brief article, I found it has been a constant collector's issue to have it, to have the correct one, and also to unscramble the methods used by the factory to assemble it. Unfortunately, most of the time, those little details were forgotten, and doubts remain in the air.

I don't pretend to establish the last word on tool kits and their contents, but to provide a friendly guide that will allow you to reach your real goal when buying or putting together a tool kit for a Ponton, 190SL, Adenauer or 300SL Gullwing/Roadster (GW/RO).

Let's review some basic information about the tools that were in the kit.

DIN is the number that summarizes the technical specifications that each tool has to meet to be approved by the Deutsches Institut für Normung E.V. or German National Standards Institute.

Black oxide is the result of treating the ferrous tools with alkaline cleaner, water, caustic soda and oil, its used to reduce corrosion and light reflection. It has among its advantages the process of large batches and the reduced cost compared to other corrosion treatments.

OEM is a designation to an automobile part if is made by the same manufacturer that supplied the factory and is the original part used when building and selling the car.

Dowidat is one of the brands that we will find in the wrenches of our tool kits. The Dowidat family business begun on 1919 as Gedore, Willi Dowidat founded in 1949 the Dowidat Company and was extinguished in 1985 to be part of Gedore tools again. The Dowidat family has privately owned it since 1919 in Remscheid, Germany.

Matador is another of the brands that will be found in the wrenches of the tool kit. Founded in 1900 as Schumacher & Kissling, it remains as a family business, and it's run by the fourth generation in Remscheid, Germany.

Heyco is not so common in the Ponton and 190SL tool kit but some late kits carry this brand of wrenches. They were also suppliers of water pump pliers for the 300 and 300SL cars. Founded in 1937 by the Heynen brothers in the same Remscheid, Germany.

Walter is also rarely seen in the Ponton and 190SL tool kits but some pieces are found in the 300 and 300SL cars. It was founded in 1913 by Carl Walter in Wuppertal, Germany.

Inbus is the word in German to Allen and it's also the way to call the Allen wrenches manufactured by Bauer & Schaurte Karcher in Neus, Germany. This company got the patent of the hex socket screw and wrench in 1936.

Felo is a company specializing in screwdrivers and bits founded in 1950, and still in business. It has been in Neustadt, Hessen, Germany since its foundation.

Willseems or **Will** is one of the manufacturers that supplied pliers for Daimler-Benz between 1949 and 1963. It was founded in 1949 and bought out by Hapewe in mid 60s.

Hazet was founded in 1868 in Remschied, Germany by Hermann Zerver. A family run business for five generations, and today considered among the finest automotive tools. Hazet is the brand we will find in the spark plug wrenches for all Mercedes-Benz cars of our interest era, and some of the lug wrenches too.

Messko Hauser was founded in 1911 by Albert Hause in Frankfurt am Main. Since 1920 was focused in the automotive market and was Daimler-Benz OEM for tire pressure gauges. Now belongs to Maschinenfabrik Reinhausen GmbH and is focused on industrial applications.

Bilstein was founded in 1873 at Altenvoerde, Westphalia, Germany. In 1929 introduced the first jack produced by the company and has been working with Mercedes-Benz ever since. Now the ThyssenKrupp Technologies AG owns it. All jacks supplied with the Mercedes-Benz cars were Bilstein and Bilstein Vigot.

Finally, and just before we talk about every tool, let's remember that the first Mercedes-Benz Type 300 "Adenauer" rolled off the assembly line in November 1951, the first Ponton was introduced in July 1953, followed by the 190SL and 300SL in 1955. This fantastic era of Mercedes-Benz cars ended with the roll-out of the last 180Dc in October 1962, the 190SL during the last week of 1963, and the 300SL in the first week of February 1963. With this timeframe, we have to keep in mind that Mercedes-Benz produced – along with all the Ponton cars; sedans, coupés and cabriolets; gasoline and diesel; four-cylinder, six-cylinder, S and SE versions; the 190SL and the 300SL GW & RO, 300, b, c, d, S and Sc and the first Heckflosse (Fintail) cars that share some years of production. Approximately 520,000 cars of all models, and each one left the factory with a tool kit that shared some pieces with other models.

There are undoubtedly other sources to determine the contents of a tool kit, but not as precise in some cases as we may want. Basically, the Spare Parts Dealer books, the rare booklets "List of Equipment" (300c, 190SL and 300SL) and two known Service Letters, are the only indubitable sources for most of these issues.

Let us begin our review of the tool kit contents.

Jack, always manufactured by Bilstein there were three versions used for the Ponton cars, 180 used **000-583-35-15** also used by the 219, 220S and 190SL. The 180, 180b, 180D, 180Db, 190, 190b, 190D and 190Db used **000-583-45-15** this jack is an exposed screw type. The 219, 220S, 220SE and 190SL also used **000-583-51-15**. The Ponton and 190SL share the first version and was good from July 1953 until February 1959, the second version from March 1959 to January 1963. The main difference between these two versions can be seen on the base, the first one has a flat surface with concentric circles in the base and grease fitting on the head and the late one had a base with “paws” on the edge to get a better fixation effect and no grease fitting, there was also a light variation on the length of the lifting arm. The 300 series cars had three versions, all of them very heavy and robust. The first one is a Bilstein Vigot jack, **000-583-23-15** with separate handle, **136-581-00-01**, that was also used as lug wrench (19mm), a second version similar in design to the first version of the Ponton jack and branded Bilstein, with a more robust body and mechanism and as a special characteristic a small hook to secure the now integrated hook. This second version was used by the 300b, 300c and 300d and part number was **000-583-24-15**. For the 300S and 300Sc, also branded as Bilstein, has with a longer arm and part number **000-583-25-15**. Finally, the 300SL GW and RO share the same jack, **000-583-33-15**, with Bilstein logo inserted on the base and was an escalated type jack.



Rubber plug for car jack top, 000-997-02-86, this rare part is basically a spare replacement for the plug installed in the jack of the cylindrical jacks used by the late 300, Ponton and 190SL, it was not listed on the List of Equipment and Spare Parts Book Editions A, it appears on Spare Parts Book Editions B and is not mentioned on the Service Letters of December 1957 and February 1959 and it was discontinued on Spare Parts Book Editions C.



Combi-wrench, 17mm, 120-581-01-46 was used from July 1957 up to December 1962 for all 4-cylinder cars, gasoline and diesel, and the 190SL and the exception of the 190D that used the **120-581-00-46**. The same design was used by 300SL GW/RO with normal wheels and 300Sc but on size 19mm, **188-581-00-46**. The main feature of these lug wrenches is the sliding cap that helps to protect the chrome trim ring on the wheel when there is need to remove the hubcap. This tool has a wedge to unlock the hubcap that is covered by the sliding cap when stored. It bears the Hazet trademark logo along with M-33 DBR on one side and the legend Mercedes-Benz on the other side. According to the Spare Parts Books for 190D, 219, 220S, 220SE the lug wrench was **120-581-00-46**, a simple lug wrench without sliding cap, manufactured by Dowidat and Matador. For the 300 the lug wrench and articulated jack handle was **136-581-00-01** made by Dowidat and Matador, the 300b was **186-581-01-46**, a simple lug wrench with a rubber sleeve just before the wedge and manufactured by Dowidat and Heyco, 300S was **186-581-00-46** a simple lug wrench and manufactured by Dowidat only, for the 300c and 300d was **186-581-04-46** a simple lug wrench with rounded end cover by a plastic rounded cap, made by Dowidat, Matador and Heyco. In all cases, they were black oxide finished.



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Tool bag with tools - this is the bag made of light and heavy canvas for some models or MB-Tex and canvas for others, with all the tools in a package and that was delivered with every car in a particular configuration for each model. The part number never changed for each model.

Type 180, 180a: ***120-580-00-03***



Type 180

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Type 180a

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Type 180b, c, d: **120-580-02-03**



Type 180b, c

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Type 180d

Type 180D, Db, Dc, 190D, Db: **120-580-01-03**



Type 180D

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Type 180Db, Dc

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Type 190D, 190Db

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Type 190, b, 219, 220a, early 220S, 300, 190SL: **121-580-00-03**



Type 190, 190b

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Type 219, early 220S

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Type 220a

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Type 300

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First Type 190SL

Late Type 220S, SE: *180-580-01-03*



Type 220S, 220SE

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Type 300b, S, c: *186-580-00-03*



Type 300b, 300S

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Type 300c

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Type 300d: *189-580-00-03*



Type 300d

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Type 300Sc: *198-580-01-03*



Type 300Sc

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300SL GW: *198-580-00-03*



Type 300 SL Early GW

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Type 300 SL Late GW

Type 300SL RO: *198-580-02-03*



Type 300SL RO

The replacement bag or pouch without tools was also available.

For the 180, b, c, Db, Dc, 190D and Db the bag was of light canvas with a plastic trim on the edge, in colours olive green and medium brown with a rectangular form and a diagonal cut section on the upper right corner, on the back of the bag there was a stitched herringbone to tie and secure the roll bag. If the bag was supplied with the car from factory, it had eight pockets in the bottom section, if the bag was supplied as a replacement then it had only seven pockets, both versions had three pockets on the upper section. The replacement part number was **136-585-00-01**.

For the 190, b, 219, 220a, early 220S, 300, b, S and 190SL, the bag was from a heavy canvas in colours tan or olive green, with heavy herringbone lace stitched on back to secure the roll bag. It was a rectangular piece with three big pockets on top and eleven pockets on bottom. The replacement part number was **186-585-00-01** and **186-585-01-01** only for the 300, b and S.

For the late 220S, SE, 300c, d, Sc, 300SL GW/RO, the bag became like a portfolio style soft case with a big rectangular section with 11 pockets and an upper section with three pockets that was folded and secured with two snap locks and then folded again in three sections to be secure again with two snap locks also. This case was made of MB-TEX; the known colours are grey, grey-green and red. The part number for this interesting case was 186-580-01-07.

About the contents of each tool kit according to the specific model, we can detail the following tools as the basement for most of the tool kits of that era, again, always based on the different editions of the Spare Parts Books and Services Letters.

- Mounting Fork
- Double end hex-head wrench, opening 14mm
- Screwdrivers with wood handle
- Spark plug joint wrench with handle 21mm
- Open end wrench 12mm, DIN 894
- Double end wrench 9-10mm, DIN 895

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- Double end wrench 11-14mm, DIN 895
- Double end wrench 14-17mm, DIN 895
- Double end wrench 17-19mm, DIN 895
- Hex socket screw wrench 6mm, DIN 911
- Combination pliers, DIN 5244

Mounting fork, 120-581-00-60, unknown manufacturer, it is a U form tool made of steel pipe, available since July 1953 and it was unlisted in the Service Letter of February 1959. It was painted in light medium green and semi-gloss black.



Double end hex-head wrench, opening 14mm, 120-581-05-65 up to February 1957 and ***120-581-06-65*** from March 1957 up to October 1963. Manufactured by Dowidat, it bears Mercedes-Benz on one face and Dowidat on the other side. The early version is a straight wrench with one head leaning on the same handle of the wrench. The late version has one head leaning diagonally to the handle of the wrench. Size 14mm and finished both versions on black oxide.



Early



Early



Late

Screwdriver, three parts, 000-581-01-17, manufactured by FELO. The three parts are a solid unmarked wood handle with six carved channels from bottom to top, painted semi-gloss black, the tip is protected by a metallic cap that helps to keep in place the tip inserts. The other two parts are the tips insert, one insert is double slot screwdriver head and the other is double Phillips screwdriver head. There are three correct versions of these insert tips: black oxide, brushed steel and nickel-plated steel.



Spark plug joint wrench with handle 21mm, 186-581-03-36 (without rubber sleeve) from March 1954 up to February 1957, **198-581-00-36** (same wrench with rubber sleeve) for the same period and **000-581-00-67** from March 1957 up to October 1963. The first and second versions have a cylindrical head and the joint covered by a steel spring, in the handle of the wrench bears the legend Hazet, the tommy bar has Hazet legend engraved. The final version is a smaller and simpler wrench with a hexagonal head at the base and conical body, instead of a joint this wrench is flexible because the head is held into the arm by a pin, the handle of the wrench bears on one side the legend Mercedes-Benz 000-581-00-67, on the other side the Hazet logo, 767, Germany. This late version is also an odd event because there are two models, short and long arm and both have the same parts number engraved. The tommy bar of this version may have on one side the Hazet logo and Germany legend engraved.



Rubber sleeve for spark plug joint wrench, 000-581-00-86

This was a spare sleeve included in the tool kit from March 1957 up to October 1963, but was not listed in the Service Letters of December 1957 and February 1959.




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Air pressure gauge with case, 000-583-02-47 (0,5-3,0Atu), 000-583-03-47 (10-40 and 10-50PSI, both have the same part number) and 000-583-05-47 (0,5-4,0Atu), manufactured by Messko Hauser, the gauge was packed in a wooden case covered with a special paper that was from light blue to night blue, and even some black examples have been found. On the outside of the lid cover there is a silver Mercedes-Benz star stamped.



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The case has a velvet lining in royal blue, and on the inside of the lid is fitted a paper insert that has a table printed in five languages usually found on Mercedes-Benz literature with the suggested factory tire pressures values. This paper sheet is very thin, and can be light green or tan. It is folded in six sections – each set by a dotted line with small cuts that make it even more delicate to keep as one piece. This paper insert has a unique part number **000-584-16-XX** depending on the model.

 Typ (Type) 190 (Tipo)						
Reifendruck in atü. Klammerwert für Belastung mit 6 Personen und Gepäck						
		Landstraße		Autobahn		Näheres siehe Betriebs-Anleitung
	kalte Reifen	nach längerer, mäßiger Fahrt	nach scharfer Fahrt	kalte Reifen	nach scharfer Fahrt	
Vorderräder	1,7	1,8	1,9	1,9	2,1	
Hinterräder	1,8			2,0	2,3	
4tes Reserverad	(1,9)	2,0	2,1	2,0	2,3	
Tyre pressure in psi. The value in parenthesis means: loaded with 6 persons plus luggage						
		Road		Highway		For further details see instruction manual
	cold tyres	after a longer and moderate drive	after a hard drive	cold tyre	after a hard drive	
Front wheels	24,2	25,6	27,0	27,0	29,8	
Rear wheels and spare wheel	25,6 (27,0)	28,4	29,8	28,4	32,7	
Pression des pneus en atm. Cote entre parenthèses pour charge de 6 personnes plus bagages						
		routes		autostrade		Détails voir Manuel d'atelier
	Pneus froids	après une marche longue et modérée	après un trajet à vive allure	Pneus froids	après un trajet à vive allure	
Roues AV	1,7	1,8	1,9	1,9	2,1	
Roues AR et roue de secours	1,8 (1,9)	2,0	2,1	2,0	2,3	
Presión de los neumáticos en atm. Cota entre paréntesis es para carga con 6 personas y equipaje						
		Carretera		Autopista		Para más información véanse Instrucciones de Servicio
	Neumáticos fríos	después de prolongada marcha moderada	después de un recorrido acelerado	Neumáticos fríos	después de un recorrido acelerado	
Ruedas delanteras	1,7	1,8	1,9	1,9	2,1	
Ruedas traseras y rueda de reserva	1,8 (1,9)	2,0	2,1	2,0	2,3	
Pressão dos pneus em lbs/poleg. ² Cota entre parêntesis é para carga com 6 pessoas e bagagem						
		Estrada		Auto-estrada		Pormenores vide o Livro de Instruções
	Pneus frios	após prolongada marcha moderada	após uma marcha acelerada	Pneus frios	após uma marcha acelerada	
Rodas dianteiras	24,2	25,6	27,0	27,0	29,8	
Rodas traseiras e de reserva	25,6 (27,0)	28,4	29,8	28,4	32,7	

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From December 1952 up to February 1957, as stated on Spare Parts Books for the 180, 220a, 300, 300 b, 300S, 190SL and 300SL GW, the factory supplied gauge have the 0,5-3,0 Atü scale or 10-40 PSI scale. From March 1957 up to October 1963, as stated on the different Spare Parts Books for those years, the gauge was 0,5-4,0 Atü scale or 10-50 PSI scale. There was a note on Spare Parts Books edited around 1958 that stated the gauge was “Only for Repairs” and Spare Parts Books edited around 1959 said the gauge was “Special Request.” Regardless of these notes, a complete tool kit has to have a tire pressure gauge. In the rarity scale, the 50-PSI is the rarest, followed by the 4 Atü, and then 40 PSI and the 3 Atü is the most common. It is important to say that all Spare Parts Books of all the Mercedes-Benz cars from December 1951 up to 1955 list 0,5-3,0 Atü or 10-40 PSI and the same books for cars produced between 1955 to 1963 list the 0,5-4,0 Atü or 10-50 PSI as the factory suggested tire pressure gauge but given the rarity of these gauges is hard to think it was the reality in those days and I may believe that factory supplied as part of the tool kit the 0,5-3,0 Atü instead of the 0,5-4,0 Atü.



Box with spare fuses, 136-580-00-10, basically this little plastic box with a Mercedes-Benz star on the sliding lid containing about ten white fuses (six large and four small) was unchanged from 1952 to 1963.



Open end wrench 12mm, DIN 894, the only supplier for this wrench was Dowidat, DIN 894 is the German standard that specifies the strength, materials, torsion and torque values for open single wrenches. This wrench has 12 - Dowidat on one side; 12 DIN 894 Standard Material on the other side, the handle of the wrench is solid without any other marking or holes at the end. It has black oxide finish.



Double end wrenches, 9-10, 11-14, 14-17 & 17-19, DIN 895, these wrenches used to be Dowidat, Matador, Walter and Heyco, the most commonly found are Dowidat and Matador. DIN 895 refers to specifications required for double open wrenches about strength, material, torsion and torque values. All of these wrenches, regardless of the brand, used to have on one side the sizes of the ends and Mercedes-Benz legend, on the other side the manufacturer name and DIN 895 along with the sizes of the ends. All of them were black oxide finish.



Hex socket screw wrench 6mm DIN 911, manufactured by Bauer & Schaurte Karcher, using the brand Inbus. DIN 911 refers to the technical specifications met by hex end wrenches about torque, strength and material. The genuine B&SK hex wrench bears the legend 6 INBUS – M8 and it is finished in black oxide.



Combination pliers, DIN 5244, the pliers were manufactured by Willseems, using the brands Will or W.G, and also Walter and Heyco. Regardless of the brand, most of the pliers were unmarked. DIN 5244 again refers to strength, materials and torsion values but does not make consideration about size, form and functionality. There are pliers with nibs but not all of them. Basically the correct pliers are 6,5” and have the handle and part of the head flat black painted.



All variations



Different Heads

Now that we have the foundation of a good tool kit and a complete tool kit for any gasoline car, we can check what else is needed or not for the Diesel cars, the Type 300 and the 300SL.

Variants for Diesel engine cars, Type 300 Adenauer and 300SL.

The first thing that we will not need in a Diesel car is the spark plug wrench but a Glow plug wrench and that will be a Dowidat double hex-end head wrench, 19/21mm, part number **20,9x160N363/13** if your car is 180D or 180Db. If you have a 180Dc, 190D and Db, then you will need the single ring spanner by Dowidat with Mercedes-Benz legend and part number **000-581-18-36** and size 20,8mm. Another tool needed by your Diesel car tool kit is a generic angular screwdriver, part number **136-581-00-17**. Funny detail, if you have a 180Dc, don't discard your spark plug wrench (**000-581-00-67**) because it will be part of your tool kit.



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Now if you own a luxurious 300, b and S, you will need to change your rare Felo wooden handle screwdriver and inserts (**000-581-01-17**) for two slot Felo wooden handle fixed screwdrivers **A 0,5 DIN 5270** and **A 1 DIN 5270**. Instead of the Double end hex-head wrench, opening 14mm, **120-581-05-65** or **120-581-06-65**, you will need the very rare Gedore 14mm Hex head wrench in the familiar “L” design with Gedore on one face and Mercedes-Benz on other face, DIN 911. If you have a 300, b and S, then you can remove your 14/17mm DIN 895 wrench and look for the single open wrench Dowidat 22mm DIN 894 to have the correct open wrenches set for your car. You will also need to get a Peddinghause 300 grams hammer, part number **186-581-00-51** if you own a 300. In 1955, Mercedes-Benz introduced the first automatic transmission car and because of that, the 300c needed some specific tools, like the Hexagon socket wrench **186-581-00-01**, the Square box wrench 7mm **186-581-01-01**. If you have a 300d, you are looking also a hexagon socket wrench 24mm **186-581-02-01**. Finally, in addition to the regular pliers DIN 5244, you will need to have the Universal pliers adjustable, **000-581-01-38** if you have a 300c, d or Sc. If you have the very desirable 300Sc, the final touch for your tool kit is the very rare Wrench for Injection Pump line, **198-581-00-66**.



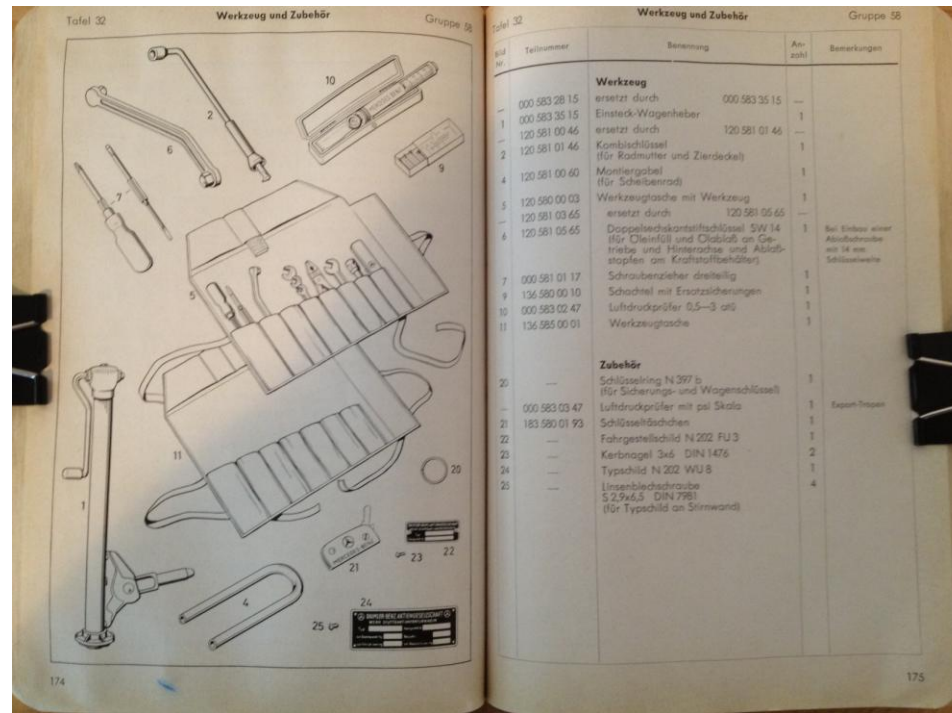
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Now, we get to the dream car tool kit, the 300SL, basically the GW/RO had the same tool kits. In addition to the foundation tools, we will need to get the very rare Spark Plug holder **198-580-00-65**, the Bushing to Spark Plug holder **000-581-00-56**. The Wrench for Injection Pump line, **198-581-00-66**, the Universal pliers adjustable, **000-581-01-38** and the final detail is a 14mm Hex head wrench in the familiar “L” design by Klein, DIN 911.



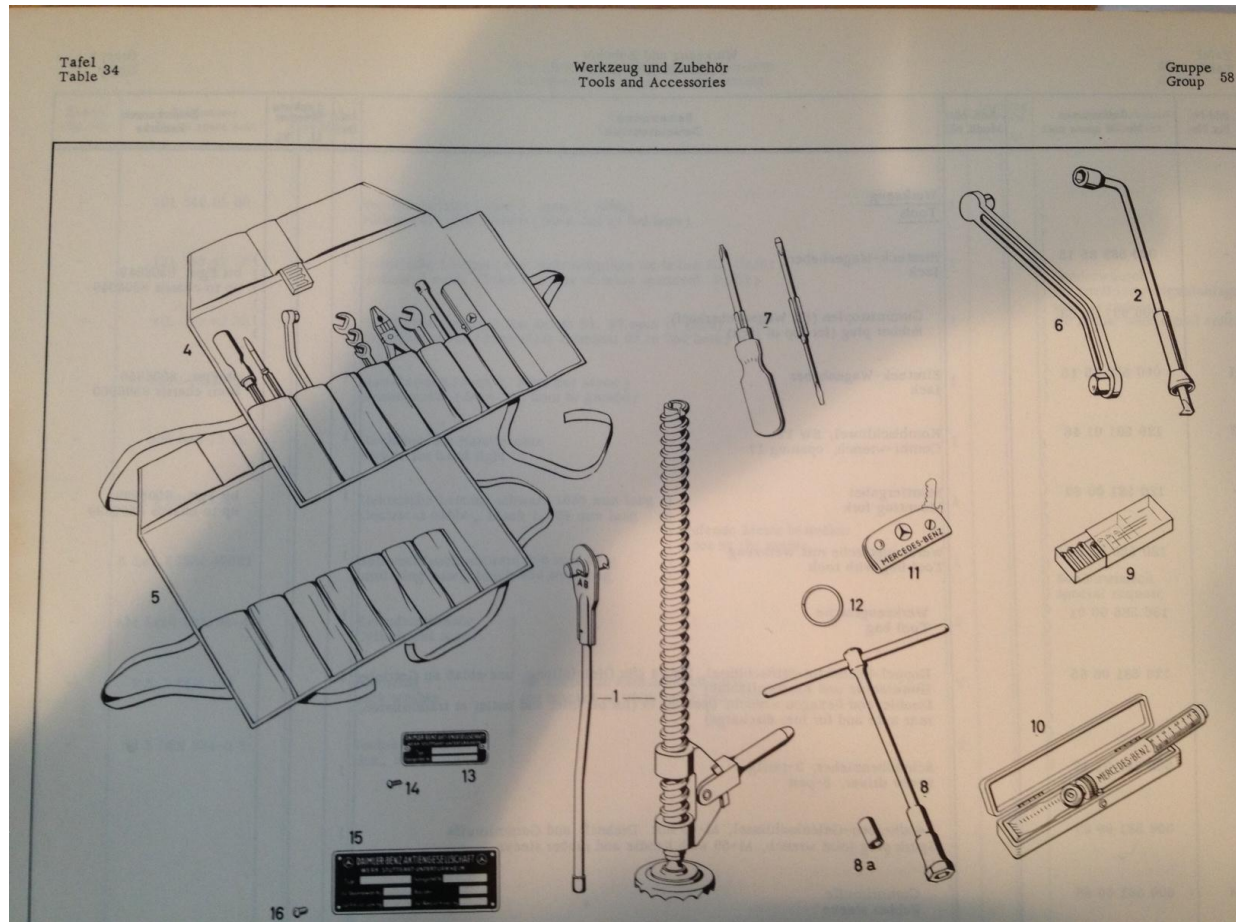
There is an Additional Tool kit for the 300SL and seem to be also one available for the 300 cars and 190SL to make some big repairs on the road with the Spare Parts kits that were available for these models. I will talk in another delivery of the Additional Tool Kits, the Supplementary tool kit and the Spare Parts Kits.

Dealer Spare Parts books – Tool Kits



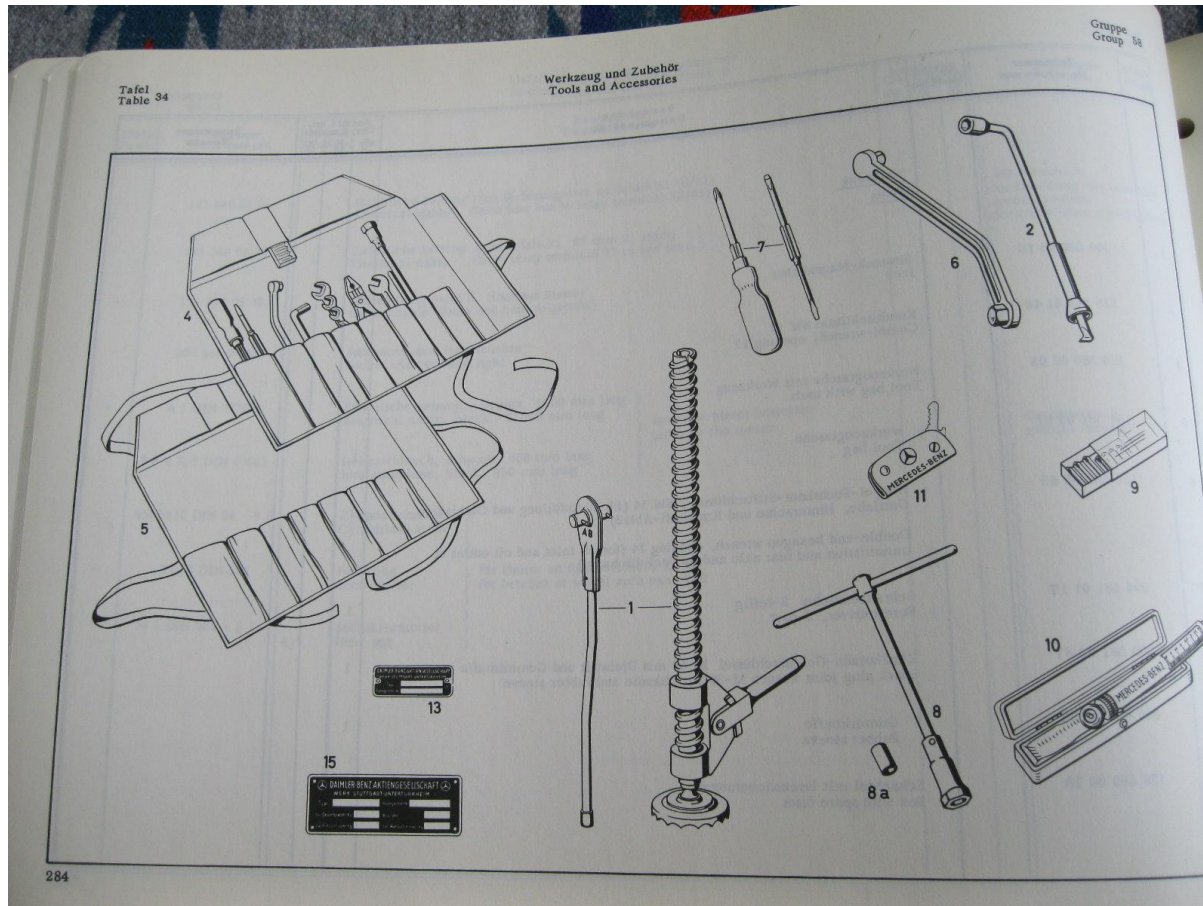
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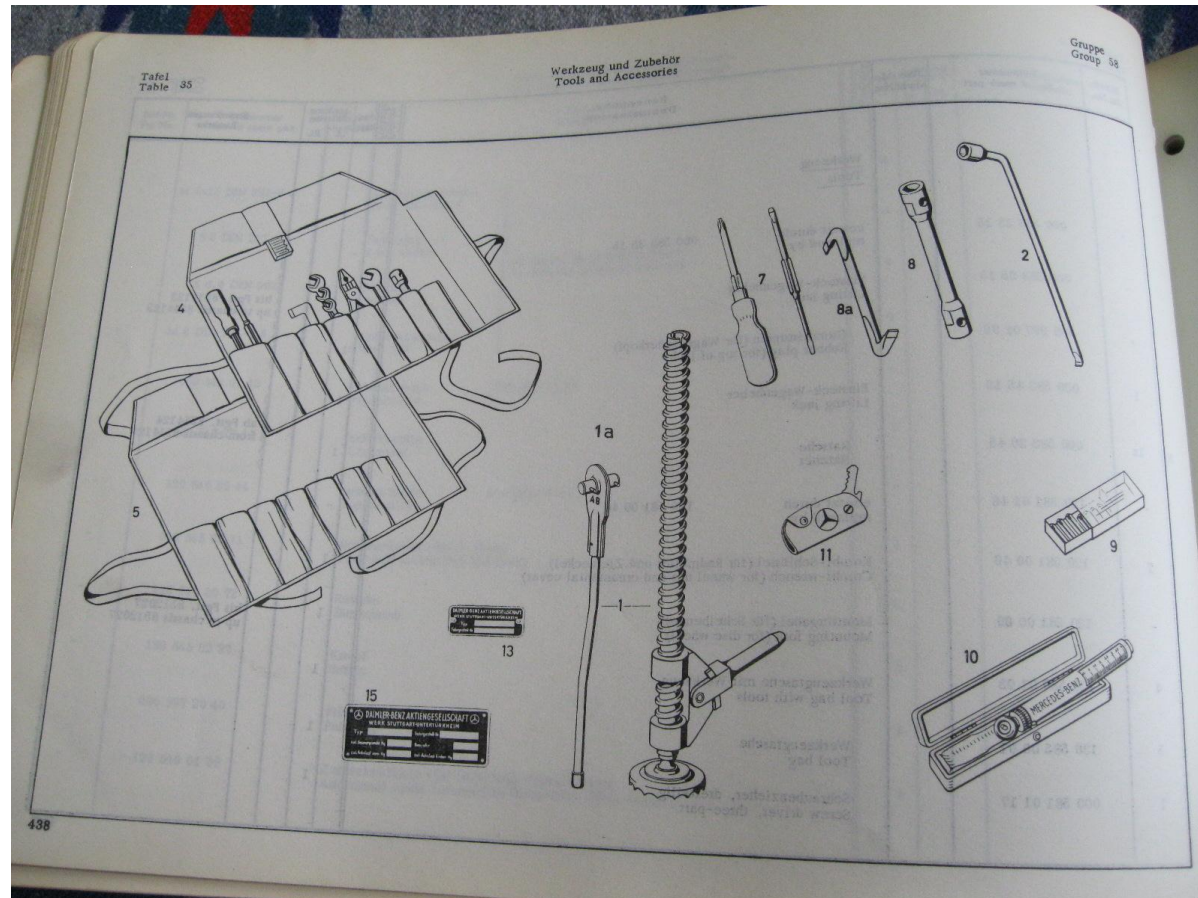
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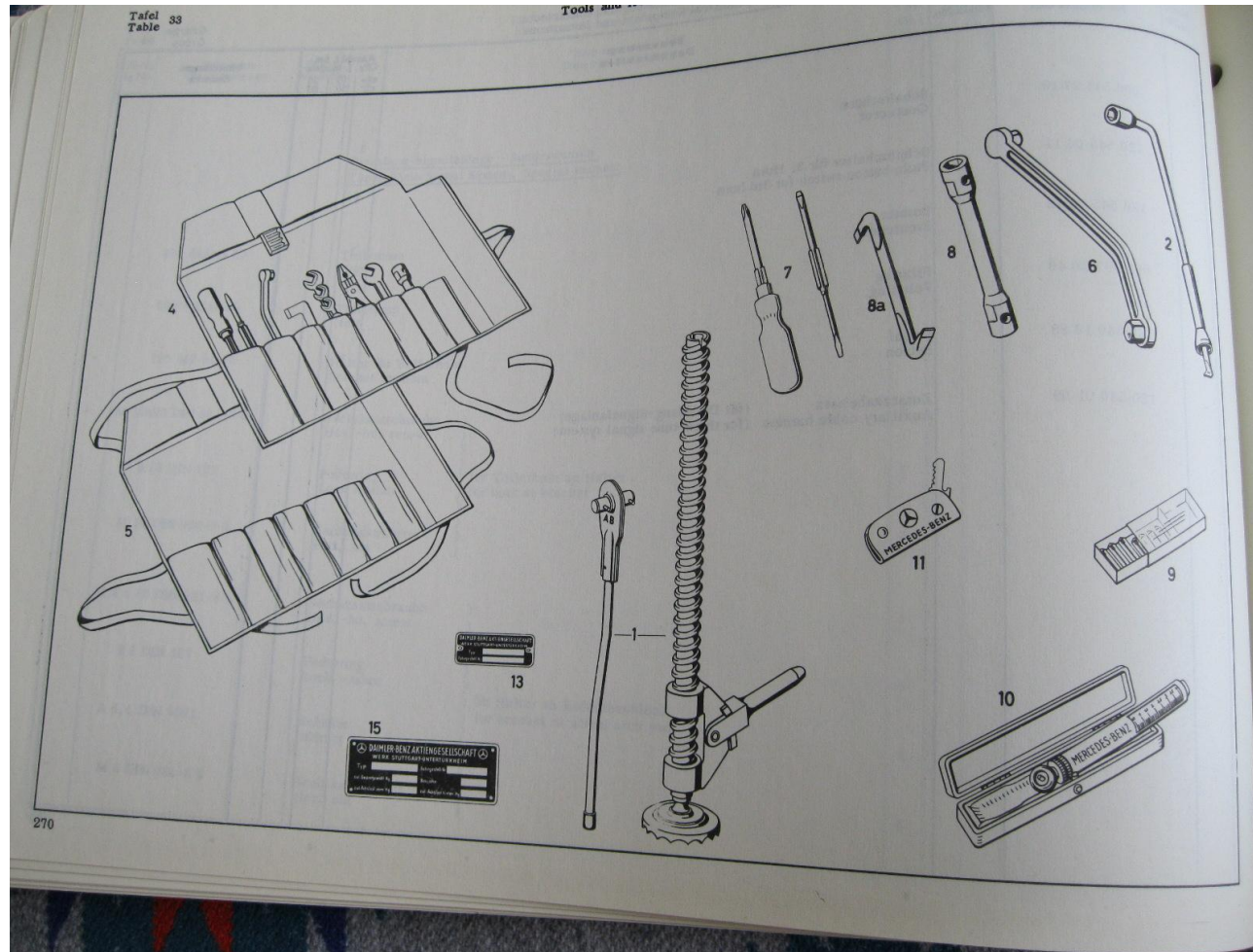
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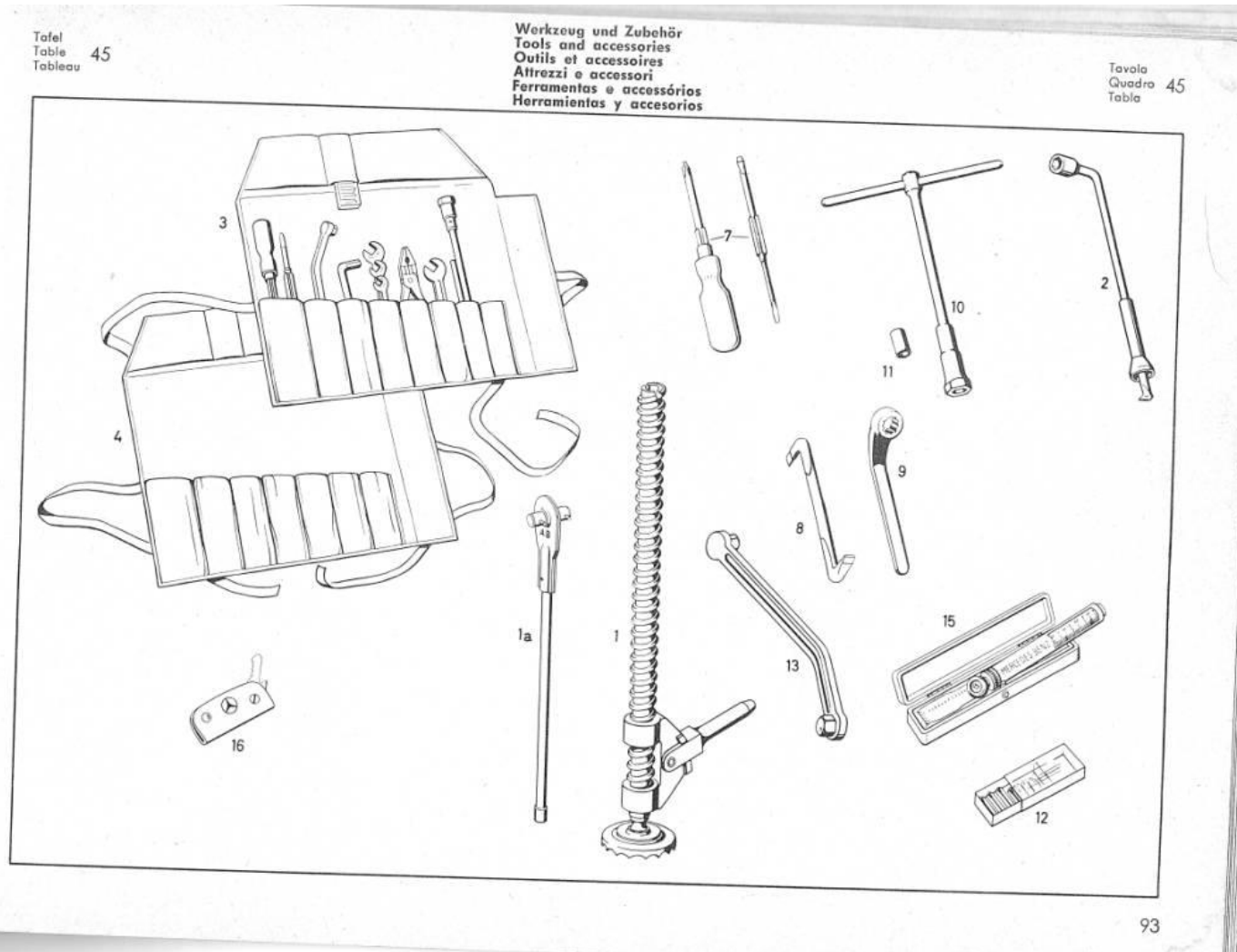
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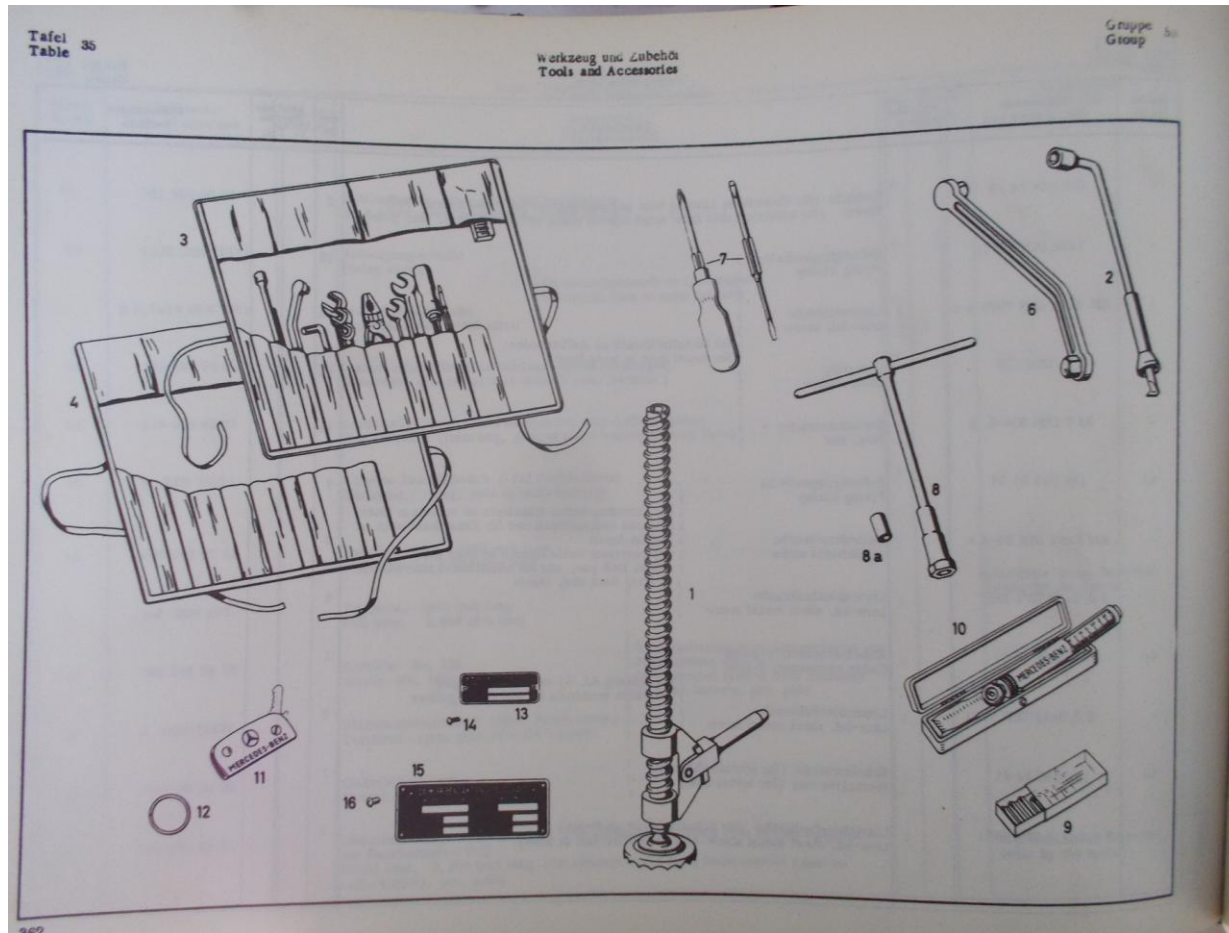
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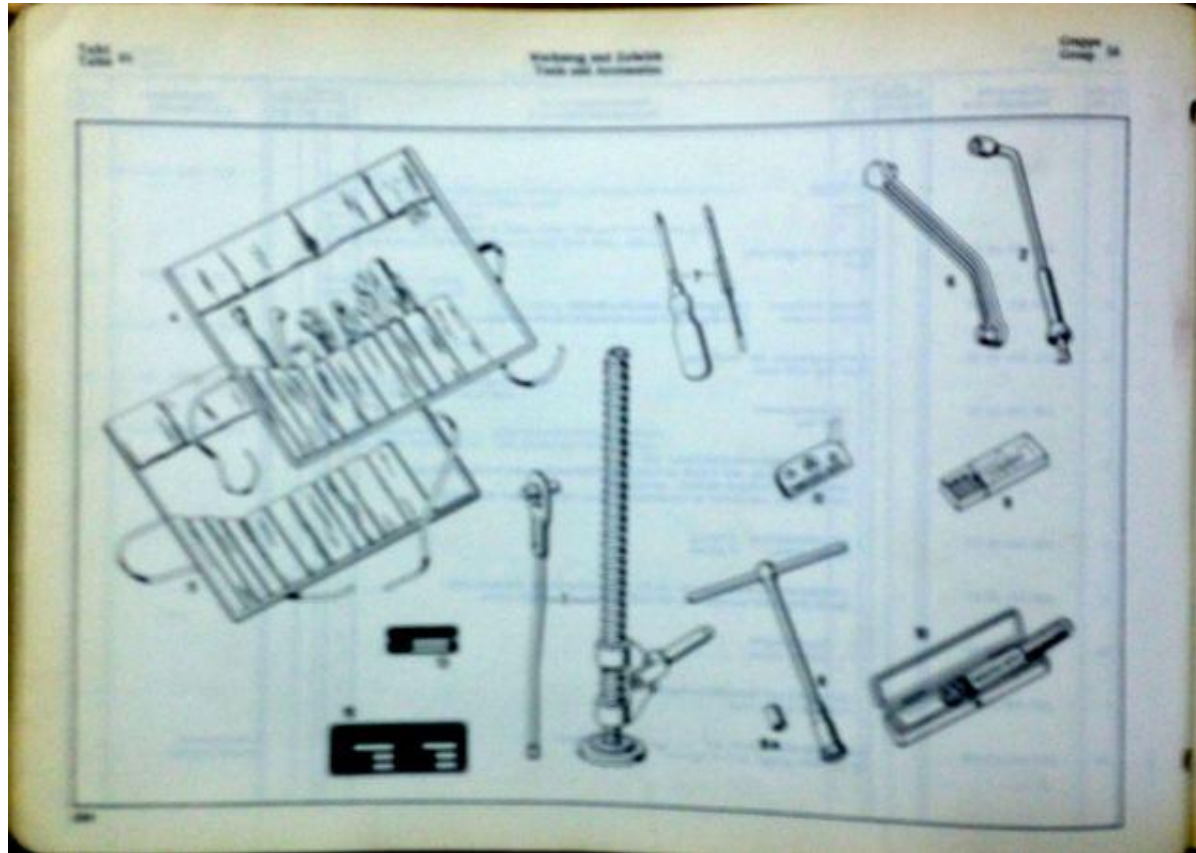
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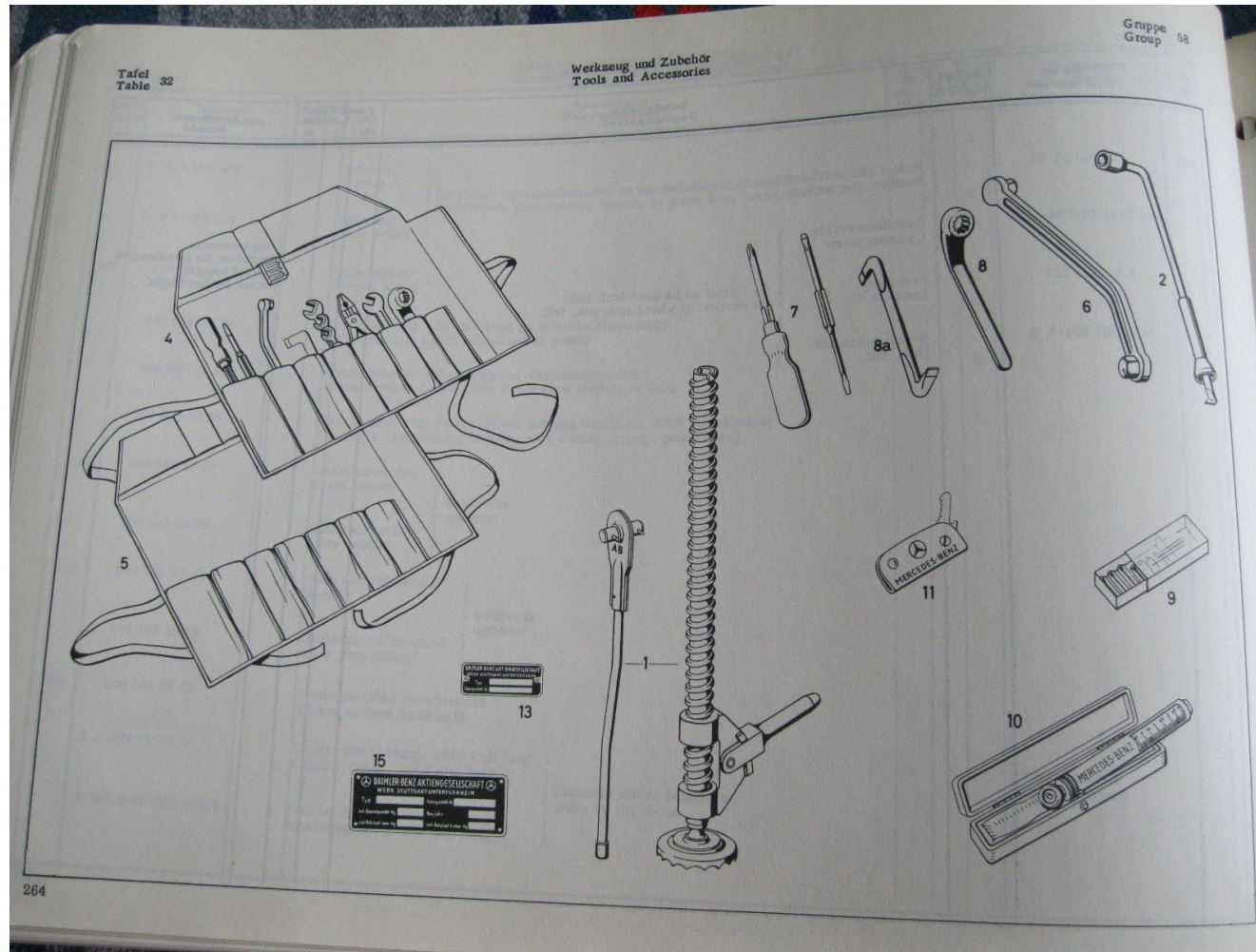
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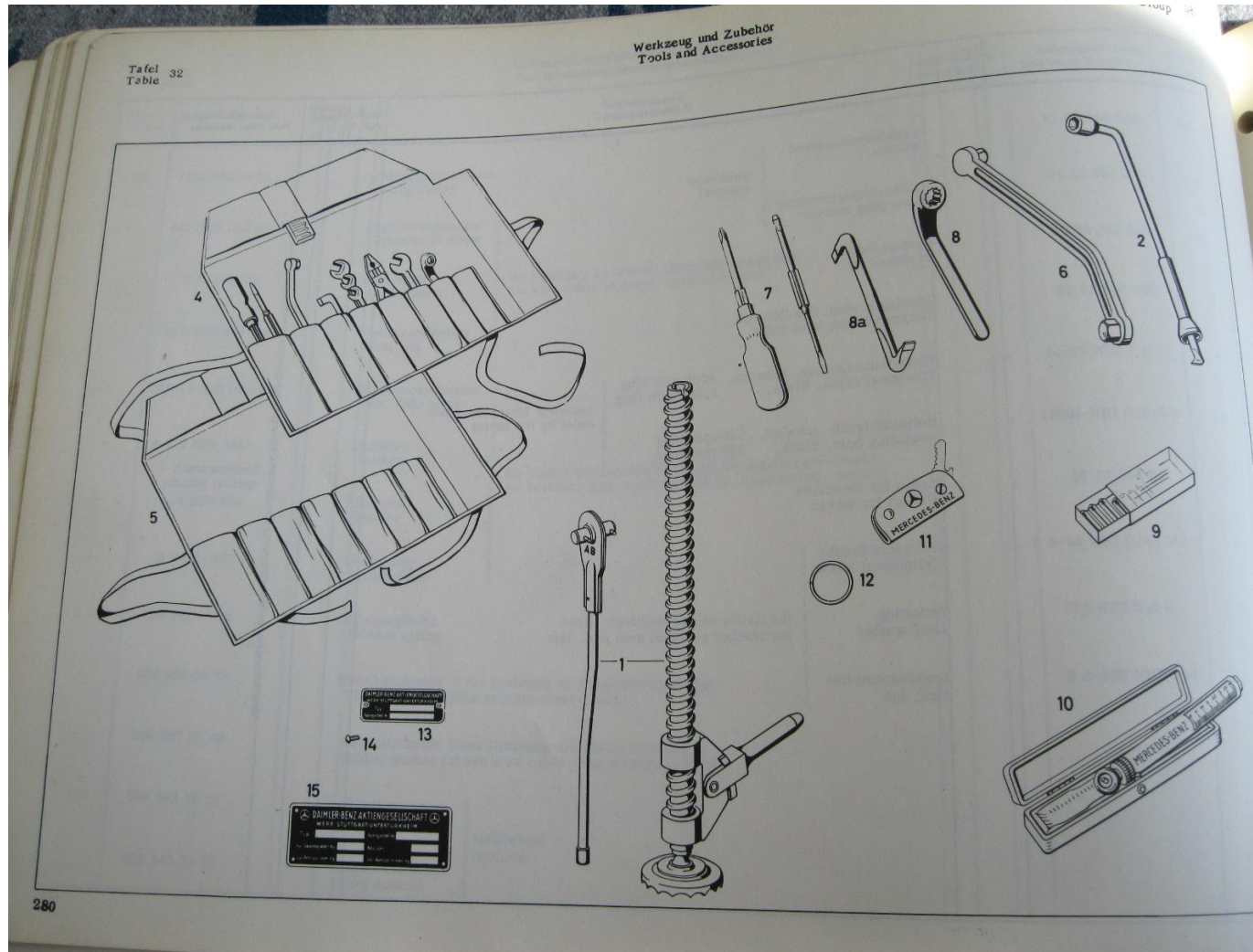
Type 190b

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



Type 190D

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



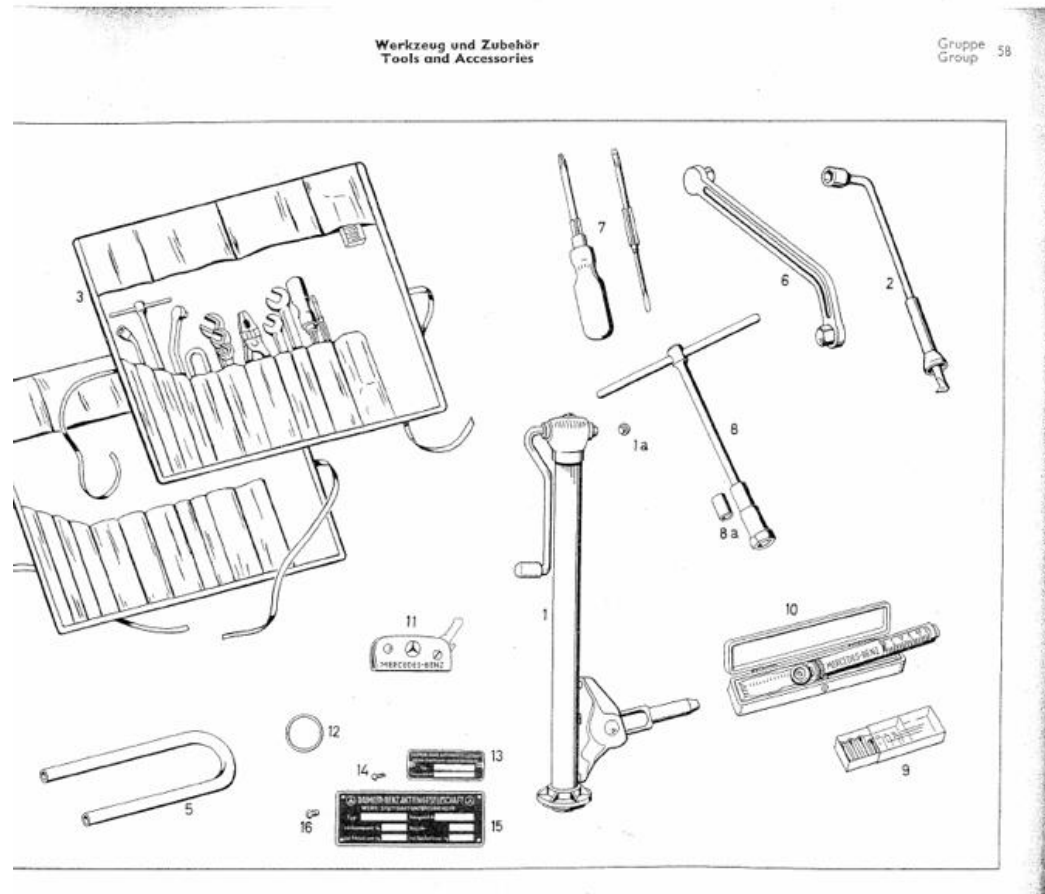
Type 190Db

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era

Elektrische Ausrüstung und Instrumente		Gruppe 58	Tafel 36	Werkzeug und Zubehör	Gruppe 58
Nummer	Benennung	Anzahl	Bemerkungen		
-	Zylinderschraube AM 4x8 DIN 84-4 S	2	für Kabelschutz an Tellerhorn		
-	Federring B 4 DIN 127	2			
4 55 06	Drei-Element-Knickregler	1	für Fezler an Halter Radialtrieb		
-	Linsschraube AM 6x20 DIN 7985	3			
-	Federring B 6 DIN 127	3			
7 07 81	Hellermantüle (für Knickregler-Lichtmaschine)	3	für Fernlicht- blinksignal- anlage (Sonderwunsch)		
5 13 24	Schalter (elfenbein) (für Fernlichtblinker)	1			
4 23 32	Blinkgeber 12 V 2x35 W	1			
1 02 09	Kabelsatz (für Fernlichtblinker)	1			

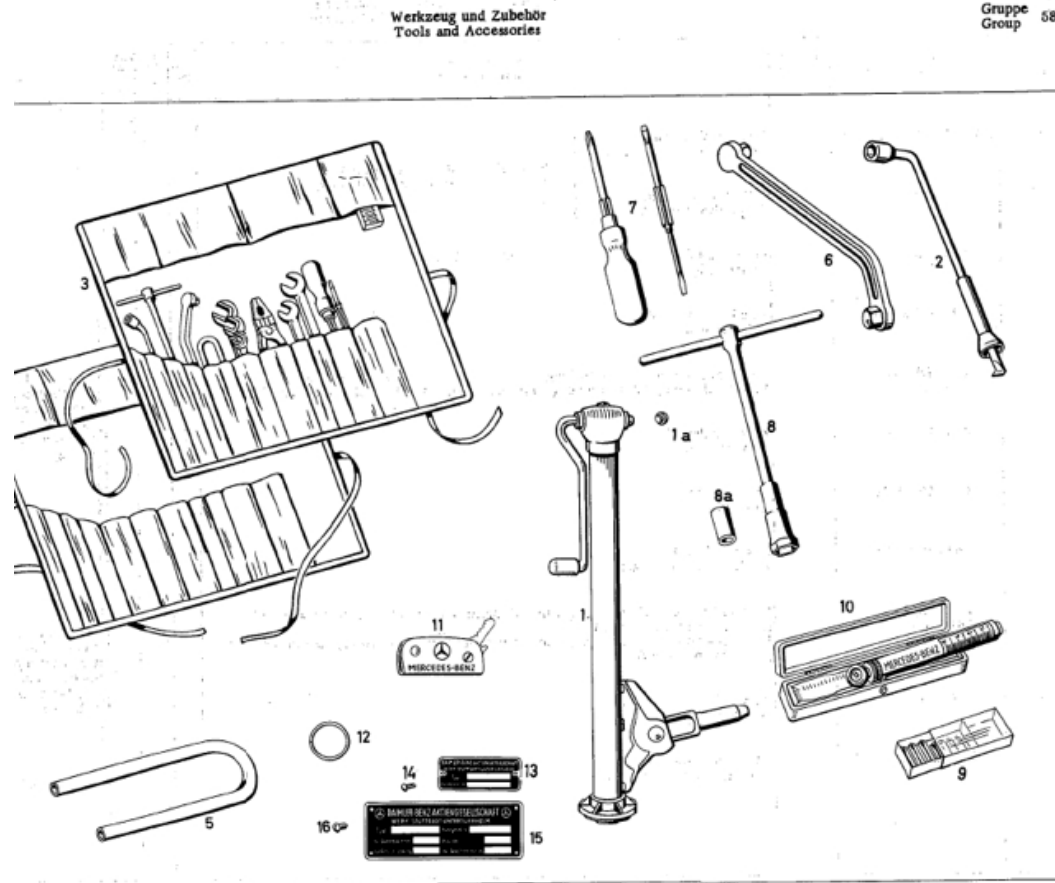
Type 190SL-A

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



Type 190SL-B

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era

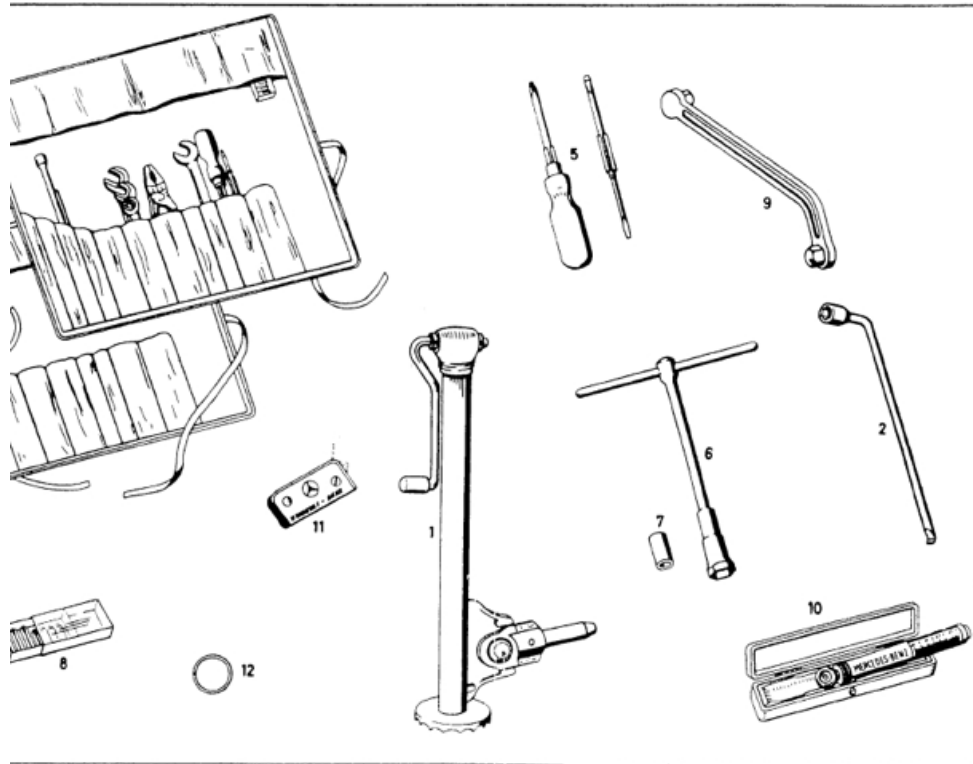


Type 190SL-C

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era

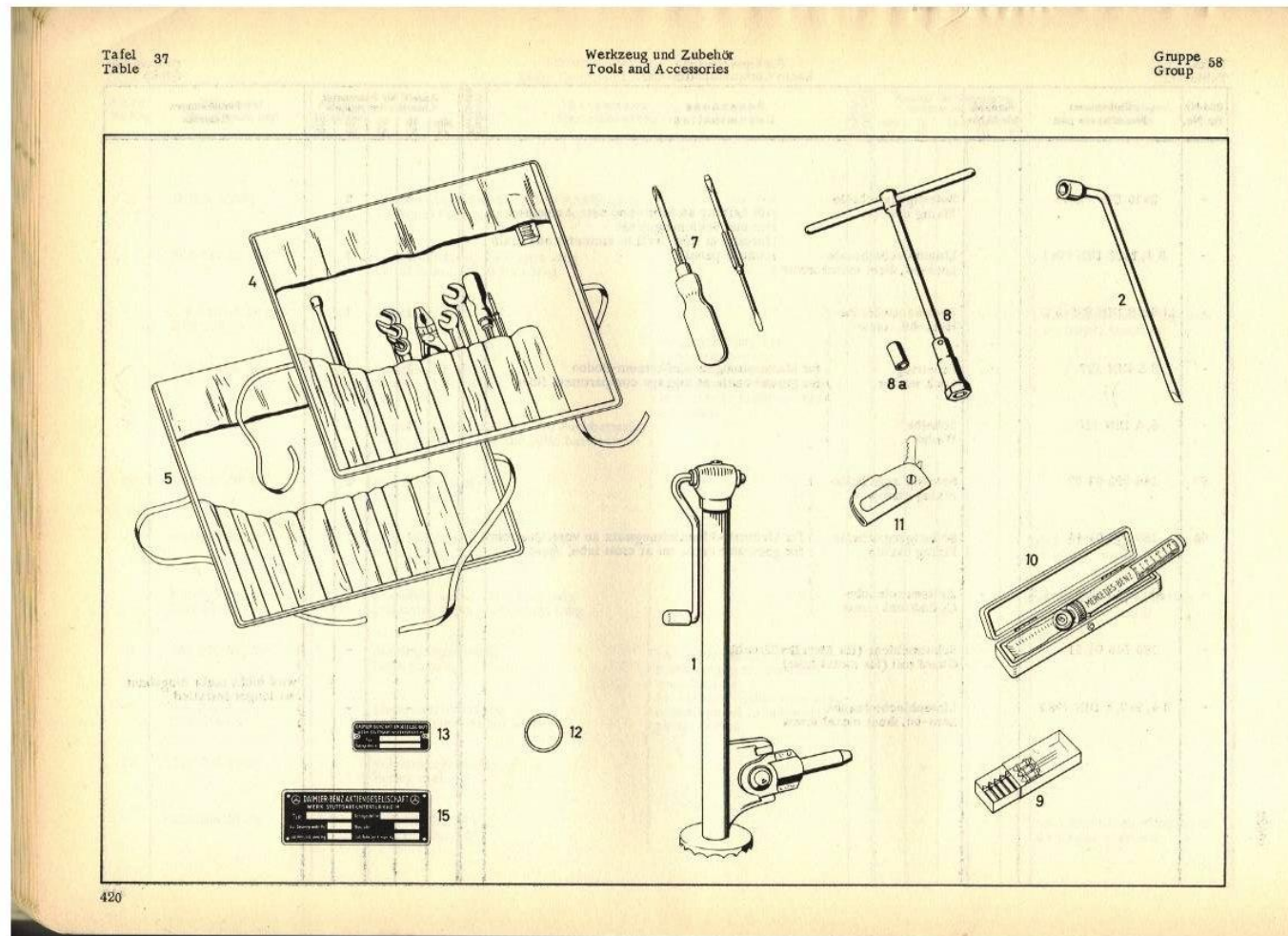
Werkzeuge und Zubehör
Tools and Accessories

Gruppe
Group 58



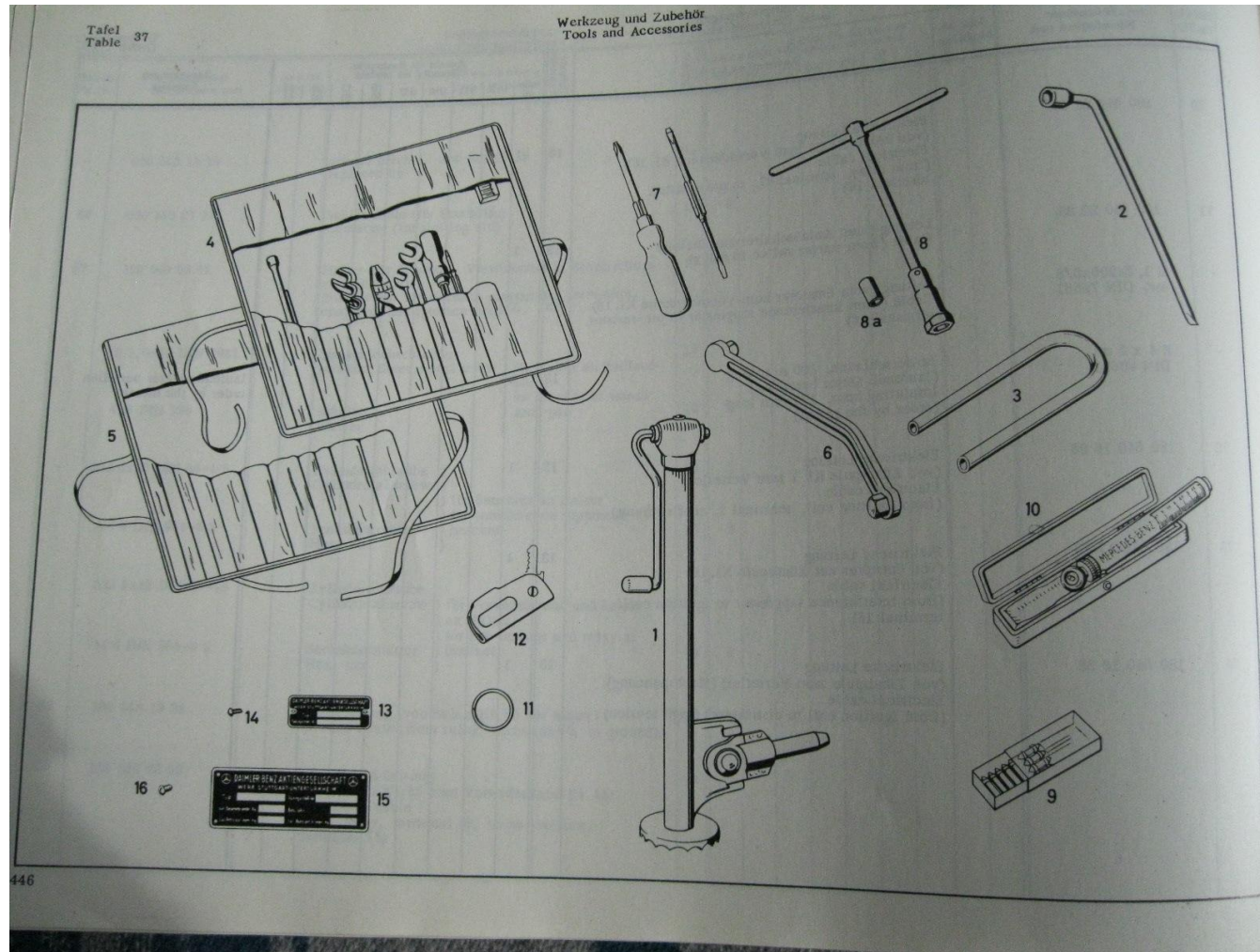
Type 190SL-D

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



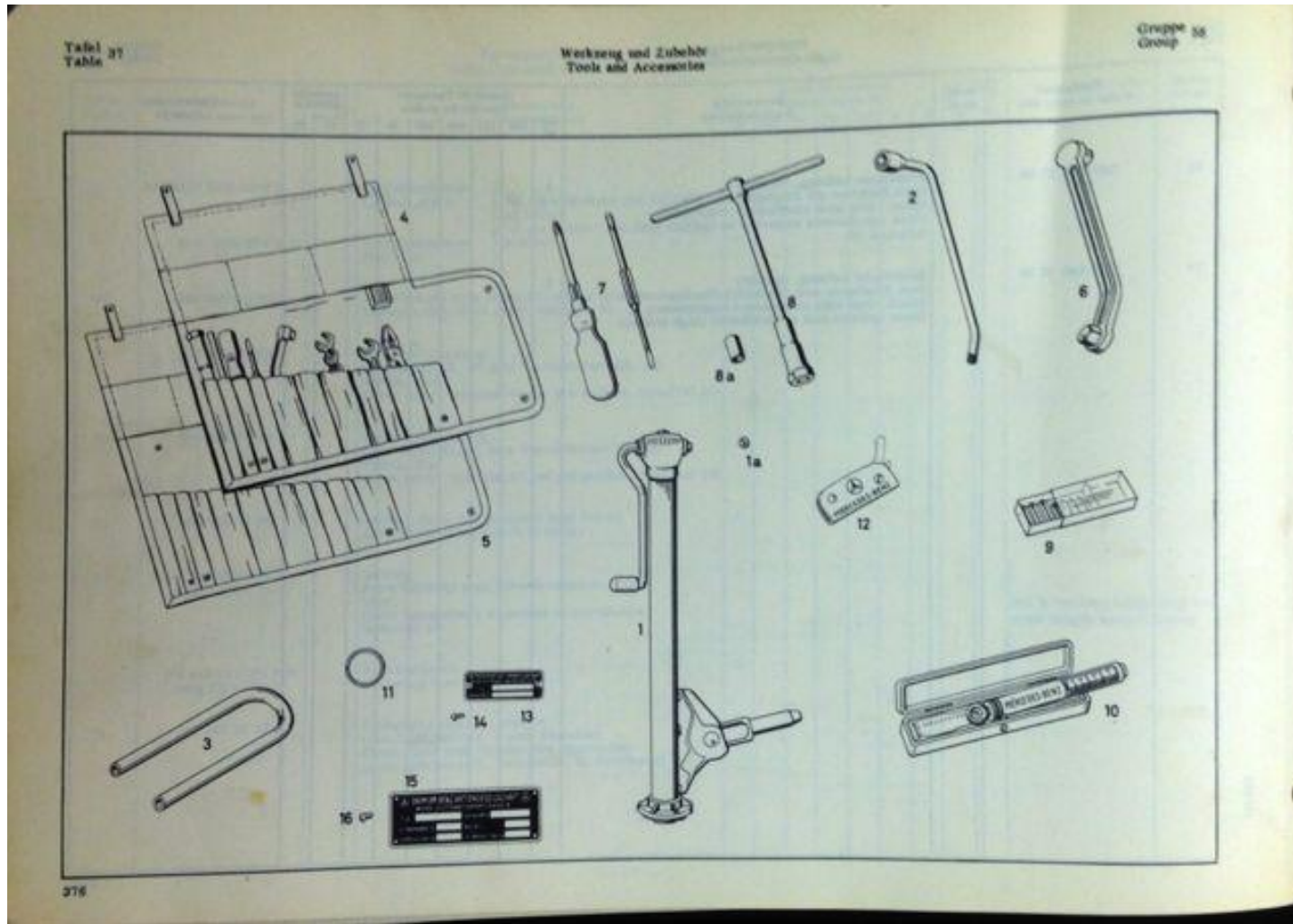
Type 219

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



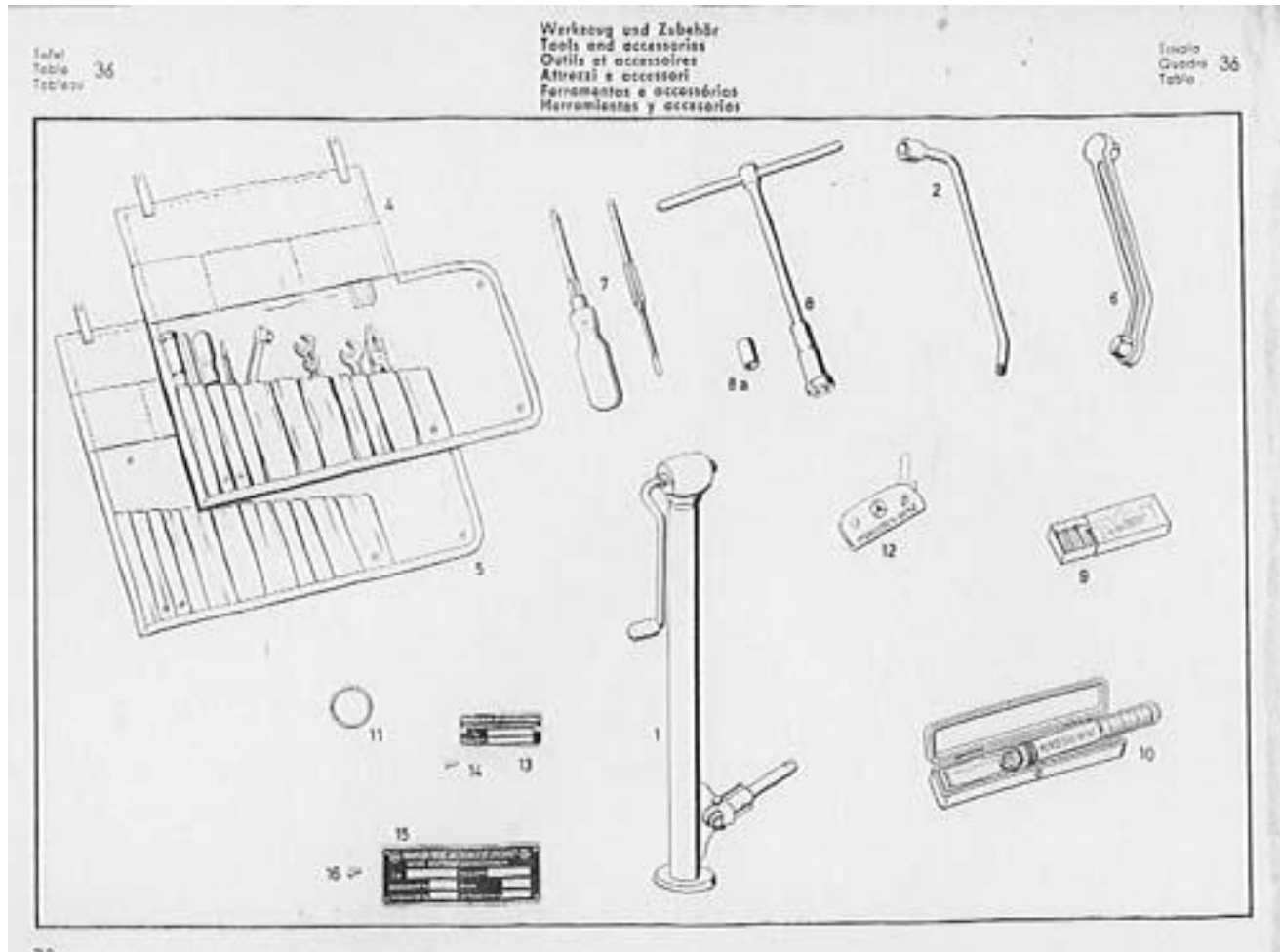
Type 220S – Early

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



Type 220S – Late

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



Type 220SE

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era

Tafel 41 **Werkzeug und Zubehör** Gruppe 58

248

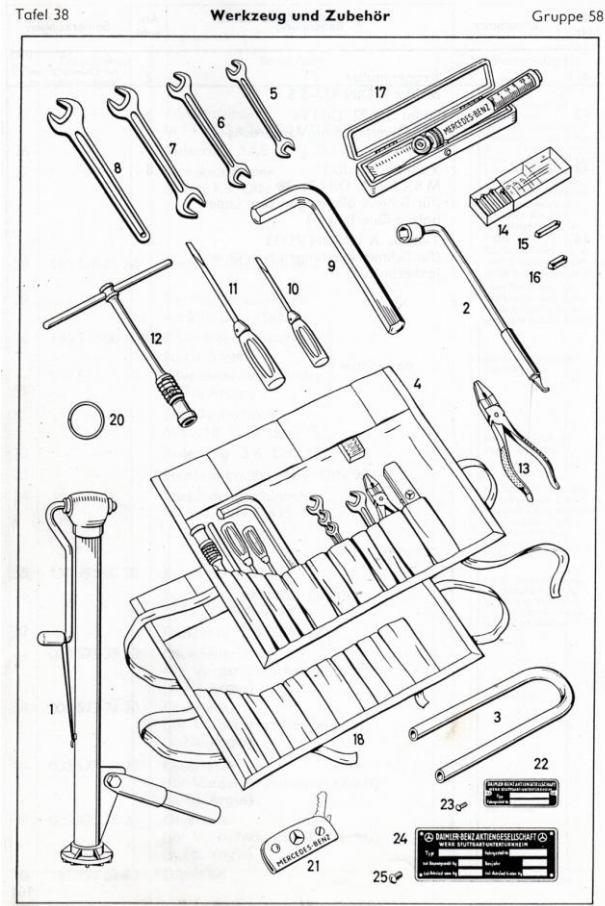
Tafel 41 **Werkzeug und Zubehör** Gruppe 58

Bild Nr.	Teilnummer	Benennung	Anzahl	Bemerkungen
Werkzeug				
1	000 583 23 15	Einheitswagenheber	1	
2	136 581 00 01	Kurbelschlüssel SW 19 mit Klappklaue (für Radmutter und Wagenheber)	1	
3	183 581 00 60	Montiergabel (für Scheibenrad)	1	
4	186 580 00 03	Werkzeugtasche mit Werkzeug	1	
5	—	Doppelschraubenschlüssel 9x10 DIN 895	1	
6	—	Doppelschraubenschlüssel 11x14 DIN 895	1	
7	—	Doppelschraubenschlüssel 17x19 DIN 895	1	
8	—	Einfachschraubenschlüssel 22 DIN 894 (für Olablaß an Motor)	1	
9	—	Sechskantstiftschlüssel SW 14 DIN 911	1	
10	—	Schraubenzieher A 0,5 DIN 5270 (Chromvanadiumstahl)	1	
11	—	Schraubenzieher A 1 DIN 5270 (Chromvanadiumstahl)	1	
12	186 581 03 36	Zündkerzenschlüssel	1	
13	186 581 00 51	Schlosserhammer mit Stiel 300 gr.	1	
14	—	Kombinationszange 160 DIN 5244	1	
15	136 580 00 10	Schachtel mit 10 Ersatzsicherungen	1	
16	—	Schmelzeinsatz 12 Amp. 8 DIN 72581	6	

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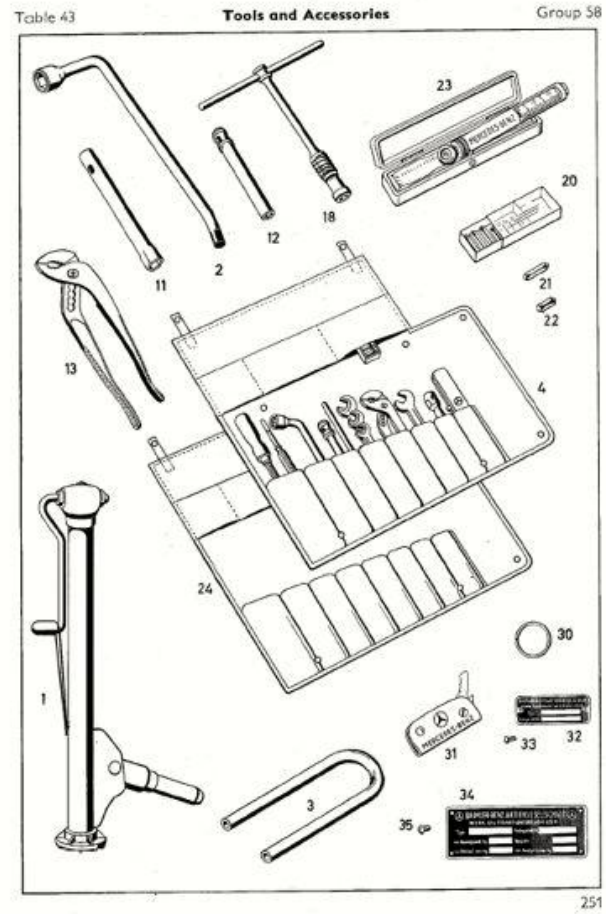
Type 300

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



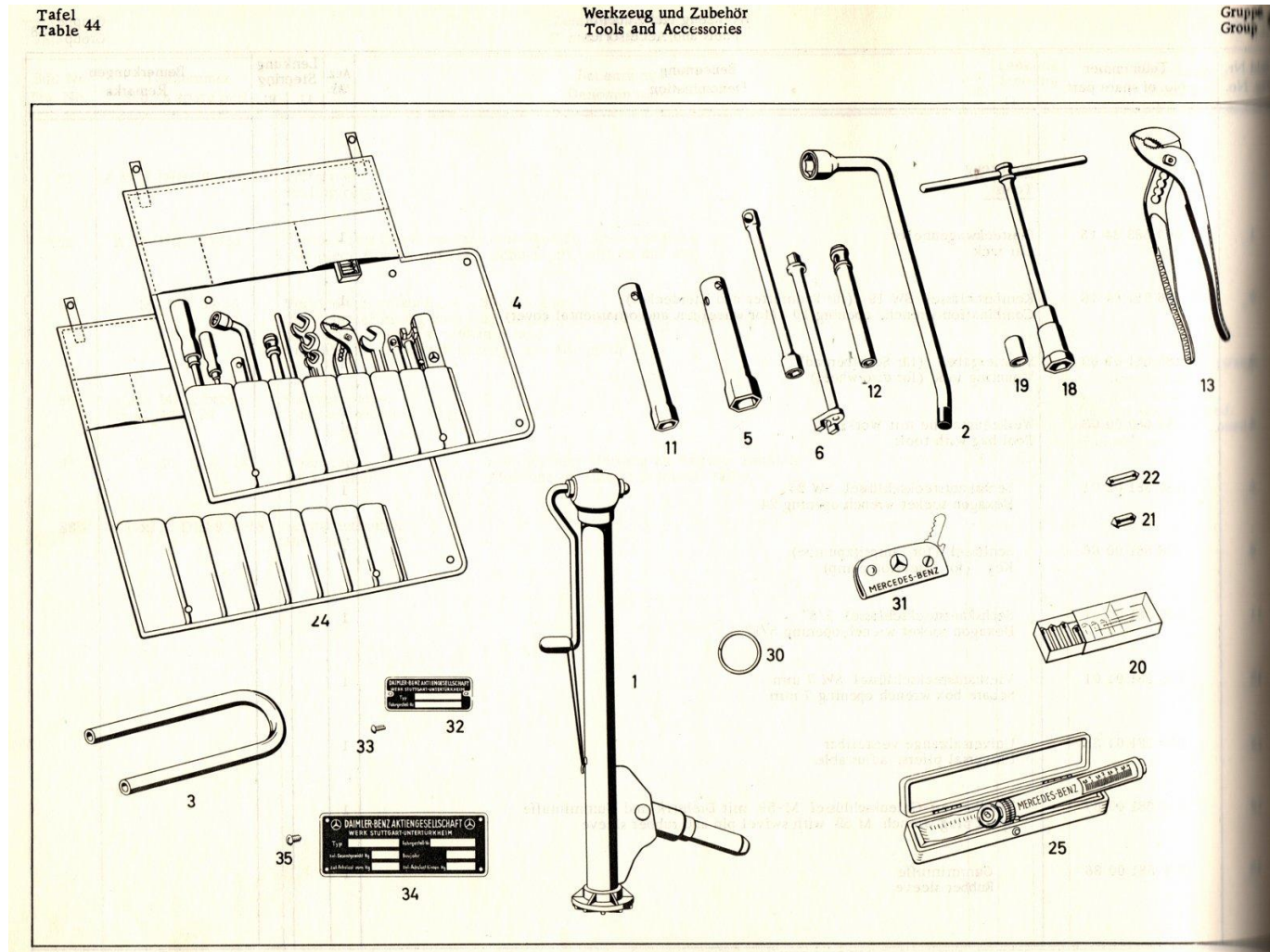
Type 300b

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



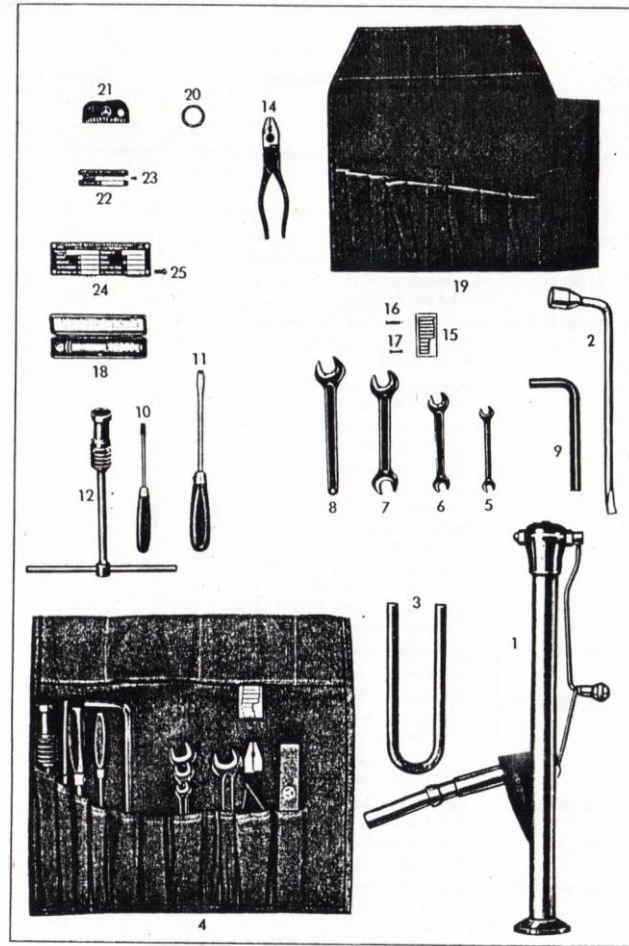
Type 300c

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



Type 300d

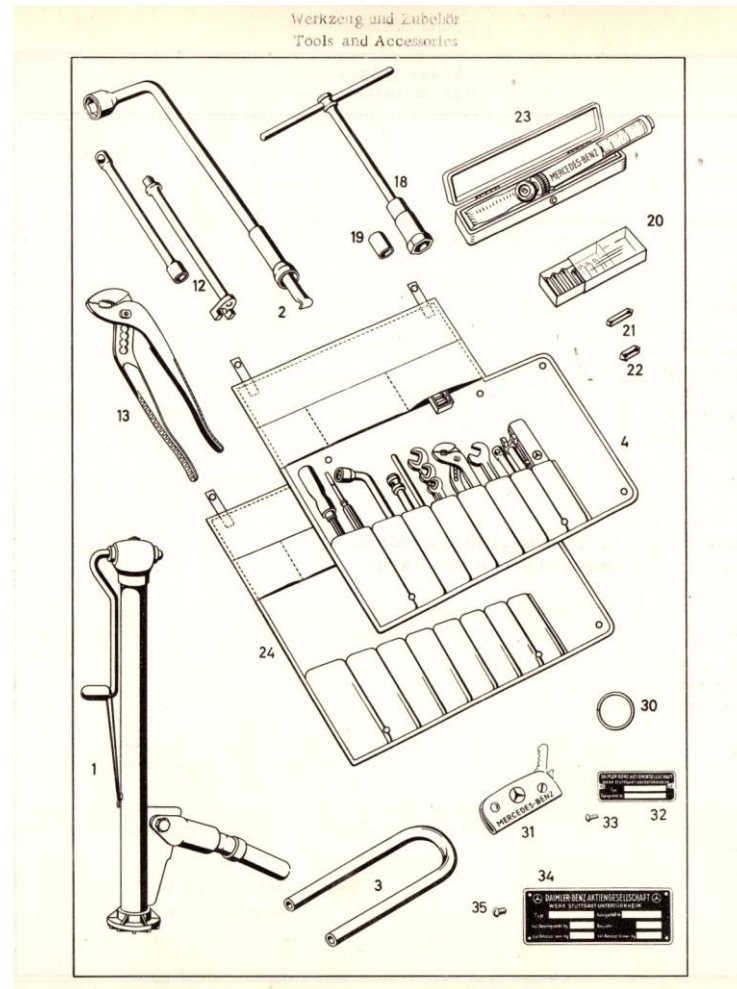
Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



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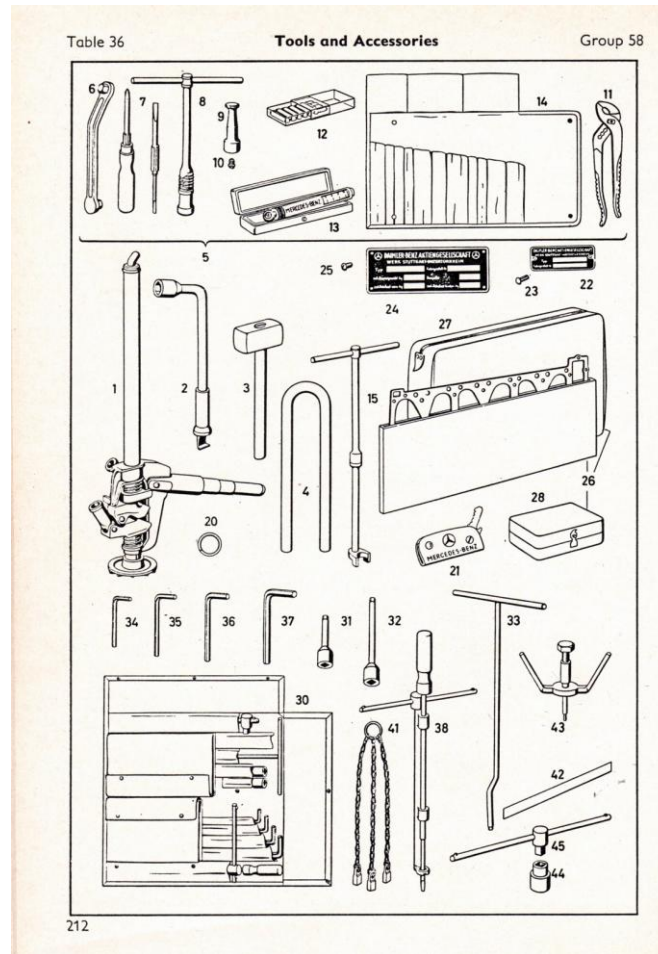
Type 300S

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



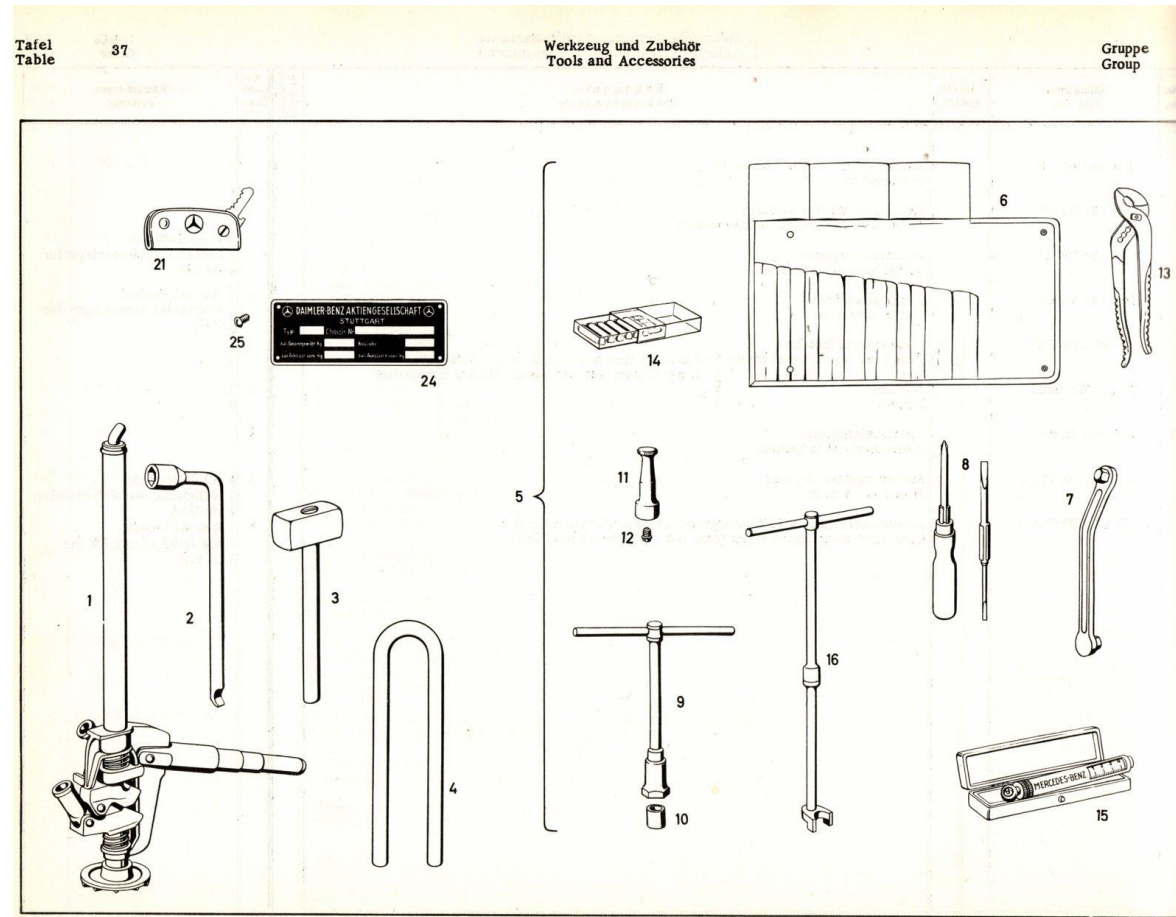
Type 300Sc

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



Type 300SL GW

Mercedes-Benz Tool Kits of the Ponton, Adenauer, and early SL era



Type 300SL RO

End of Document
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