



RAFALE

(based on Mercedes-Benz SL R230)



In spite of its impressive additional width, the new FAB Design Widebody aerodynamics program blends in harmoniously with the overall picture and makes the vehicle appear more elegant and racy. The result more performance, more race character, more exclusiveness and more passenger convenience. But also on the outside, the FAB Design SL RAFALE displays its sporty ambitions straight from the shoulder.

The large and racy front lip spoiler bumper joins the redesigned front fenders in perfect harmony and follows the SL's silhouette with breathtaking virtuosity. A large opening in the middle provides the charge-air intercooler and the water cooler with sufficient quantities of cooling air while the front intakes, which are situated on the left and on the right where the fenders begin, make sure that the brakes will always receive all the cooling air they require.

In spite of the larger and widened fenders, the original vehicle's harmony and elegance remain perfectly intact. Lateral openings behind the distinctive enlargements serve as additional air exhaust elements. Slightly projecting side skirts at the bottom line of the doors not only make the SL appear racier but also more dynamic and lower. Moreover, they allow a very smooth transition to convertible's considerably widened wheel arches.





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The rear fender enlargements and their integrated cooling air intakes and outlets provide for a well-tempered braking system - even in case of rough use.

Apart from its breathtaking good looks, the highly elaborate and unique rear bumper design optimises the vehicle's aerodynamics considerably. The slightly bent subframe of the bumper brings about much improved downforce values. The four slanted exhaust tailpipes have become a trademark of the FAB Widebody kits and, moreover, are a perfect expression of the innovative design solutions of FAB Design.

Also with regard to the alloy wheels, the Swiss high-precision tuning company has gone its own way. The three-part forged Evolution wheel impresses with its independent and athletic appearance. The front axle rotates 10J x 20 rims, the rear axle even 12J x 20 inch rims. 265/30 ZR20 and 325/25 ZR20 tyres guarantee a perfect grip at any speed. The combination with the modified suspension offers an indescribable cornering pleasure. As a consequence, the coupe-convertible even feels a little smaller and much handier. In the first place, the interior equipment impresses with the way it harmonises with the vehicle's colour. It is entirely made of light beige 1 croco-style black leather.





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Very special accents are set by high-quality carbon applications and aluminium intarsia. The redesigned FAB Design sports seats offer a high degree of comfort and excellent lateral stability and join the whole interior in perfect harmony.

It is also worth taking a look at the vehicle's internal values: The tuning engineers have developed an extensive engine conversion increasing the V12 biturbo's performance to 650hp and the torque to 1180 newton metres. In the FAB Design Performance Kit, only reinforced or rebuilt components are applied which, in spite of the high strains they are exposed to, guarantee the same service life the production car (OEM) offers. As a matter of course, the gearbox mechanics and electronics are a part of the performance optimisation as is the luxuriously dimensioned braking system which has also been adapted to the increased power. Thus equipped, the gentle test driver - or customer - will glide at a speed of up to 310 km/h (electronically regulated) over the motorway, stride away in 4.0 seconds from 0 to 100 km/h in spite of the opulent live weight - wrapped in the safety of Pre-Safe, Active Body Control, brake assist, an Armada airbag and many other features.

