

MERCEDES-BENZ
280 SE
COUPE
CONVERTIBLE



The new Mercedes-Benz generation with engineering, performance and safety that heralds tomorrow

Mercedes-Benz coupés and convertibles have the tempo of today about them. Yet their design is classic and timeless, always in excellent taste.

These are cars which make driving an enjoyable experience. Built for people who want their good taste to be reflected in their choice of car.

Mercedes-Benz does not believe in short-lived fashions. Our coupés and convertibles have more to offer than mere style: superb coachwork, an engine and chassis that are masterworks of engineering skill.

Mercedes-Benz coupés and convertibles are as lively as sports cars, yet they are also among the most comfortable cars in the world.

Prolonged and intensive research and development by Mercedes-Benz engineers produces coupés and convertibles of top quality. Drivers of every other car on the highway respect this reputation of Mercedes-Benz.

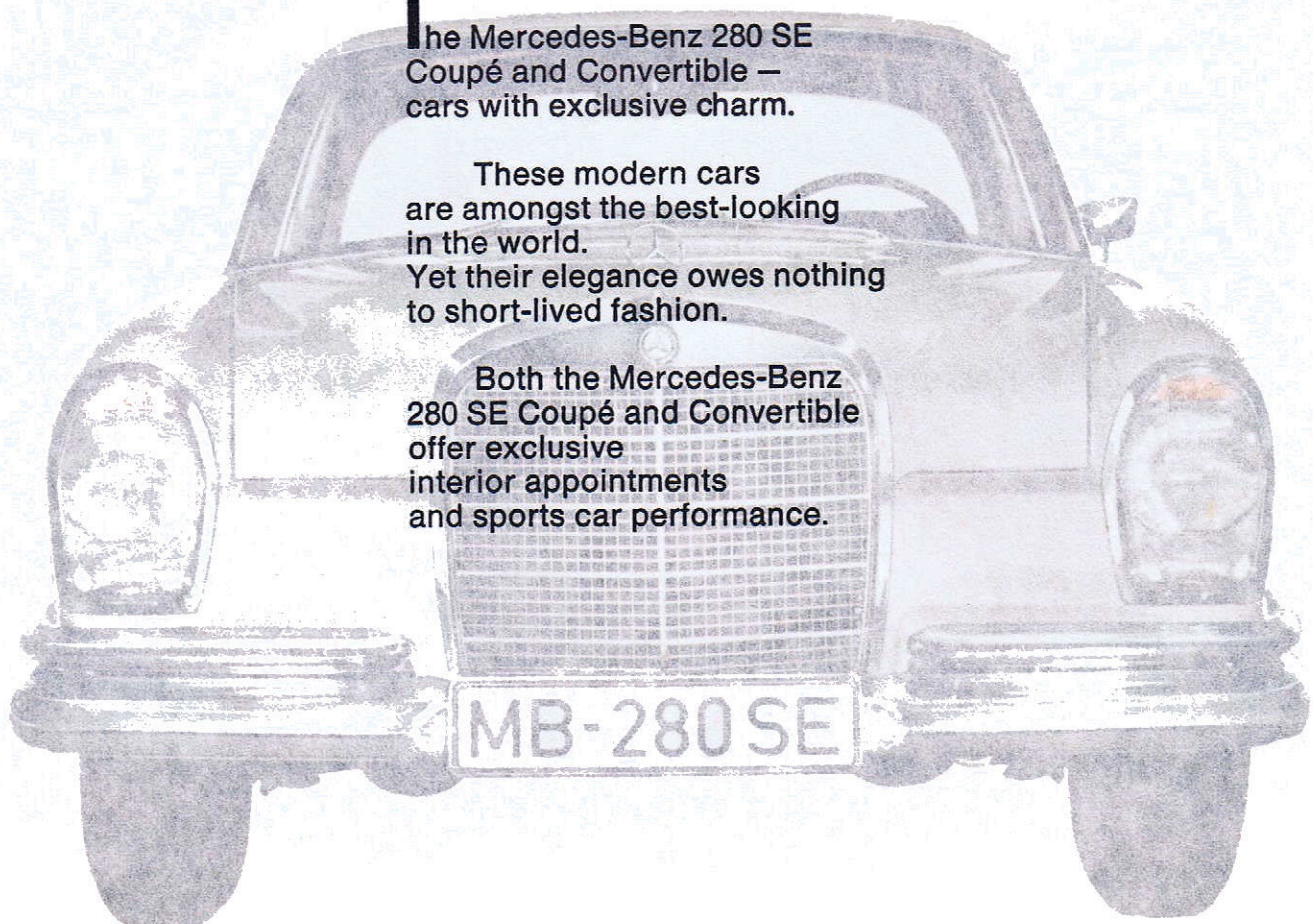
Designs which meet tomorrow's needs and today's driving conditions are integral parts of these cars.

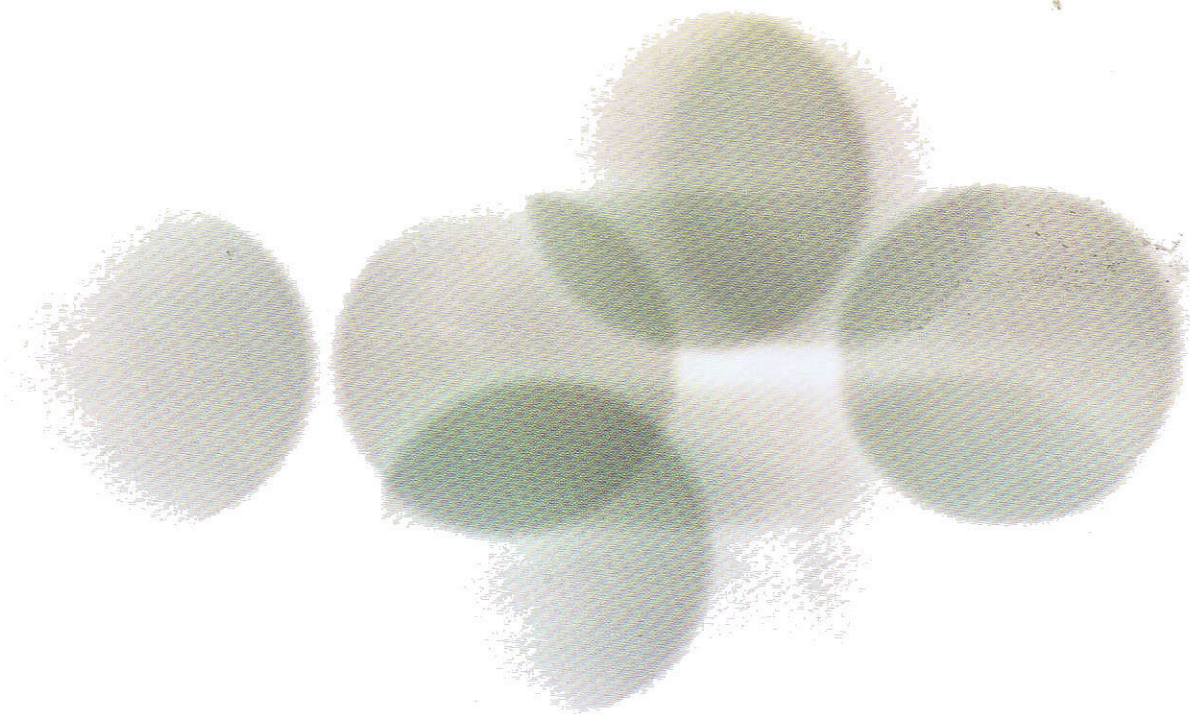
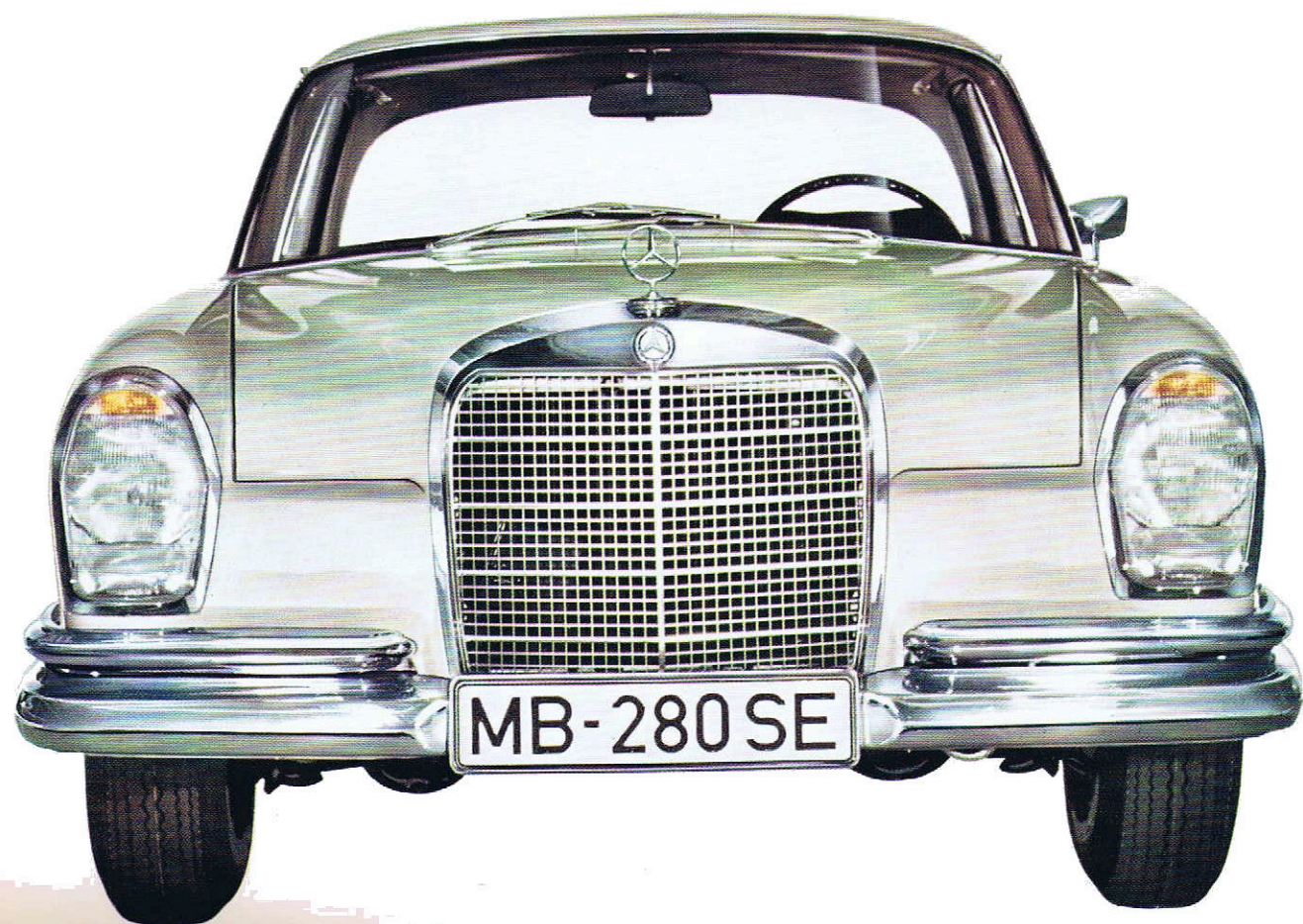
This is why Mercedes-Benz coupés and convertibles will be tomorrow where they are today — in the lead.

The Mercedes-Benz 280 SE Coupé and Convertible — cars with exclusive charm.

These modern cars are amongst the best-looking in the world. Yet their elegance owes nothing to short-lived fashion.

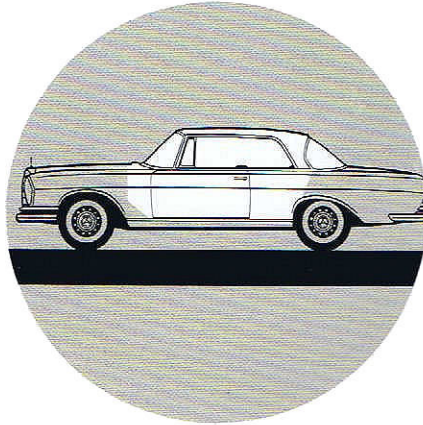
Both the Mercedes-Benz 280 SE Coupé and Convertible offer exclusive interior appointments and sports car performance.





Safety

Long before safety became a subject of public interest, it was a matter of great concern to our engineers. Through intensive scientific research and testing they developed concepts of safety that let you drive in confidence and security.



Mercedes-Benz cars are safe, reliable, comfortable, fast and lasting in value. The expert combination of all these qualities makes Mercedes-Benz cars the superb vehicles they are.

Mercedes-Benz cars have led the way in safety. This is a proven fact.

We have designed the patented rigid body construction. The front and rear body sections of every Mercedes-Benz car are designed to yield on impact to absorb energy. The passenger compartment has strong roof pillars and is immensely rigid thus helping to protect the occupants from injury.

We have designed safety locks to prevent the doors from bursting open.

We have designed a safety steering system with a large padded boss on the steering wheel hub. The safety steering system also incorporates an impact absorbing device under the padded boss; a collapsible steering column and the whole steering mechanism is placed well behind the front axle

This is not all.

Independent suspension ensures superb roadholding and steering control.

A dual-circuit power braking system with four-wheel disc brakes and brake warning light.

Excellent acceleration; perfect all around vision; large windows; an instrument panel which yields on impact; padded sun visors; flexible window cranks and control knobs; firmly anchored seats; recessed door handles.

And, of course, environmental safety, i. e. the driver is kept as comfortable as possible so that his reflexes are maintained at the highest level.

All these features — and more — make Mercedes-Benz cars safer.

Reliability

A reliable car is one which functions perfectly and operates without trouble over a long period of time. Mercedes-Benz cars are reliable.



Take a look at the chassis. Continuous stresses caused by bad roads do not impair the efficiency of a Mercedes-Benz car. You may never need this quality — but it will add to the life of your car. Seats, seat springing and door locks are subjected to exacting endurance tests. Every single part is checked on the test bench and during test drives. Each test corresponds to 250,000 miles of rough roads. After this, everything must work perfectly.

Then there is the electrical equipment. In a Mercedes-Benz each electrical unit (headlight, starter-motor, dashboard lighting, etc) is separately grounded. Not the cheapest way — but the best.

A further example is the heating system. This unit was designed for extreme climates. It will keep you warm at arctic temperatures.

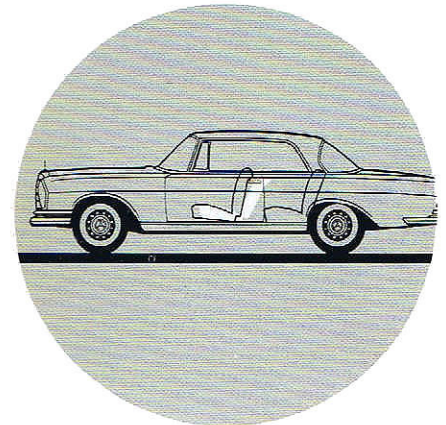
The same with the chromium plating. You may not drive in and out of a cement works every day — and that's rough on chromium plating. But if you do, it won't mind.

Even the cigarette lighter must always work properly, however old the car, or however heavy a smoker the driver may be.

All these details are designed with the same enthusiasm and care as the engine, axles, suspension and door panelling, etc. It is the minor details which demonstrate just how reliable a Mercedes-Benz really is.

Comfort

Comfortable driving is not enough. We make fatigue-free travel possible; we maintain your reflex capacities for you; we have created an anatomically correct sitting position; we have matched seating and wheel suspension to suit all speeds and road conditions. Mercedes-Benz cars are comfortable.



The interior is roomy — you have plenty of space, freedom of movement and maximum comfort, you can drive without feeling cramped.

Ultimate driving comfort demands an exact co-ordination of vehicle suspension, seat springing and seating position. To achieve optimum comfort we designed a tailor-made rear axle. Tests showed that suspension must be neither too soft nor too hard.

And on even the roughest roads, the suspension must absorb the worst road shocks before they reach the occupants.

The driving position behind the steering wheel is anatomically correct. This becomes evident after a long journey.

Heating and ventilation are combined in a unique system of cool and warm air flow, which can be adjusted and regulated progressively over a wide range.

The grab-handles on the roof are within easy reach of the passengers.

The parcel tray between the two front seats, the glove compartment, the pockets in the front doors and the large, shelf, no-slip all these details contribute towards comfort.

Test drive a Mercedes-Benz and you see what we mean; fatigue-free comfort.

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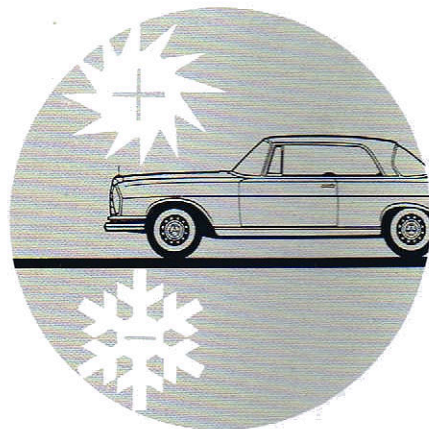
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Speed

Quickness has long been considered a desirable quality in a car. If speed can be easily attained it can be a positive safety asset. Our cars have always been responsive. Drive a Mercedes-Benz and see for yourself, the powerful acceleration, the effortless cruising speed and the reliable overtaking ability. Mercedes-Benz cars are spirited.

Lasting value

A car is lasting in value if after being used for several years, it commands a high resale price. There is a good market for this type of used car. Mercedes-Benz cars are lasting in value.



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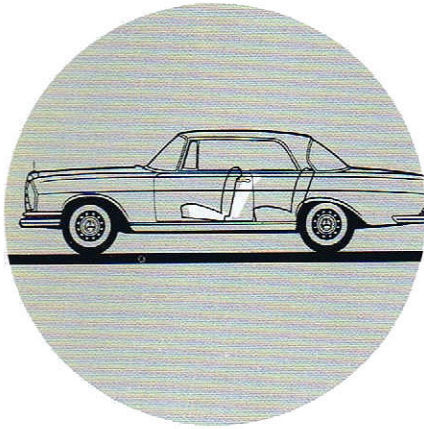
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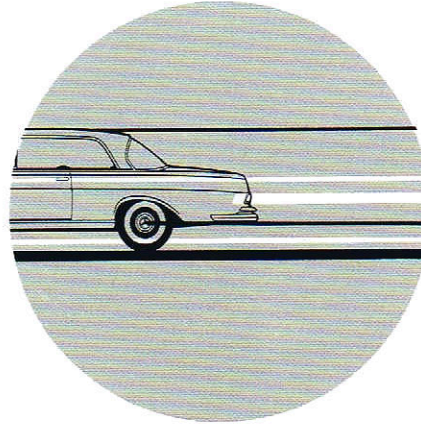
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Test drive a Mercedes-Benz and you see what we mean; fatigue-free comfort.



Absolute top speeds are merely theoretical. They are not designed to be used. Far more important is acceleration. For example, when it is necessary to accelerate quickly from 40 mph to 60 mph in order to overtake safely.

In this respect the Mercedes-Benz engine with its very high torque and above-average reserves of power, shows its quality.

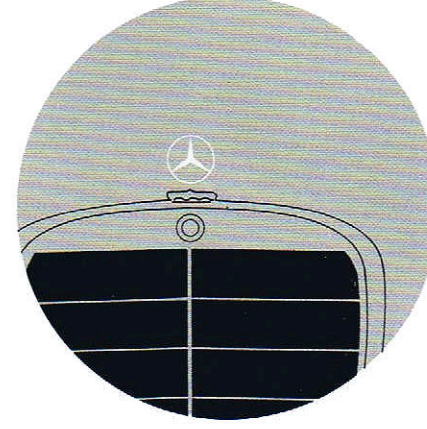
With swift overtaking ability, you can safely take advantage of gaps in the traffic, denied to other drivers.

The chassis can cope with such demands. Indeed, it is capable of far higher speeds. This makes driving a pleasure.

Mercedes-Benz cars do not give the illusion of speed by producing a lot of loud, tiring engine and chassis noise.

On the contrary: vibrations, road and wind noises, are hardly noticeable in a Mercedes-Benz.

This is why driving in a Mercedes-Benz is so pleasant and fatigue-free.



Fashionable styling will always attract some prospective buyers.

But we only change our designs when the new model represents a significant step forward in technical achievement. There is always quite a time lapse between the introduction of one new series of models and the next.

Forward-looking designs, high quality materials, thorough production methods, careful checks, repeated tests, well-planned service: all these things help to retain the value of our cars.

15% of all our staff engaged in car production are inspectors. But they are not alone. Each of the components has to pass through innumerable automatic control points before assembly.

There are 3,700 Mercedes-Benz service stations in 156 countries throughout the world, staffed by experienced technicians, many of whom have been to our works for training. They give individual attention to your Mercedes-Benz car.

Basic Equipment

Axles

Front axle:
Axle support with double wishbones
Rear axle:
Mercedes-Benz single joint swing axle

Transmission

Fully synchronized 4-speed transmission
with floor shift

Suspension

On front and rear axles
in each case, two coil springs,
two double action
hydraulic telescopic shock absorbers
At the front, one torsion bar
At the rear, hydro-pneumatic compensating
spring

Brakes

Disc brakes on all wheels
Dual circuit power braking system
with brake pressure control
Parking brake
with additional brake shoes
and brake drums
Indicator light
for the functioning of both brake circuits

Steering

Exact, self-adjusting,
light recirculating ball steering
Steering gear
located far behind the front axle
Large padded boss on the steering column
Impact absorber under the padded boss
Collapsible steering column

Bodywork

Floor frame unit firmly welded to the body
Rigid, torsion resistant
passenger compartment
Energy-absorbing front and rear sections
Optimum vision on all sides
Doors, easily closed
Double bumpers
with broad rubber strips

Seats

Seating anatomically contoured,
firmly anchored,
shaped to give perfect hip support
Seat springing, vehicle suspension
and sitting position carefully coordinated
Front seats adjustable for and aft,
plus backrest angle
Reclining seats
Lock for backrests

Windshield

Windshield washer,
foot-operated, with wiper operation
Windshield wiper, two-speed,
overlapping blade areas
operated by a combination switch
on the steering wheel

Lighting system

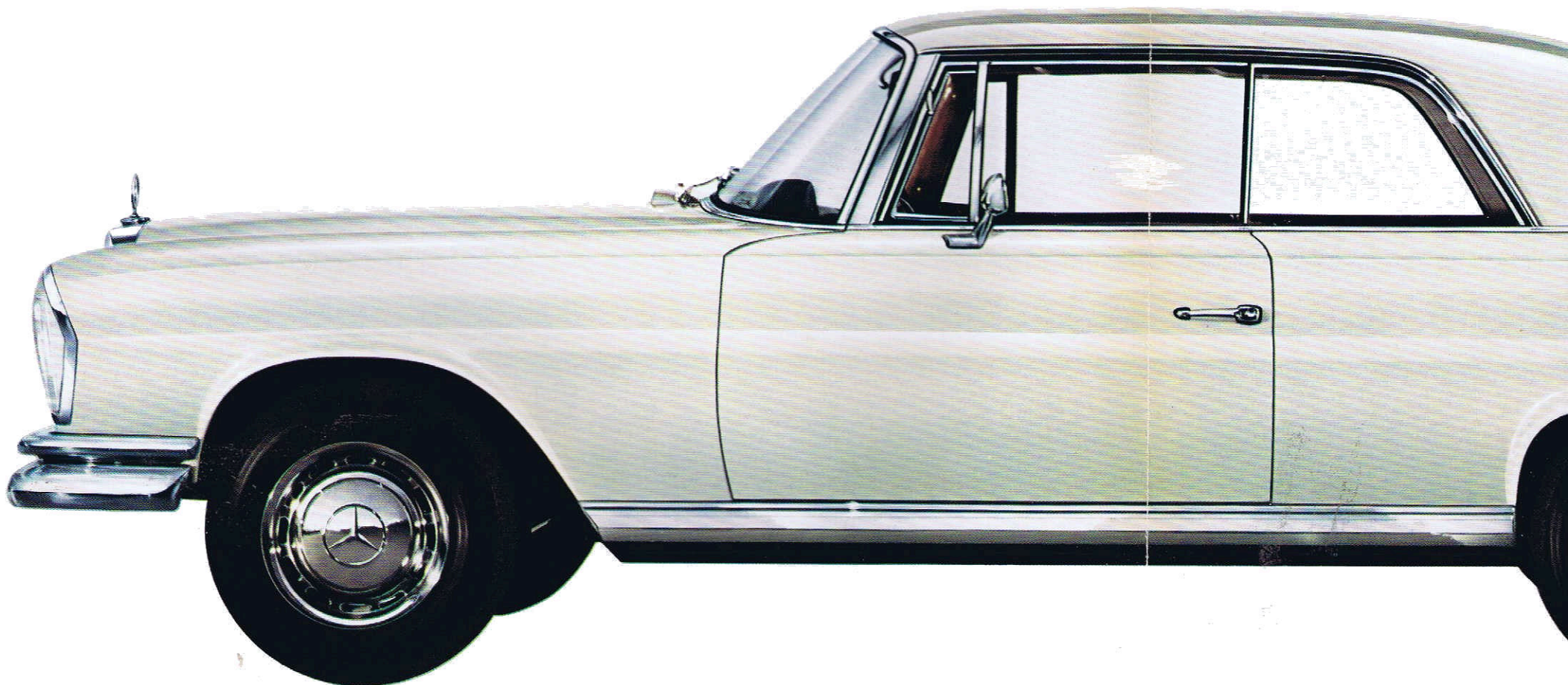
Parking light
Low beam (dimmer)
High-beam head-lights
Special parking lights
Back-up lights
Infinitely variable instrument lighting
Interior lights
with door contact (coupé only)
Reading light at rear
with switch on instrument panel
Legroom light with door contact
(convertible only)
Light for glove compartment and trunk

Instruments

Instrument panel padded, yielding on impact
Dial-type speedometer
Tachometer
Oil pressure gauge
Fuel gauge
Water temperature gauge
Indicator light for parking brake
for functioning of both brake circuits,
for battery, turn indicator,
high beam and fuel reserve
Electric clock
Total mileage counter
Trip mileage counter

Signalling system

Selfcancelling turn signal
operated by the combination switch
on the steering wheel
2 high-frequency horns, brake lights



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Rigid, torsion resistant
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Windshield wiper, two-speed,
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Electric clock
Total mileage counter
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Signalling system

Selfcancelling turn signal
operated by the combination switch
on the steering wheel
2 high-frequency horns, brake lights

Locks

Safety tap locks on the doors
Lockable glove compartment
Trunk lock
Fuel tank lock
Steering wheel lock
combined with ignition lock

Heating and Ventilation

Dust and draft free
with additional blower air flow
for windshield, front legroom
and rear legroom
Air volume and air distribution
for warm or cold air,
completely adjustable
Heating separately controlled
for right and left
Nozzles for defrosting side windows

Miscellaneous

Parcel tray between front seats
Pockets on the front doors
Glove compartment
Rear view mirror,
adjustable to anti-glare position
Padded sun visors,
Grab handles on roof frame (coupé)
Clothes pegs on grab handles (coupé)
Armrests on doors, padded
Folding armrest between rear seats
Cigar lighter
Ashtrays front and rear
Carpeted front and rear legroom
including tunnel

Optional

MB automatic transmission
MB power steering
MB air-conditioning system
Electrically operated
steel sliding roof (coupé only)
Radio with mechanical
or automatic aerial
Orthopedic backrests
Set of suitcases
Electrically heated rear window (coupé only)
Two-tone horn
Electrically operated windows
Limited slip differential
White wall tires

U.S. Equipment

All cars
imported for registration in the United States
conform to the U.S. Federal Motor Vehicle
Safety Standards
applicable at the time of manufacture.

Note:

The pictures in this catalogue
show the standard model
without the U.S. equipment



Basic Equipment

Axles
Front axle:
Axle support with double wishbones
Rear axle:
Mercedes-Benz single joint swing axle

Transmission
Fully synchronized 4-speed transmission
with floor shift

Suspension
On front and rear axles
in each case, two coil springs,
two double action
hydraulic telescopic shock absorbers
At the front, one torsion bar
At the rear, hydro-pneumatic compensating
spring

Brakes
Disc brakes on all wheels
Dual circuit power braking system
with brake pressure control
Parking brake
with additional brake shoes
and brake drums
Indicator light
for the functioning of both brake circuits

Steering
Exact, self-adjusting,
light recirculating ball steering
Steering gear
located far behind the front axle
Large padded boss on the steering column
Impact absorber under the padded boss
Collapsible steering column

Bodywork
Floor frame unit firmly welded to the body
Rigid, torsion resistant
passenger compartment
Energy-absorbing front and rear sections
Optimum vision on all sides
Doors, easily closed
Double bumpers
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Seats
Seating anatomically contoured,
firmly anchored,
shaped to give perfect hip support
Seat springing, vehicle suspension
and sitting position carefully coordinated
Front seats adjustable for and aft,
plus backrest angle
Reclining seats
Lock for backrests

Windshield
Windshield washer,
foot-operated, with wiper operation
Windshield wiper, two-speed,
overlapping blade areas
operated by a combination switch
on the steering wheel

Lighting system
Parking light
Low beam (dimmer)
High-beam head-lights
Special parking lights
Back-up lights
Infinitely variable instrument lighting
Interior lights
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Tachometer
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Fuel gauge
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for functioning of both brake circuits,
for battery, turn indicator,
high beam and fuel reserve
Electric clock
Total mileage counter
Trip mileage counter

Signalling system
Selfcancelling turn signal
operated by the combination switch
on the steering wheel
2 high-frequency horns, brake lights

Locks
Safety tap locks on the doors
Lockable glove compartment
Trunk lock
Fuel tank lock
Steering wheel lock
combined with ignition lock

Heating and Ventilation
Dust and draft free
with additional blower air flow
for windshield, front legroom
and rear legroom
Air volume and air distribution
for warm or cold air,
completely adjustable
Heating separately controlled
for right and left
Nozzles for defrosting side windows

Miscellaneous
Parcel tray between front seats
Pockets on the front doors
Glove compartment
Rear view mirror,
adjustable to anti-glare position
Padded sun visors,
Grab handles on roof frame (coupé)
Clothes pegs on grab handles (coupé)
Armrests on doors, padded
Folding armrest between rear seats
Cigar lighter
Ashtrays front and rear
Carpeted front and rear legroom
including tunnel

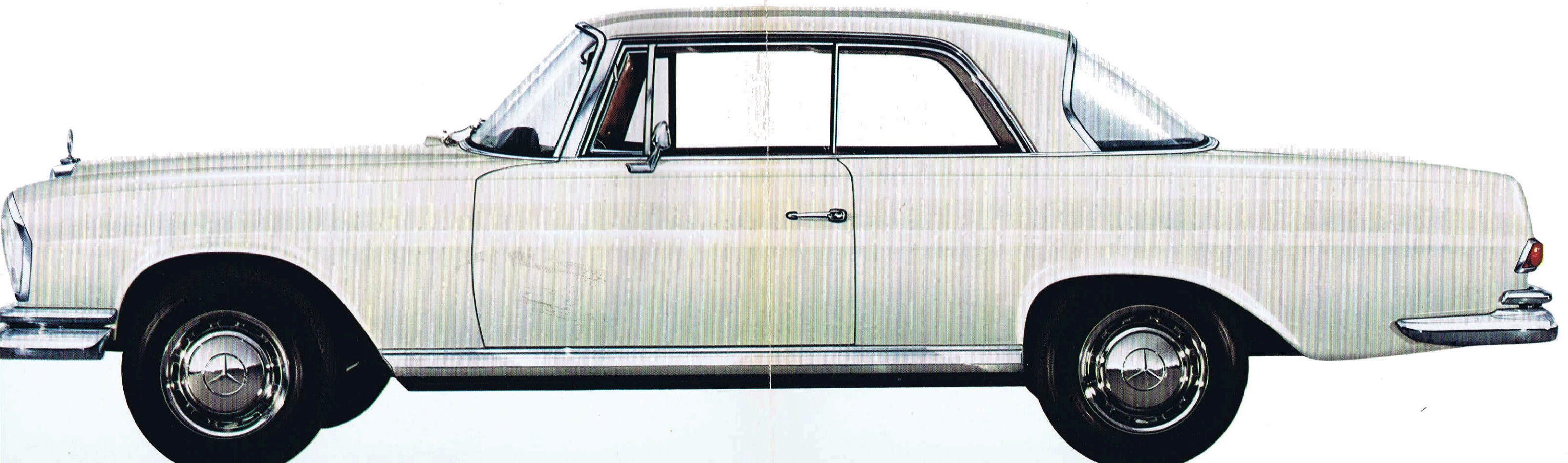
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Limited slip differential
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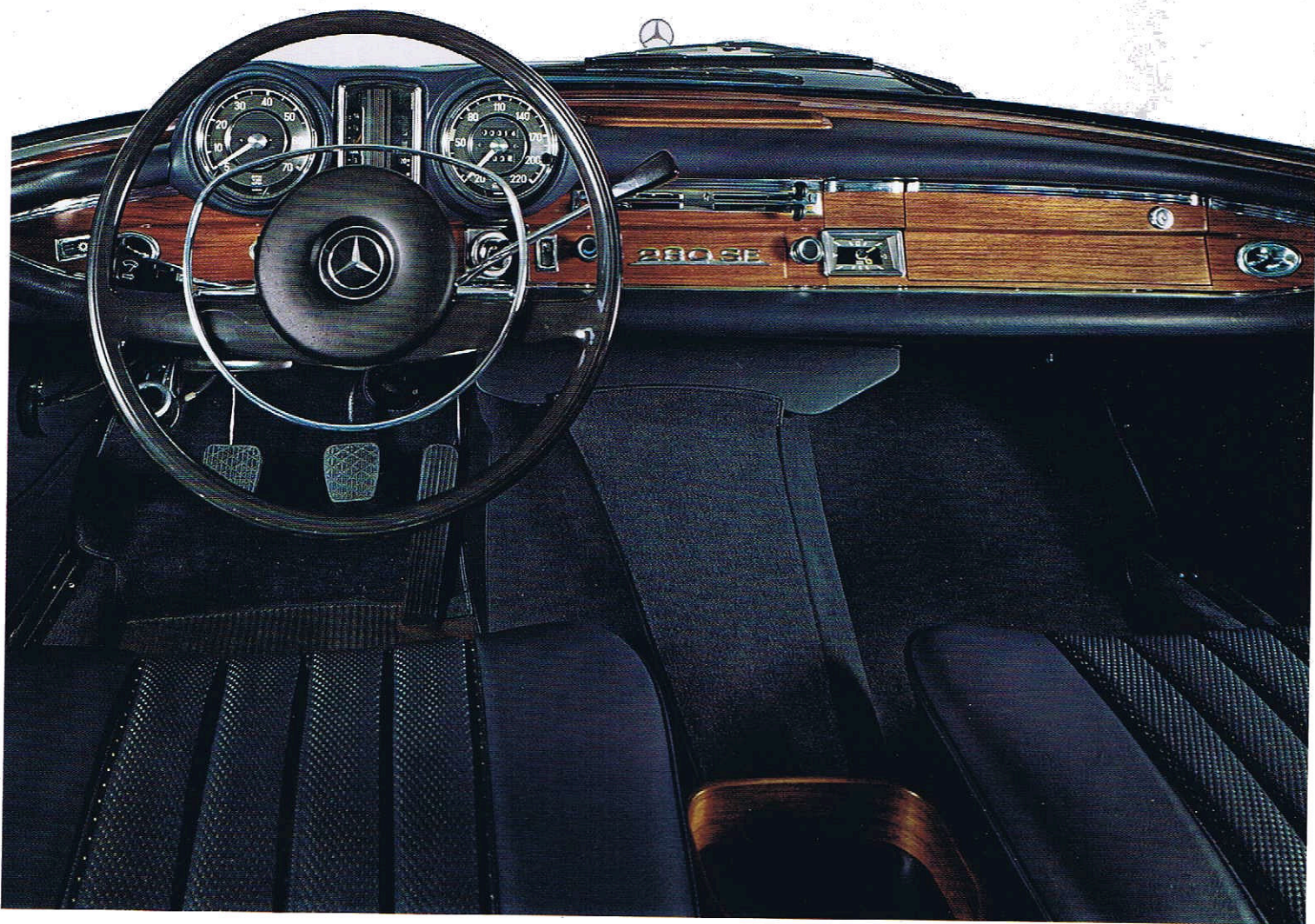


Comfort

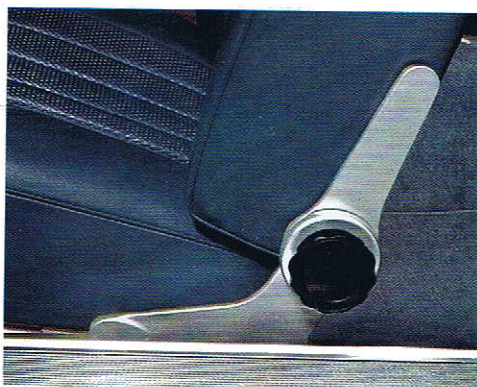
No tiring road and wind noises;
Excellent absorption of vibrations
and engine and transmission noises.

A good sitting position, thanks to
anatomically contoured seats and backrests.
Seat springing not too soft
in order to keep the driver's body
free of vibrations.

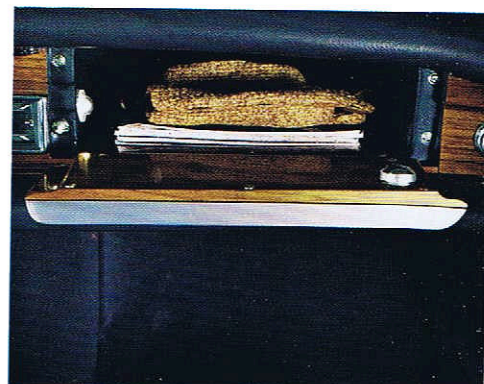
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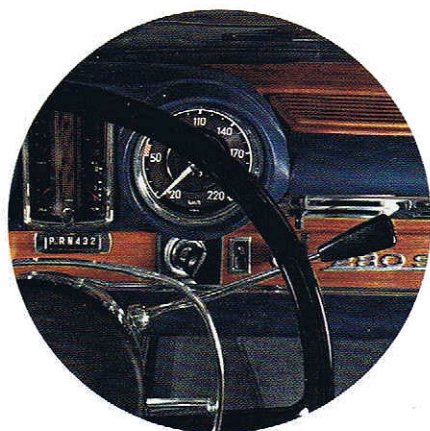
Pockets on both front doors



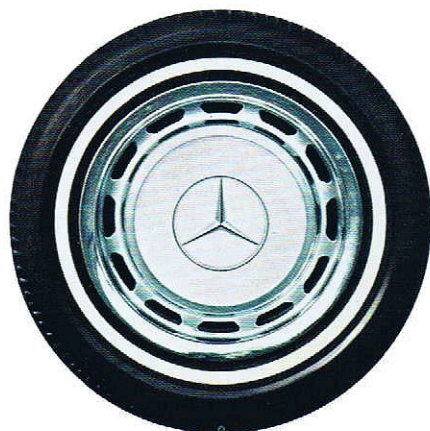
Reclining seats at the front



Spacious illuminated glove compartment



Mercedes-Benz automatic transmission



White wall tires



Sliding roof

Technical Details

The Mercedes-Benz 280 SE coupé/convertible 6-cylinder engine with fuel injection. The injected fuel is precision-metered by a very accurate injection pump.

Long life;
High resistance to thermal stress;
High resistance to wear;
Molybdenum-coated piston rings.

The engine oil is cooled efficiently by air-oil cooler mounted next to the radiator.

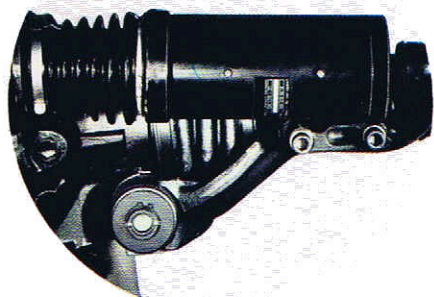
The overhead camshaft provides super-efficient valve operation and hence also a very favourable torque range.

6-plunger injection pump with automatic starting and warming-up unit, depending on throttle position, engine speed, air pressure and cooling water temperature.

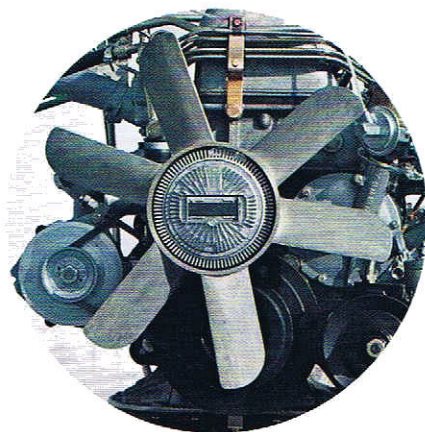
Three-point rubber mounting;
Forged crankshaft carried in seven multi-layer, steel-backed bearings.

Connecting rods carried in multi-layer, steel-backed bearings;
Overhead camshaft, driven by a noiseless Duplex chain with automatic adjustment.

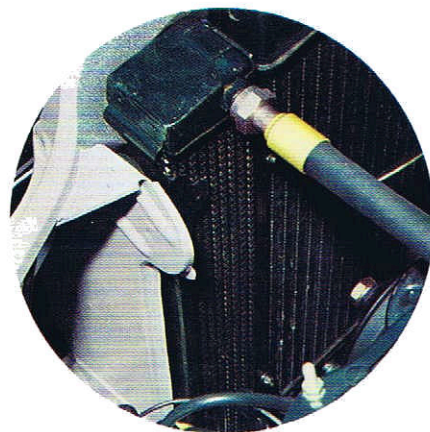
Filters
Plastic strainer in the tank;
Fine mesh filter in front of the injection pump;
Dry air filter with paper element;
Lubricating oil filter with paper element.



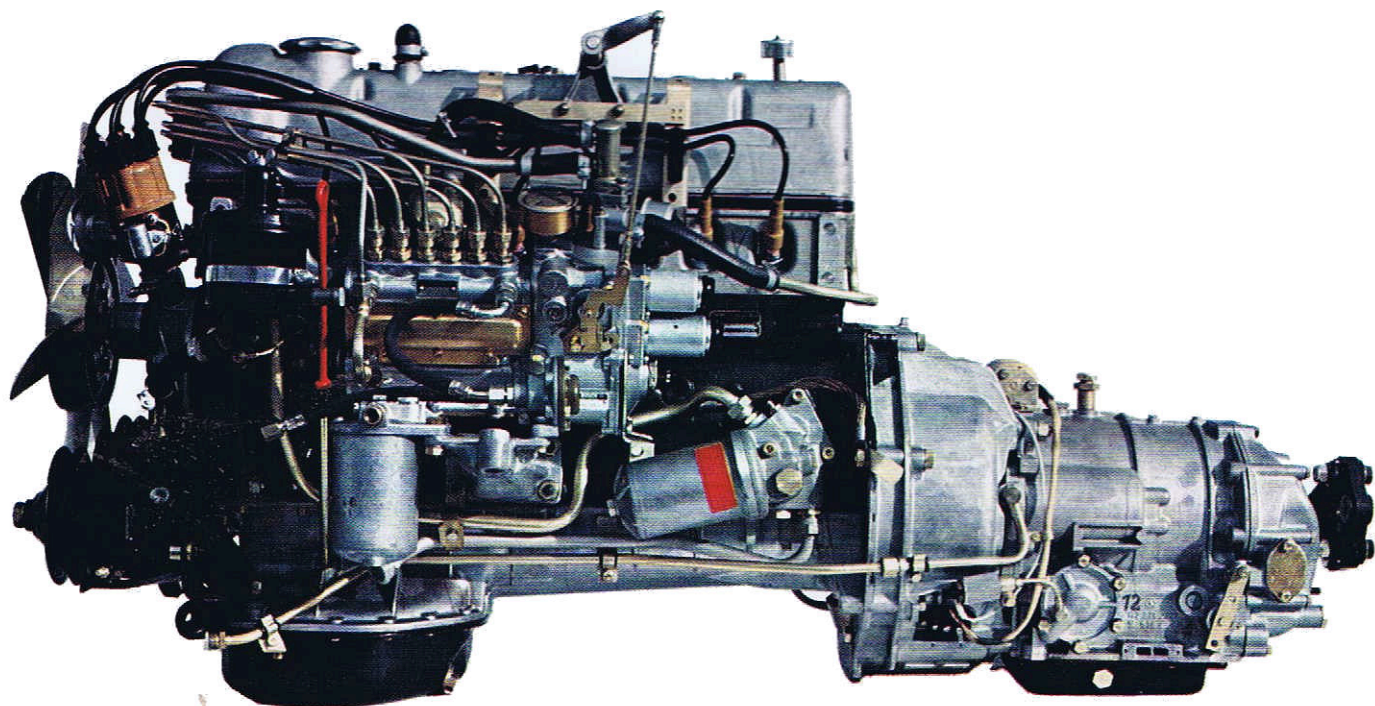
Hydro-pneumatic compensating spring



Visco-drive fan



Oil cooler



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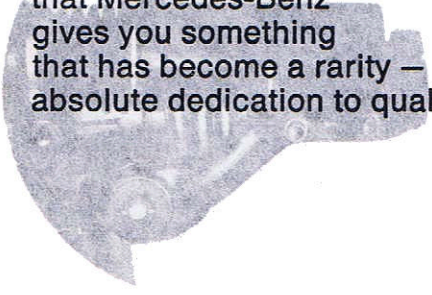
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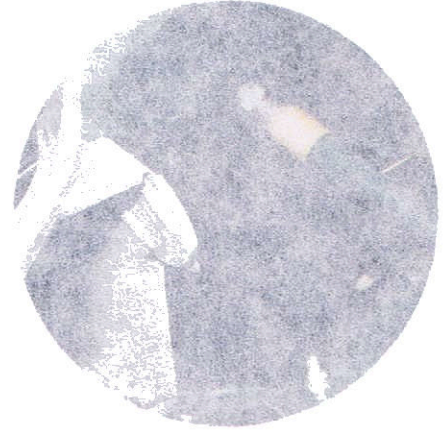
Try it yourself. Only then will you appreciate that Mercedes-Benz gives you something that has become a rarity — absolute dedication to quality.



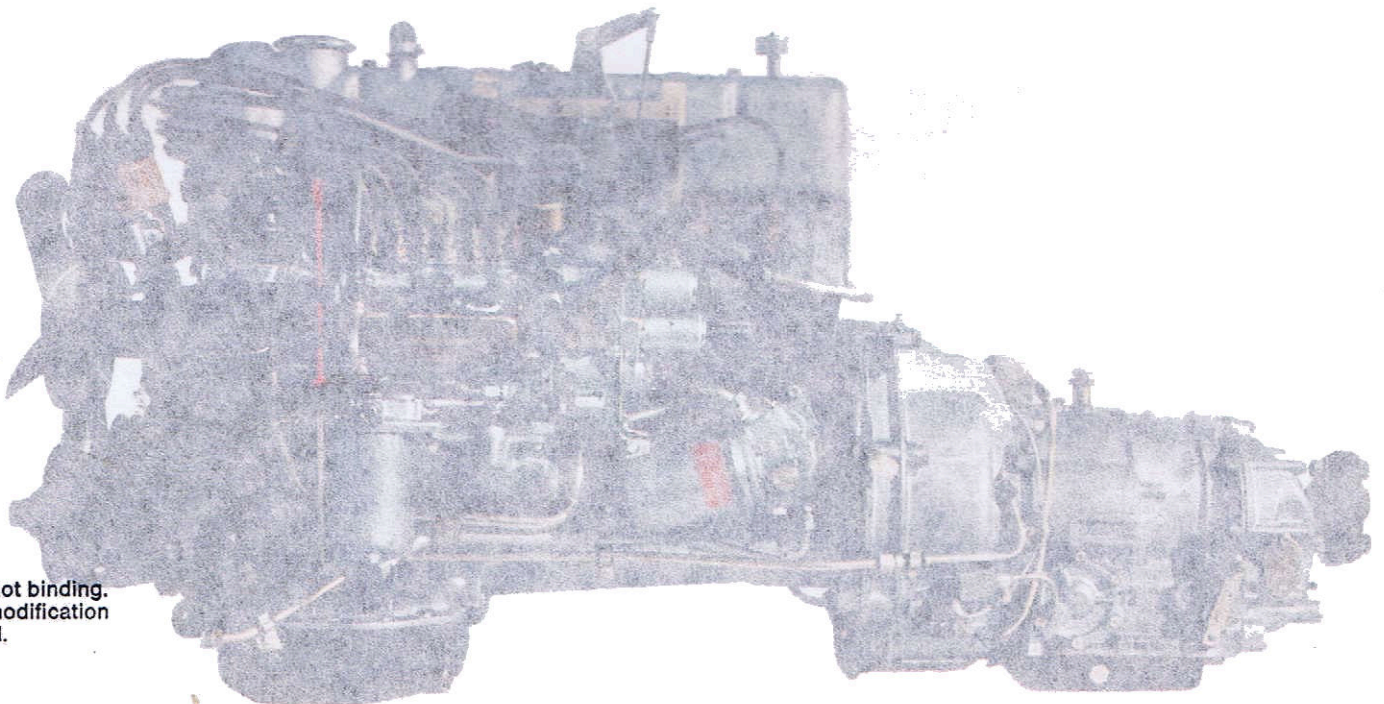
Hydro-pneumatic compensating device



View drive from



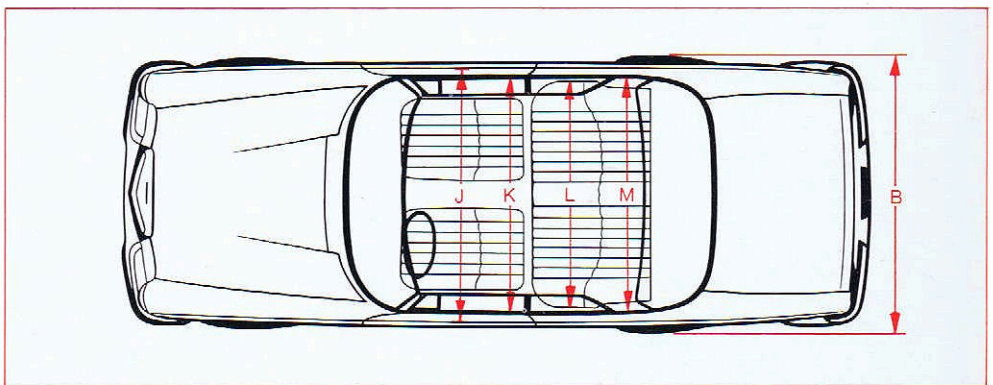
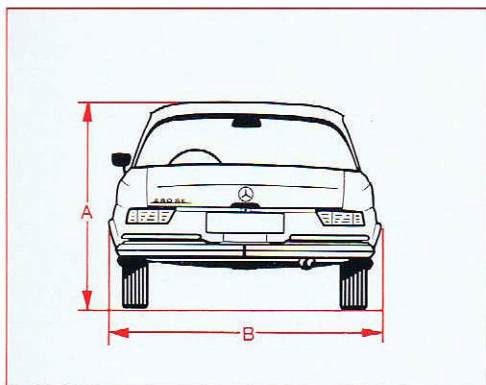
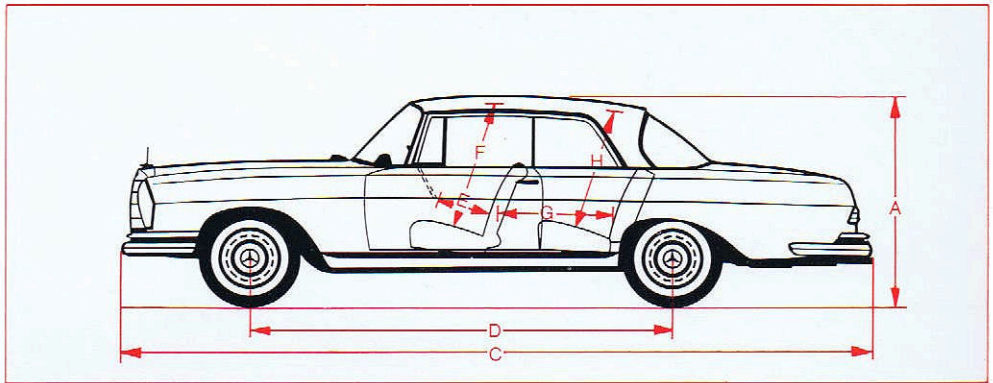
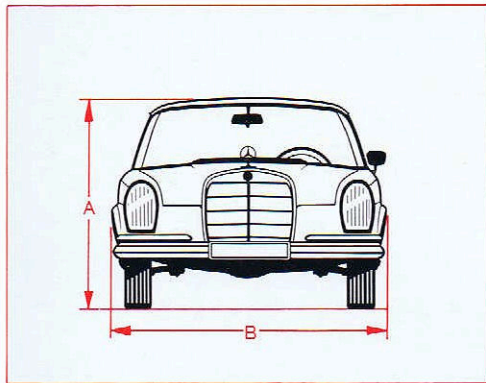
Oil cooler



Contents not binding. Right for modification is reserved.

Technical Data Mercedes-Benz 280 SE Coupé Convertible

| Engine | |
|--|---|
| Number of cylinders | 6 |
| Bore/Stroke | 3.41/3.1 ins. |
| Total displacement | 169.5 cu. ins. |
| Engine output acc. to SAE | 180 gr. HP at 5,750 rpm |
| Engine output acc. to DIN ¹⁾ | 160 net BHP at 5,500 rpm |
| Max. torque acc. to SAE | 193 ft. lbs at 4,500 rpm |
| Max. torque acc. to DIN ¹⁾ | 177 ft. lbs at 4,250 rpm |
| Max. engine speed | 6,500 rpm |
| Compression | 9.5 |
| Oil capacity crankcase max./min. | 11.6/7.4 US. pts. |
| Capacity of cooling system | 21.8 US. pts. |
| Alternator (three-phase) | 14 V/35 A |
| Battery | 12 V/55 Ah |
| Max. speed | 118 mph. |
| Tires, tubeless | 7.35 H-14 / 185 H-14/6 PR |
| Fuel | |
| Fuel consumption acc. to DIN 70030 ²⁾ | 19 m.p. US. gal. at 68 mph. |
| Tank capacity | 21.7 US. gal. |
| incl. reserve | 1.9 US. gal. |
| Fuel | Premium |
| Weights | |
| Empty weight | Coupé 3,330 lbs. Convertible 3,495 lbs. |
| Trailer load with brake ³⁾ | 2,645 lbs. |
| Trailer load without brake ³⁾ | 1,655 lbs. |



¹⁾ The output given in net BHP/DIN is effectively available at the clutch for driving the vehicle, as any other power consumption has already been deducted. Output data given in gr. HP/SAE include the power required for operating auxiliary units not required to operate the engine.

²⁾ Technical data acc. to DIN 70 020 and 70 030.

³⁾ The weights quoted are maximum weights. By reason of legal stipulations in various countries outside the Federal Republic of Germany other figures will apply.

⁴⁾ Dimensions vary acc. to sitting position.

| | |
|---|---|
| A Overall height, unloaded | Coupé 55.9 ins. Convertible 56.5 ins. |
| B Overall width | 72.6 ins. |
| C Overall length | 192.2 ins. |
| D Wheelbase | 108.3 ins. |
| E Steering wheel — driver's seat backrest ⁴⁾ | 13.4 ins. |
| F Seat height, unloaded front | 36.6 ins. |
| G Driver's backrest — rear seat backrest ⁴⁾ | 29.1 ins. |
| H Seat height at rear | 33.3 ins. |
| J Width at center of upholstery front | 60.4 ins. |
| K Width at shoulder height front | 56.9 ins. |
| L Width at center of upholstery rear | 53 ins. |
| M Width at shoulder height rear | 55.3 ins. |
| Track width front | 58.35 ins. |
| Track width rear | 58.46 ins. |
| Trunk space | Coupé 18.7 cu. ft. Convertible 16 cu. ft. |



Daimler-Benz AG
Stuttgart-Untertuerkheim

