



Mercedes-Benz



280 SE
280 SE 3.5
Coupés
Convertibles

The Mercedes-Benz 280 SE coupés and convertibles are among the most beautiful automobiles in the world.

Mercedes-Benz makes these vehicles for people who want their individual, characteristic style and taste reflected also in their immediate surroundings and their cars.

Modern, but without modish gimmickry, and chic in the sense of up-to-date elegance - these cars fascinate owner and onlooker alike.

Apart from the superb styling of the body, the Mercedes-Benz 280 SE coupés and convertibles are also outstanding in the perfection of their technical layout.

The 6-cylinder in-line engine with mechanical fuel injection - one of the most mature engine designs in the automobile world - delivers 180 gr. HP/SAE (160 net b.h.p./DIN).

Modern injection engines are the result of decades of development. This began with the Mercedes-Benz aero-engines, continued in the extremely successful racing engines and resulted in the engines of the 220 SE, 250 SE and 280 SE.

Today mechanical fuel injection has reached technical perfection. On August 6th, 1969, the 250,000th vehicle engine of this kind came off the assembly line.

The design of the 3.5 l V-8 engine, which is optional for these coupés and convertibles, is completely new.

The 3.5 l V-8 engine with electronic fuel injection and transistorized ignition delivers 230 gr. HP/SAE (200 net b.h.p./DIN). The electronic metering unit determines instantaneously the correct amount of fuel according to the absolute pressure in the intake pipe and the engine speed. All essential information about the operating condition of the engine is registered and processed as well. This engine embodies the very latest findings in engine construction. The coupés and convertibles with the 3.5 l engine are fitted with Mercedes-Benz power-assisted steering as standard.

The difference between these coupés and convertibles and their fellow Mercedes-Benz models is not just a result of their unmistakable styling. They are immediately recognizable by their impressive front view with their squat radiator grille, which is now 7 cm lower and 10 cm wider. Both vehicles are equipped with a wealth of luxurious interior fitments.

Mercedes-Benz 280 SE coupés and convertibles are automobiles with the allure of the exclusive.



The bodywork of these vehicles is modern and elegant, but without modish gimmicks. Just one example of the elegant but functional equipment: the front and rear bumpers have broad rubber inserts.



Comfort

NON-dazzle, easy to read instruments functionally arranged directly within the driver's field of vision.

Coupés and convertibles are usually not as roomy (nor as comfortable) as their saloon versions). The shape of the vehicle determines the construction. This is a well-known fact.

It does not however apply to Mercedes-Benz 280 SE coupés and convertibles. They were designed from the inside outwards. The interior allows 5 people enough room to move comfortably, while the outside measurements permit good handling in traffic. Despite the large interior these vehicles are extremely manoeuvrable, even in comparison with much smaller vehicles, which are also far less comfortable and safe.

Seats with leather covers. In the Mercedes-Benz 280 SE coupé and convertible the driver's reactions are not impaired by incorrectly shaped seats. The seats are anatomically contoured with firm lateral support.

The seat springing is coordinated to the vehicle suspension. Both seat springing and vehicle suspension are equally effective at all speeds. Mercedes-Benz make firm seats and cushions to support the body. The semi-fluting separated by double seams with a special filling and rubberized hair mats guarantee that the seats are ventilated and that any moisture is fully absorbed.

The position of the driver's seat in relation to the steering wheel is anatomically correct. This is a boon on long journeys. The front seats can be reclined.



Effective heating and ventilation system providing any degree of hot or cold air, upwards or downwards, right or left. The control switches are lighted.

Heating and ventilation are combined in an infinitely variable, highly effective system.

The filtered, dust and draught-free continuous air stream can be adjusted up and down to any position. An extra 3 stage blower increases the supply of fresh air. The vehicle can be ventilated even when at a standstill.



Anatomically contoured seats with infinitely adjustable backrest (reclining seat fittings). The height of the driver's seat can also be adjusted.

The heating is able to warm up fresh air to a pleasant room temperature, even from -20°C .

Stale air is continuously extracted without draughts.

Chassis

The Mercedes-Benz single-joint swing axle with hydropneumatic compensating spring produces spring characteristics which are neither too hard nor too soft. The swinging action of the two axle halves irons out the unevenness of the road. The hydropneumatic compensating spring limits camber variations which might impair driving properties.

This axle construction guarantees the same outstanding roadholding and optimum driving comfort at all speeds. Fatiguing vibrations are eliminated. Even on long runs. The bumps in the road are ironed out by the rubber mountings of the axles, and are not passed on to the bodywork.

This axle construction on the 280 SE coupés and convertibles is the optimum technical solution. The comfort and driving safety produced by this combination of steel suspension and hydraulics are only surpassed by air-sprung models.

An anti-roll bar eliminates unpleasant side tilt in bends which might impair driving safety.

Hydraulic gas-filled telescopic shock absorbers (de Carbon system) guarantee constant adhesion even under bad road conditions.

The Mercedes-Benz power steering makes even difficult driving manoeuvres, such as parking, a pleasure. Hydraulic equipment reduces the power required at the wheel and the number of turns. In spite of this, the "feel" for the road is maintained in all situations.

The steering damper absorbs unevennesses in the road which are not passed on to the steering wheel.

The steering makes the Mercedes-Benz 280 S/SE coupés and convertibles more manoeuvrable than even some smaller vehicles.

Bodywork

The outside measurements of the Mercedes-Benz 280 SE coupés and convertibles permit good handling in traffic. They also have: large doors, which make it easy also for the rear passengers to enter and leave comfortably; a spacious boot which is easy to load and is lighted. These are all features which other coupés and convertibles frequently lack.

Axles and body are separated by rubber mountings. Engine and passenger compartments are hermetically shut off from each other. This means that these vehicles are practically free of vibrations and very quiet.

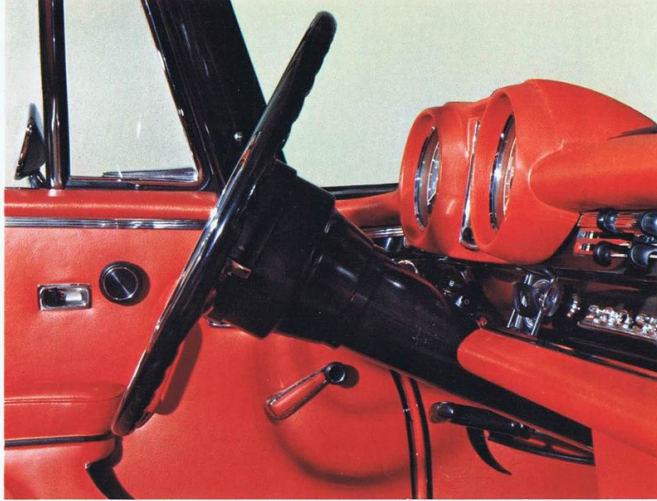
Mercedes-Benz pays no attention to showy interior fittings. Non-dazzle materials are better than optical effects.

Oddments tray, illuminated glove compartment, pockets on the doors, padded armrests, armrest between the rear seats and tough carpeting - these are just a few examples of what Mercedes-Benz means by functional comfort.

The Mercedes-Benz 280 SE coupé and convertible have that comfort, overall view and ease which will become indispensable for the driver.



E or a sporty coupé or convertible
an outstandingly comfortable,
generously proportioned interior.
There is ample room for 5 people.
Material for seat covers:
high-quality leather,
selected individually for each vehicle.



Safety

Non-dazzle instruments
Impact absorber
 under the large padded boss
 on the steering wheel.

You can talk about safety, you can lavishly apply foam rubber padding or you can attack the problem of safety at the roots. The latter way is trying and expensive but more responsible, although the results of serious safety research cannot immediately be seen.

In a single year of testing, Mercedes-Benz drove 80 brand new passenger cars on to the scrap heap in the most varied ways, in order to track down certain problems.

After many series of tests, for example, Mercedes-Benz developed an instrument panel which yields in stages, depending on the force of impact, thus largely eliminating serious injuries. Foam padding alone is obviously the least important part of the Mercedes-Benz instrument panel protection. The Mercedes-Benz safety cell was developed in countless accident tests in the course of systematic and scientific safety research.

Mercedes-Benz do not rely on the rigidity in the front and rear sections which can be expected to absorb part of the impact energy. The decisive factor is for the maximum amount of impact energy to be absorbed in distorting the bodywork, while the passenger compartment remains rigid and is undamaged.

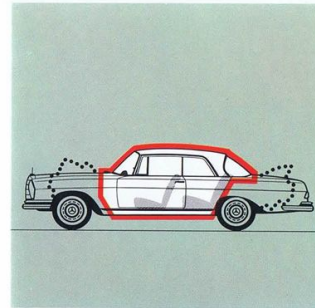
The magazine "auto motor und sport" wrote in issue no. 4, 1969:

Expiry of crumple patent
 "On January 23rd 1969 a piece of car safety became legally accessible to all automobile manufacturers. This was the expiry date for the Mercedes-Benz patent on safety structure for car bodies, which involves a distortion-resistant passenger compartment and progressively yielding crumple zones at the front and rear of the car. This safety structure was rapidly recognized by other automobile manufacturers as the best yet developed.

It has been imitated for years all over the world. In this instance the firm of Daimler-Benz generously overlooked infringements of patent rights, in order not to curb the others' safety efforts.

In Untertürkheim they know in any case that although the crumple principle is easy to understand, it is very difficult to put into practice. Even Mercedes-Benz needed years of development work before it could give the kind of perfect crash and crumple demonstrations already seen on several occasions in Untertürkheim by the press and hence by the public too. With the expiry of the patent this safety structure will now probably be found more often in the advertising campaigns of competitors".

Mercedes-Benz safety is a system based on scientific research. Its individual elements are interdependent. It is a system which is forever being extended and perfected.



The distortion principle: rigid passenger compartment but energy-absorbing, collapsible front and rear sections.

Here are just a few examples:

The Mercedes-Benz safety door locks
 will not suddenly burst open in the case of an accident (and hence prevent passengers being flung out), and do not jam if the doors have to be opened quickly after an accident.

The brake power control
 When braking the load shifts to the front axle and the rear axle is relieved. Thus the rear wheels could lock more easily. The brake power control device considerably reduces this hazard.

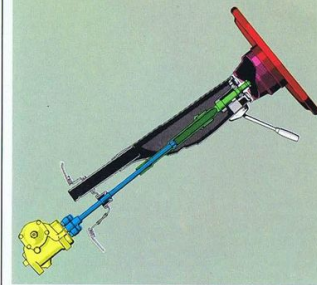
The safety steering
 has a large padded boss on the centre of the steering wheel with a collapsible impact absorber under the padded boss, a steering column telescoping under impact with the steering box located well behind the front axle. This avoids the dangerous "impaling" effect of the steering column in a crash.

Straight-line stability
 and reliable roadholding - a result of individual wheel suspension and separate location - are indispensable factors in driving safety. An anti-roll bar eliminates unpleasant side tilt in corners and ensures neutral cornering characteristics.

The dual-circuit servo-assisted braking system
 has disc brakes all round which can be subjected to continuous stress, are effectively cooled, self adjusting and ensure uniform braking without swerving. A warning light indicates failure of a brake circuit.

The parking brake
 with extra brake shoes and brake drums.

And much more
 Anatomically correct driving position eliminates fatigue and keeps driver's reflexes intact; firmly anchored "breathable" seats are contoured to provide good lateral support; seat springing and vehicle suspension perfectly tuned; steering damper absorbs road jolts;



Steering without "impaling effect"
 Steering column telescoping under impact, impact absorber under the large padded boss on the steering wheel. The impact absorber has been patented.

rubber mountings on the axles absorb unevenness in the road; gas-filled telescopic shock absorbers guarantee constant effect.

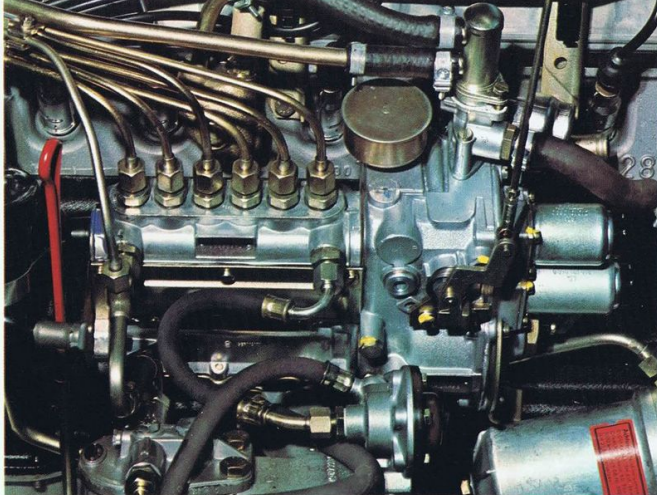
Today Mercedes-Benz' intensive research goes beyond the automobile proper.

The second decisive factor tested is man and his reactions, Mercedes-Benz sends its vehicles on to the test track with unprepared drivers at the wheel. Specialists simulate hazards not expected by the driver. All reactions are recorded. From the total of certain reactions it is possible to calculate the average reaction of the average driver.

The experience gained is then put into practice to obtain even better designs.



The convertible top can be easily opened and closed by one person. The folding roof mechanism works precisely and is yet another proof of the outstanding quality of material and workmanship. The windscreen is angled in such a way that the air stream is deflected even when driving at high speed with the roof open.



The injection pump of the 6-cylinder engine. Every cylinder is automatically provided with the correct amount of fuel at the precise moment.

Racing cars for family men are something for which Mercedes-Benz cannot take responsibility.

Mercedes-Benz builds coupés and convertibles according to unvarying construction principles with high, above-average cruising speeds, which are not restricted to dry roads and good weather conditions.

Acceleration in the medium speed range is just as important. For example, when it is necessary to accelerate quickly from 60 km/h to 90 km/h in order to overtake safely.

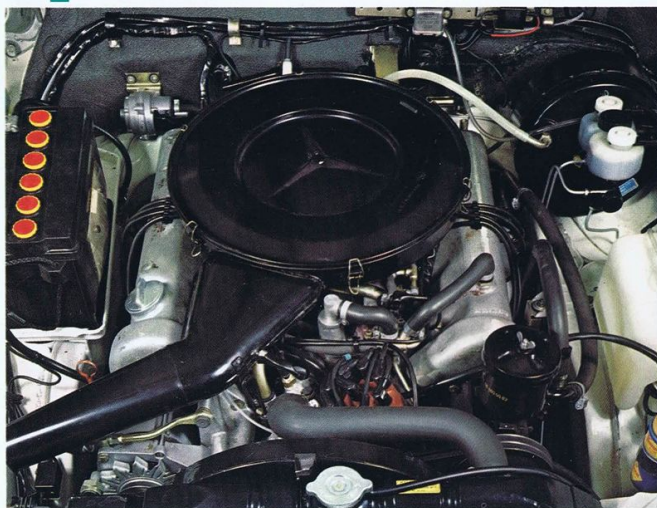
In this instance the 6-cylinder in-line engine with mechanical fuel injection, and the V-8 engine with electronic fuel injection show their mettle with their high torque and above-average power reserves.

The 6-cylinder in-line engine with mechanical fuel injection delivers 180 gr. HP/SAE (160 net b.h.p./DIN).

This engine is one of the most mature engine designs on the market.

Modern injection engines are the result of decades of development. It began with the Mercedes-Benz aero-engines, continued with the racing engines and resulted in the engines of the 220 SE, 250 SE and 280 SE.

Speed



The V-8 engine with electronic fuel injection and transistorized ignition accelerates the vehicle from 0 to 100 km/h in 9 secs.

Today mechanical fuel injection has reached technical perfection. On August 6th, 1969 the 250,000th vehicle with an injection engine came off the assembly line.

Advantages of this fuel injection system: smooth acceleration, thus no faulty pickup and no choking and coughing of the engine upon sudden actuation of the gas pedal.

The 6 pump plungers provide each of the 6 cylinders with exactly the right amount of fuel at exactly the right time. Apart from this they supply the correct fuel-air mixture for all loads. The automatic starting and warming up unit takes into account accelerator position, the number of revolutions, air pressure and cooling water temperature.

The V-8 engine with electronic fuel injection delivers 230 gr. HP/SAE (200 net b.h.p./DIN). It is a short stroke engine, with a minimum of noise and wear. This engine was designed from scratch and embodies the most up-to-date experience in engine construction.

The electronic fuel injection. The electronic metering unit instantaneously determines the correct amount of fuel according to the absolute pressure in the intake pipe and the engine speed. All essential information about the operating condition of the engine is also registered and processed.

This includes engine temperature, intake air temperature and more besides. The electronic system works invisibly and imperceptibly. Only the result is felt. The engine always responds immediately and accelerates briskly and powerfully from all speeds. There is no hesitation on sudden acceleration. Fuel consumption is kept low because the control device releases only the precise amount of fuel needed for the particular operating conditions.

saves space. After years of testing Mercedes-Benz has come to the conclusion that from 8 cylinders onwards the V arrangement is the best solution because it offers the optimal counterbalancing effect and hence quietest engine running. On 6-cylinder engines the same result is obtained by the in-line arrangement.

The transistorized ignition is another technical titbit: the ignition contacts work with a very low current. This means the minimum amount of wear and exact, precise ignition for a very long period of time.

Constructional features of both engines:

The overhead camshaft produces excellent cylinder fillings and favourable torque characteristics, particularly in the lower speed range. The engine works with precision and the minimum amount of noise.

The forged, inductively hardened crankshaft is, like the connecting rods, carried in multi-layer, steel backed bearings.

The air oil cooler cools the engine oil. This is important because the oil circulation serves not only to lubricate but also to remove heat from the engine bearings.

The visco-drive fan helps cooling at high engine temperatures. Advantages: engine warms up more rapidly, wear is reduced. Fan noise level is lower. Higher engine output especially when starting. The visco-drive fan coupling operates without wear.

Both vehicles reach their top speeds in a few seconds. They can be safely driven flat out for long periods of time because both engines are extremely tough.

The chassis is able to deal with any speeds.

features - are some examples:

The Mercedes-Benz single-joint swing axle with hydropneumatic compensating spring. Exact wheel location by means of radius rods. Good straight-line performance and high cornering stability with comfortable, but not oversoft suspension. While one wheel follows the bumps in the road, the other runs independently straightahead. This is why the Mercedes-Benz single-joint swing axle with hydropneumatic compensating spring is so much better than any other rigid axle.

Straight-line stability. The wheels, which are individually located by the radius rods of the rear axle and the triangular wishbones of the front axle do not tend to come off their course, even on very bumpy roads, thus considerably reducing the driver's steering efforts.

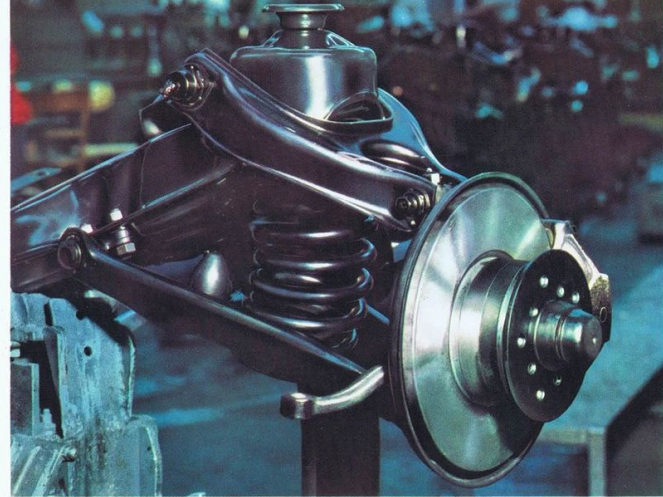
Cornering stability. Due to its neutral driving behaviour and perfect steering response these vehicles take corners smoothly and make constant corrections unnecessary. An anti-roll bar eliminates unpleasant side tilt of the body. The hydraulic steering damper absorbs road jolts, which do not affect the steering wheel. Taken altogether these features make for easy travelling, even on twisting roads.

Reliable road holding and maximum side-wind stability. Wide track, long wheelbase and low centre of gravity in the Mercedes-Benz 280 SE coupé and convertible are ideally combined with streamlined bodywork and the rugged chassis with individual wheel suspension.

This perfect technical layout is matched with maximum comfort. In a Mercedes-Benz 280 SE coupé or convertible a 500 or 1000 km journey is still a pleasure.



Mercedes-Benz passenger cars are reliable even under extreme conditions. Proof: continuous tests on the jolting track of the proving ground in Untertürkheim. A gruelling trial for chassis and superstructure. The driver is unharassed by vibrations, therefore able to concentrate on steering and driving.



Front axle:
On each wheel: triangular wishbone; coil spring; double-action, gas-filled telescopic shock absorber; large disc brakes effectively cooled by the air flow; anti-roll bar, steering damper.

A reliable car is one which functions perfectly and operates without trouble over a long period of time. This means that a vehicle must have been extensively tested before it comes on the market.

The basic construction of the Mercedes-Benz 280 SE coupé/convertible is a development from their predecessors, the 220 SE and 250 SE coupé/convertible. When introduced the chassis of the 280 SE coupé/convertible already had 5 million gruelling test kilometres behind it.

The Mercedes-Benz 280 SE coupé and convertible are reliable.

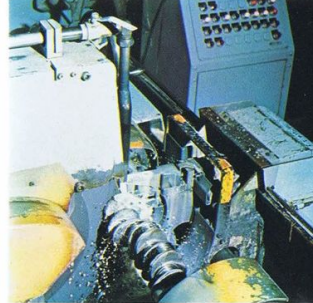
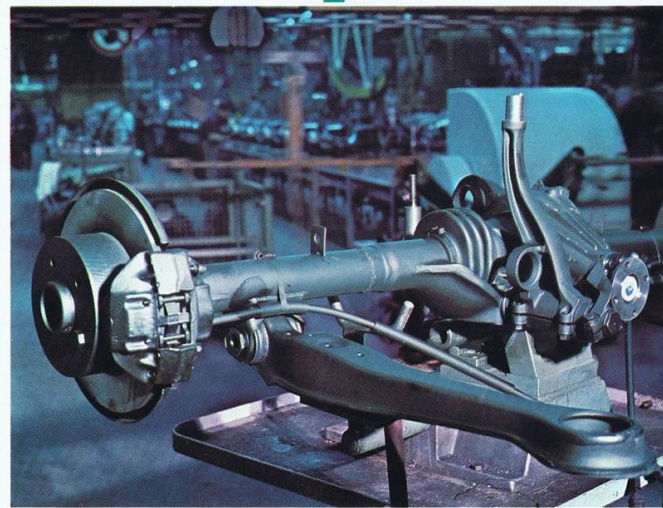
Bodywork design
Mercedes-Benz don't even remotely consider adapting the body of a saloon for use as a coupé or convertible. Mercedes-Benz coupés and convertibles are designed right from scratch, in line with the firm's design principles.

This can be seen in the details in particular. For example: The bodywork is torsion resistant. The kind of creaking and rattling frequently found on this kind of vehicle is absolutely impossible. No wind noises are made by the front and rear frameless windows, even at high speeds. The convertible top is easily closed by hand, and fits tight.

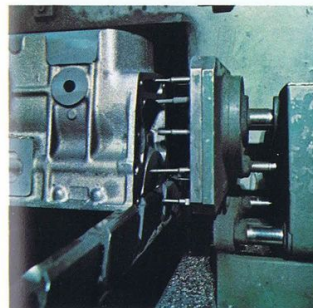
These are just a few examples of the careful construction and workmanship.

Rear axle: single-joint swing axle with hydropneumatic compensating spring; individual wheel suspension. On every wheel: coil spring, double-action gas-filled telescopic shock absorber; large disc brake effectively cooled by the air flow, brake power control.

Reliability



When grinding the crankshafts we do not rely on experts, no matter how good they may be. Electronically controlled caliper gauges control grinding machines more exactly and more evenly. Manual checks confirm this fact.



Automatic control points
Every bore is tested with this automatic feeler. If one of the pins encounters resistance, for example if the hole has not been properly bored, then the engine block is immediately put aside. Control points like these appear at intervals all over the conveyor belts. They are uncompromising.

Seats, seat springs and door locks
have been successfully subjected to continuous tests.

Doors made to fit exactly
The deep thud when closing the doors is not an acoustic gimmick, but a sign that the doors fit exactly. Mercedes-Benz employs experts, whose only job it is to check the measurements of the doors.

Every single rear axle
undergoes 4 different tests to see that it is tight after it has been assembled.

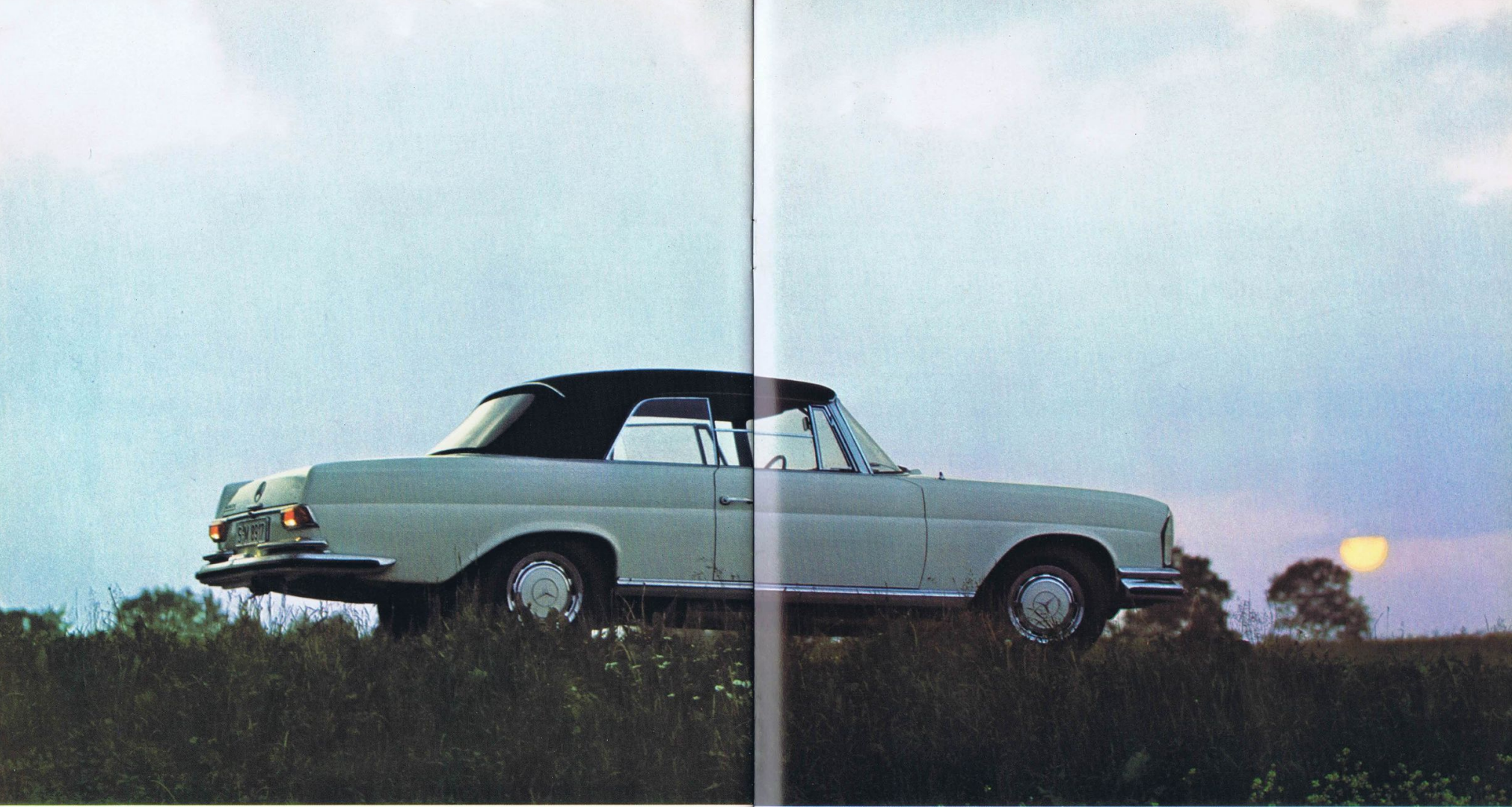
All parts supplied by other firms
are subjected to a strict test again before being installed, although they have already been inspected at the manufacturers. For example, a high percentage of every delivery of rubber sleeves for the joints of the rear axle must undergo a 100 hour test in an oil bath. The batch is only released for production when it has passed this test.



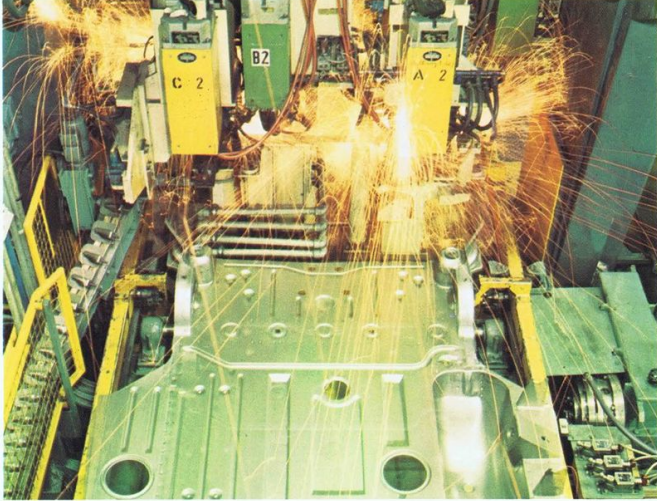
The convertible top closes perfectly over the fixed parts of the body. It is absolutely tight and draught-free even after many years of service. Similarly, the frameless side windows fit exactly into the rubber moulding of the roof. This is one of the secrets of why Mercedes-Benz coupés and convertibles do not rattle or drone.

All electrical units
(headlights, starter motors, dashboard lighting etc.) are separately earthed. This is more expensive but also more reliable.

Every engine, transmission and axle
is subjected to extensive test runs under varying conditions. Only after they have withstood their trials without any adverse effects are they worthy of being installed in the Mercedes-Benz 280 SE coupés and convertibles.



Mercedes-Benz coupés and convertibles are not converted saloons. They are individual designs. The rigidity which in a saloon results from frame-floor and roof construction is obtained in these models by corresponding reinforcements of the frame floor unit. Even after hundreds and thousands of kilometres these vehicles will remain free of vibrations and rattling noises. Doors and windows will still shut absolutely tight.



Lasting value

The bodywork is welded together in a completely automatic process with thousands of welding points. Modern welding machines carry out the job more evenly and hence more safely than the most skilled specialists.

Lasting value is a feature of the Mercedes-Benz 280 SE coupé and convertible with their technical perfection, high-class quality of material and workmanship and their unmistakable styling, which will never date.

Vehicle shape Fashion will always attract certain purchasers. Mercedes-Benz however cannot afford to go along with this trend. Genuine technical improvement is the only reason for new Mercedes-Benz models.

This is particularly true of the bodywork. Mercedes-Benz automobiles do not have bodies which are attractive today and dull tomorrow. Modern but not modish. The only shape which lasts for years is the "right" one. It has a long life - as long as a Mercedes-Benz.

Lasting value means that the quality of material and workmanship must be equally as high.

The paintwork
The Mercedes-Benz 280 SE coupé and convertible are given a particularly hardwearing paint covering (around 20 kg per vehicle). After the application of phosphates and the passivation, up to five coats are applied. These are organically coordinated. First comes a primer, then the second primer, then the protective coating, then the basic cover, and finally the top coat.

The permanent underseal (around 14 kg per vehicle) for the undercarriage, the mudguards, the sills and the underside of the front section.

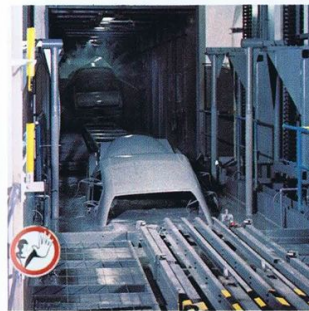
The extra protective wax coating for the engine compartment and the whole underside of the vehicle, including axles, drive shaft, fuel and brake lines.



The Mercedes-Benz seat.
On top: the cover.
Next: intermediate layer.
Then the porous but firm rubberized hair mat, and finally the progressively working steel spring core.

Hollow parts which become inaccessible later are coated with zinc paint before assembling to prevent inside corrosion.

The axle housings and engine block are coated inside with a special heat and oil-resistant paint developed according to the findings of the Mercedes-Benz research laboratory.



Every body it dipped in primer. The protective coating covers also inner parts which are difficult to get at.

Sheet metal joints must be scrupulously clean. All joints, no matter how small, are sealed on the inside as well as the outside. This is not only for the sake of appearance, but to make sure that corrosive influences have no chance whatever.

Mercedes-Benz model continuity results in high resale prices, maximum precision and reliability of manufacture. Obviously anyone who introduces a new range only once every 6 years, has to cope with "teething troubles" only once every 6 years.

Uncompromising inspectors 15% of all personnel engaged in passenger car production carry out control work. They have to weed out everything which does not come up 100% to the quality standard required. An important point: they really do do this.

Service
Mercedes-Benz has over 3700 service stations in 162 countries with experienced specialists who have frequent refresher courses given by experts from the plants. A reassuring feeling, especially for holiday trips.



Basic equipment

Axles

Front axle:
 axle support with double wishbones;
 rear axle:
 Mercedes-Benz single joint swing axle with
 hydropneumatic compensating spring.

Transmission

Vehicles with the 2.8 l engine:
 4 speed transmission;
 vehicles with the V-8 engine:
 Mercedes-Benz Automatic.

Suspension

On front and rear axle
 two coil springs,
 two double action
 hydraulic telescopic shock
 absorbers each;
 anti-roll bar at front;
 hydropneumatic compensating spring at back.

Brakes

Dual-circuit servo-assisted braking system
 with brake power control;
 disc brakes all round;
 parking brake with extra brake
 shoes and brake drums;
 indicator lamp for the
 functioning of both brake circuits.

Steering

Exact, self-adjusting,
 light recirculating ball-type steering;
 power steering on the vehicles
 with V-8 engine;
 steering damper,
 large padded steering wheel boss,
 impact absorber under the padded boss;
 steering column telescoping on impact;
 steering box located far behind the
 front axle.

Bodywork

Frame floor unit firmly welded to the
 body,
 rigid, torsion-resistant passenger
 compartment (safety cell),
 energy-absorbing front and rear sections;
 optimal vision on all sides;
 easy to close doors;
 double bumpers with broad rubber insert.

Seats with leather covers

Seating anatomically contoured,
 firmly anchored,
 shaped to give hip support;
 seat springing, vehicle suspension
 and sitting position carefully coordinated;
 front seats adjustable forwards and
 backwards;
 plus backrest angle reclining
 seat fittings backrest locking device.

Lighting system

Parking light,
 asymmetric low beam (dimmer),
 high-beam headlights,
 fog lamps,
 side marker lights,
 reversing lights,
 infinitely variable instrument lighting,
 interior lights with door contact (coupé
 only),
 floor-level light with door contact
 (convertible only),
 rear reading light
 with switch on the dashboard (coupé only),
 lighting for glove compartment and boot.

Instruments

Instrument panel padded,
 yielding on impact;
 speedometer; revolution counter
 oil pressure gauge;
 fuel gauge;
 cooling water temperature gauge;
 indicator light for parking brake,
 for functioning of both brake circuits,
 battery, blinkers,
 high beam and fuel reserve;
 electric clock;
 total mileage counter;
 daily mileage counter.

Signalling system

Headlight flasher, self-cancelling blinker,
 operated by the combination
 switch on the steering wheel.
 2 high-frequency horns;
 brake lights;
 warning blinker system.

Locks

Safety locks on all doors;
 lockable glove box;
 boot lock; tank cap lock;
 steering wheel lock,
 combined with ignition lock,
 starter and starter non-repeat unit.
 Master key for doors,
 glove compartment, boot,
 ignition lock and tank cap lock;
 second key only for doors,
 ignition lock and tank cap lock
 (one key system).

Heating and ventilation

Air flow, dust and draught
 free with additional blower
 for windscreen,
 front and rear legroom
 Air volume and distribution
 for warm and cold air
 infinitely variable up and down.
 Heating separately controlled
 for right and left.

Windscreen

Windscreen washer
 foot operated with wiper contact;
 2 speed windscreen wipers, butterfly type,
 operated by the combination switch
 on the steering wheel.

Miscellaneous

Parcel tray between front seats;
 pockets on doors;
 glove compartment
 rear view mirror, adjustable to
 anti-glare position;
 padded sun visors,
 on passenger side with make-up mirror;
 grab handles on roof frame (coupé only);
 clothes hooks on grab handles (coupé only);
 armrests on doors, padded;
 folding centre armrest in rear;
 cigar lighter;
 front and rear ashtrays;
 anchor points for safety belts;
 front floor, rear floor and
 tunnel covered with carpet.
 towing lug front.

The contents are not binding and the
 right is reserved for modifications.



Optional

The standard Mercedes-Benz passenger cars are very well equipped and offer maximum comfort.

If you want to add to your Mercedes-Benz according to your own wishes and ideas, in order to provide it with a personal note and individual atmosphere, you can order many extras.

Radio

A car radio is not only recommendable on account of the comfort it affords. Programmes regularly bring reports about road conditions, traffic hold-ups, diversions, etc.

Thus by finding out beforehand you can avoid annoying delays. At the works the Europa, Mexico and Grand Prix models are installed, and for the foreign market Brescia or Monte Carlo are available.

Any other make can be installed later at Mercedes-Benz branches or agencies.

Telephone

With a car telephone you are more independent.

Important decisions can be made on the way and passed on to others. This is just one of the many advantages.

Further details about car telephone systems are available from every Mercedes-Benz branch or agency.

Electrically operated windows

The switches for the electrically operated windows are on the central console in front of the front seats. All 4 side windows can

be operated from here.

The rear side windows can naturally also be operated directly by the rear passengers with individual switches.

These switches can however be cut out by the driver with a safety switch. This makes unintentional opening impossible.

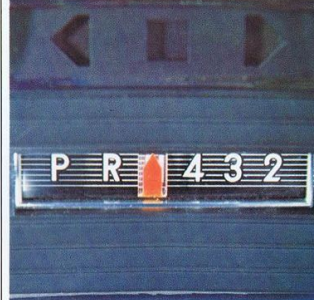
Electrically operated windows can be installed for either the two front side windows or for all four.



Safety belts

No other special equipment had such a difficult time fighting prejudice. Today the efficacy of safety belts is undisputed.

From the experience gained in systematic scientific investigations on safety Mercedes-Benz supplies a three-point safety belt which holds both the upper and lower part of the body firmly in the seat in case of an accident.



Mercedes-Benz Automatic

for the vehicles with the 2.8 l engine. You can drive at different speeds according to the traffic flow without having to change gear or operate the clutch.

When overtaking you only need to "kick down" the accelerator into what is called the forced throttle position to obtain the necessary speed.

The automatic transmission then changes into the appropriate gear and, after overtaking, automatically changes back.

Gear changing takes place without interruption of the power flow, and it is just this which is one of the greatest advantages of a Mercedes-Benz automatic transmission.

Air conditioning

The Mercedes-Benz air conditioning plant looks after your physical comfort. You can decide on the exact temperature of the car interior.

This is particularly important when you are driving in bumper-to-bumper traffic on motorways, or in the sweltering heat of towns.

Open windows bring no relief. On the contrary, you are then plagued by dust and noise from the road.

The only effective help is provided by an air conditioner.

The plant is put into operation by the button on the right.

The left-hand button enables you to regulate the desired temperature. That is all.

Adjustable louvres make it possible to control the direction of the stream of cooled air. The air-conditioning plant works on the proven refrigerator principle.



Safety headrests

Mercedes-Benz safety headrests can be adjusted in height or backwards or forwards.

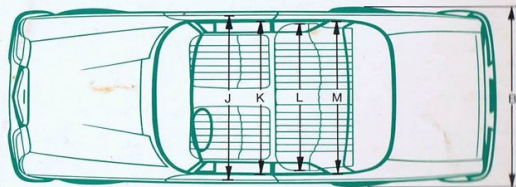
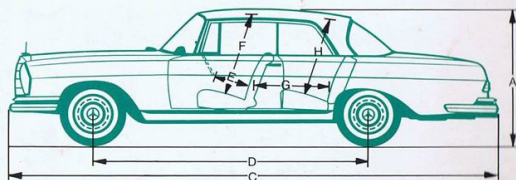
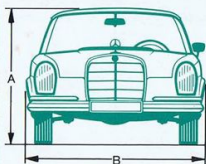
They provide a wide or narrow contact surface according to adjustment. Apart from increased comfort (muscle relaxing head support) they are also a safety precaution for driver and passengers, since they protect the neck from injury in collisions.

Here are a few more examples: differential gear with limited slip, fully synchronized 5 speed transmission, mechanical or automatic aerial, orthopaedic backrests, set of suitcases, whitewall tires, 2 tone horn, special paintwork in one or two tones, and much more.

Further details are contained in our catalogues "Mercedes-Benz Special Equipment", and "Mercedes-Benz Automatic Transmission, Power Steering and Air Conditioning".

Technical Data

	200 SE Coupé/Convertible	200 SE Coupé/Convertible
Number of cylinders	6	8
Bore/Stroke	3.41/3.1 ins.	3.62/2.59 ins.
Total displacement	169.5 cu. ins.	213.5 cu. ins.
Engine output acc. to SAE	180 gr. HP/5,750 rpm	230 gr. HP/6,050 rpm
Engine output acc. to DIN ¹⁾	160 net b.h.p./5,500 rpm	200 net b.h.p./5,800 rpm
Max. torque acc. to SAE	193 ft. lbs./4,500 rpm	231 ft. lbs./4,200 rpm
Max. torque acc. to DIN ¹⁾	177 ft. lbs./4,250 rpm	211 ft. lbs./4,000 rpm
Compression	9.5	9.5
Oil capacity crankcase max./min.	9.7/6.2 imp. pts.	11.4/7.9 imp. pts.
Capacity of cooling system	18 imp. pts.	23.2 imp. pts.
Generator	14 V/35 A	14 V/55 A
Battery	12 V/55 Ah	12 V/66 Ah
Max. speed	approx. 118 mph.	approx. 127 mph.
Tyres	7.35 H-14 / 185 H-14/6 PR	185 VR 14
Fuel	Premium	Premium
Fuel consumption acc. to DIN 70030 ²⁾	23 m.p. Imp. gal.	21 m.p. Imp. gal.
Tank capacity	18 Imp. gals.	18 Imp. gals.
incl. reserve	approx. 1.5 Imp. gals.	approx. 1.5 Imp. gals.
Weights		
Kerb weight	Coupé 3,300 lbs. Convertible 3,495 lbs.	Coupé 3,460 lbs. Convertible 3,640 lbs.
Permissible total weight	Coupé 4,365 lbs. Convertible 4,530 lbs.	Coupé 4,500 lbs. Convertible 4,675 lbs.
Trailer load with brake ³⁾	2,645 lbs.	2,645 lbs.
Trailer load without brake ³⁾	1,655 lbs.	1,655 lbs.



The output given in net b.h.p./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 used for operating auxiliary units not required to operate the engine.

Technical data acc. to DIN 70020 and 70030. Fuel consumption according to DIN 70030. This value is obtained at a consistent speed of 110 km/h (68 mph) on an even road, plus 10 %.

This method is used by all German automobile manufacturers. The consumption values quoted are therefore calculated under the same conditions and provide a real basis for comparison.

However, they do not correspond to the actual amount of fuel consumed, as this varies according to the way of driving, road and climatic conditions etc.

Fuel consumption according to DIN 70030 is therefore only a comparative value and not the actual amount of fuel consumed.

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

Dimensions vary acc. to sitting position.

The contents are not binding and the right is reserved for modifications.

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	36.4 ins.
G Driver's backrest - rear seat backrest ⁴⁾	28.9 ins.
H Seat height at rear	33.1 ins.
J Width at centre of upholstery, front	60.4 ins.
K Width at shoulder height, front	56.9 ins.
L Width at centre 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.
Turning circle diameter	38.4 ft.
Boot space	Coupé approx. 18.7 cu. ft. Convertible approx. 16 cu. ft.