

1969 Mercedes-Benz 280SL

2dr Convertible · 6-cyl. 2778cc/180hp Bosch FI

#1 Concours condition

\$230,000

↘ -1.7%

#2 Excellent condition

\$154,000

↗ +4.1%

#3 Good condition

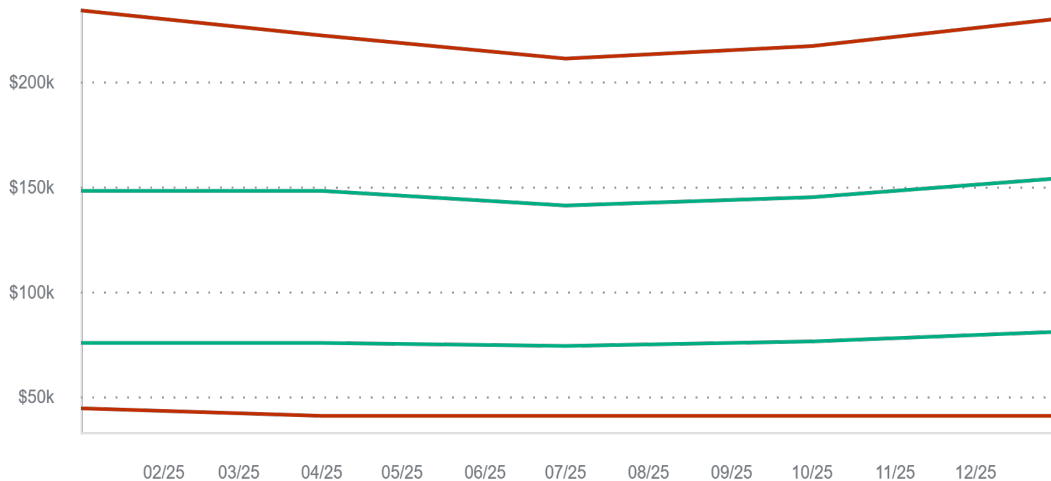
\$80,900*

↗ +7%

#4 Fair condition

\$40,800

↘ -8.1%



NOTE: The chart displays price changes for the last year.

Value adjustments

+3%
for 4-speed.

+13%
for ZF 5-speed.

+15%
for a/c.

-\$3,000
for no hard top.

Model description

Mercedes-Benz introduced the 280SL less than a year after the 250SL arrived on the scene, and closed out the "pagoda" SL line in 1971 after nearly 24,000 were built. The 280 was very similar, to its predecessor, using clean, elegant lines, intelligent placement of the wheels in proportion to the rest of the design, and a tall, "pagoda" removable hard top that allowed for ease of ingress and egress.

Like the other W113 cars, the 280 utilized a monocoque chassis, with front suspension courtesy of coils and wishbones, while the rear incorporated a single-pivot swing axle and transverse springs set up to compensate for camber. Four-wheel discs provided braking power.

The engine was a 2.8-liter, overhead-cam, inline-6. Bosch fuel injection was incorporated as well, and horsepower on the sport tourer was rated at 180 – a fair bit more than the 230 and 250 had access to. Torque was also higher at 177 ft-lb. A 4-speed manual transmission was standard, though a new 4-speed automatic transmission was optional, as was a ZF 5-speed manual.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Cabin refinement was high, with acres of leather, plush, supportive seats, big, readable gauges, Blaupunkt radios, and a quality of craftsmanship throughout, including the soft top, which disappeared easily and unobtrusively when not in use. New safety features included an energy-absorbing steering column and three-point seatbelts, while side marker lights are the biggest external visual difference between the 250 and 280.

By the time the 280SL gave way to the next generation SL, designated the R107, it had firmly established itself as one of the finest cars to come from the Stuttgart firm. With timeless, graceful styling, spirited performance and handling, and build quality and reliability second to none, the SL series of cars built from 1963 to 1971 are solid collectibles with plenty to offer.

Body styles

2dr Convertible

Engine types

6-cyl. 2778cc/180hp Bosch FI

1968-1971 Mercedes-Benz 280SL stats

Highest sale	Lowest sale	Most recent sale	Sales
\$335,000	\$2,200	\$68,775	1434

Equipment

Additional Info

Vehicle Length: 169 in

Wheelbase - Inches: 94.5 in

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.