

**Electrical circuit**

**1** When the ignition is switched on, terminal 4 of the blower switch (9) is energized by 15/54 via the additional fuse (Figs. 83-18/2 and 3).

**2** Turning the blower switch (9) energizes the blower motor (1) via terminals 1,3 and/or 5 through the resistor (only in steps 1 and 2) and the temperature switch (8).

**3** Turning the temperature switch (8) energizes the magnetic clutch (7) via relay (2), terminal 30/87a.

**4** When the starter is actuated, the relay (2), terminal 86, is energized at the same time through terminal 50 of the starter so that during the starting process the circuit to the magnetic clutch is open.

**5** The SE models with air conditioning system and the SE models with air conditioning system and MB automatic transmission up to the introduction of the laterally shifted transmission (May 1969) are equipped with a double-acting solenoid (6) for fast idle. In vehicles with MB manual transmission and in vehicles built after the introduction of the laterally shifted transmission (May 1969) this solenoid is energized through terminal 87a of relay (2) without any effect on the transmission.

In vehicles with MB automatic transmission up to May 1969 the double-acting solenoid (6) is energized through relay (2), terminal 87a when the air conditioning system is switched on, as well as through the two hydraulic switches (4 and 5) when a gear is engaged, by ground connection. For details see Figs. 83-18/2 and 3.

**6** The location of the double-acting solenoid (6) and the relays (2 and 3) is shown in Fig. 83-18/1.

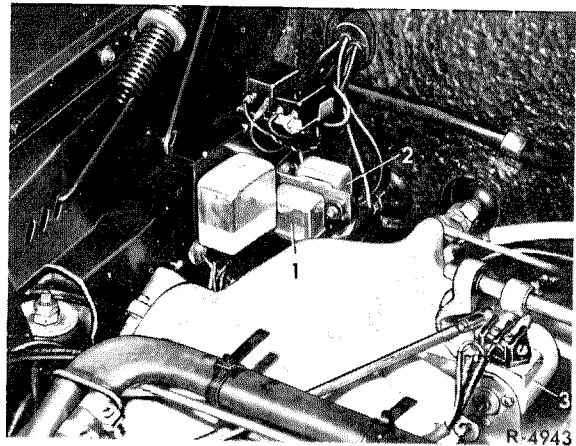
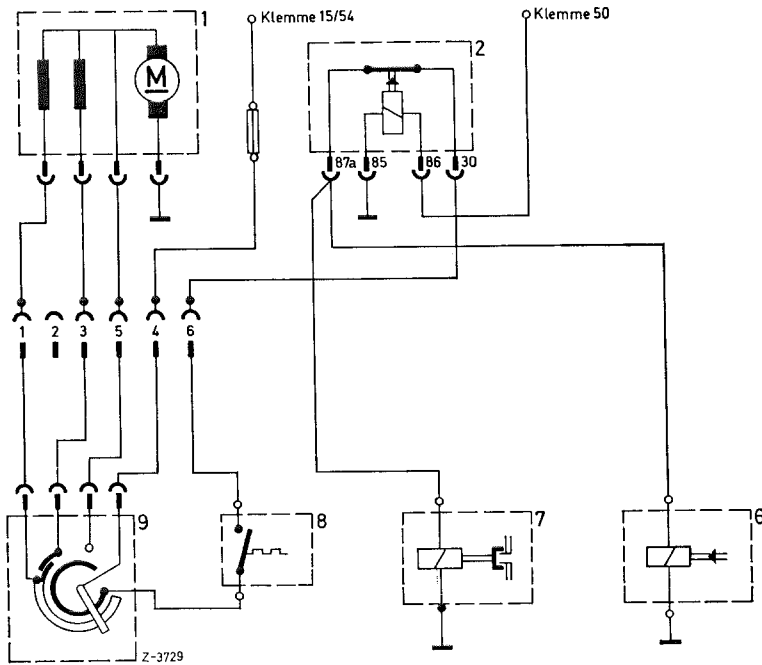


Fig. 83-18/1

Location of double-acting solenoid and relays

- |  |  |
|--|--|
| <p><b>1</b> Relay (for vehicles with MB manual transmission and vehicles after the introduction of the new MB automatic transmission (May 1969).</p> | <p><b>2</b> Relay (only for vehicles with MB automatic transmission up to May 1969).</p> |
|  | <p><b>3</b> Double-acting solenoid for fast idle.</p>                                    |

# Wiring Diagram

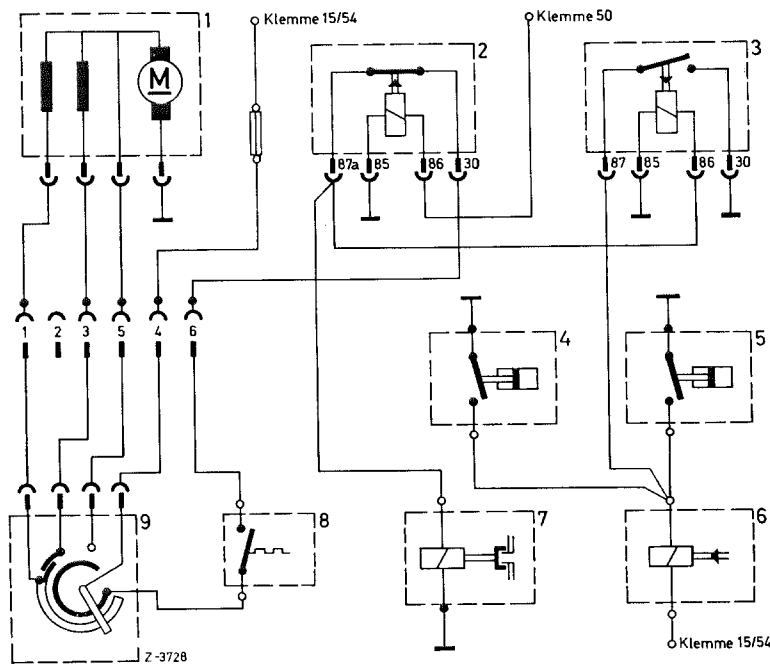


Klemme = Terminal

Fig. 83-18/2

Wiring diagram for vehicles with manual transmission and after introduction of the new MB automatic transmission (May 1969)

- 1 Blower motor
- 2 Relay
- 6 Double-acting solenoid for fast idle (SE models only)
- 7 Magnetic clutch
- 8 Temperature switch
- 9 Blower switch



Klemme = Terminal

Fig. 83-18/3

Wiring diagram for vehicles with MB automatic transmission up to May 1969

- 1 Blower motor
- 2 Relay
- 3 Relay
- 4 Hydraulic switch on transmission (SE models only)
- 5 Hydraulic switch on transmission (SE models only)
- 6 Double-acting solenoid for fast idle (SE models only)
- 7 Magnetic clutch
- 8 Temperature switch
- 9 Blower switch

## Connections for and Routing of Supplementary Cable Harnesses for Air Conditioning System

### Functions and colour codes

Cable No.	Colour code	Cable route
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### Models 280 S, 280 SE/8 sedan, 280 SEL/8, 300 SEL/8, 300 SEL/9 3.5, 300 SEL/8 6.3

#### Cable harness in air duct

Connector on blower switch

1	green/yellow	4-pole coupling terminal 1 to 6-pole connector
2	green/yellow/black	4-pole coupling terminal 2 to 6-pole connector
3	green/red	4-pole coupling terminal 3 to 6-pole connector
4	black/green/pink	4-pole coupling terminal 4 to 6-pole connector
5	blue/black	temperature switch to 6-pole connector

#### Cable harness in passenger compartment

1	green/red	6-pole coupling terminal 1 to 4-pole coupling terminal 3 on blower
2	brown	ground connection instrument panel to 4-pole coupling terminal 1 on blower
3	green/yellow	6-pole coupling terminal 3 to 4-pole coupling terminal 2 on blower
4	black/green/pink	6-pole coupling terminal 4 to 2-pole fuse box
5	green/yellow/black	6-pole coupling terminal 5 to 4-pole coupling terminal 4 on blower
6	red/black	12-pole fuse box 15/54 fuse 3 to 2-pole fuse box

#### Cable harness in engine compartment

(in vehicles with MB manual transmission and after introduction of new MB automatic transmission, May 1969)

Connector on relay 1

1	brown	ground connection instrument panel to 6-pole coupling terminal 5 fast idle
2	brown	ground connection instrument panel to solenoid for fast idle (only models 280 SE/8 sedan, 280 SEL/8, 300 SEL/8)
3	lilac/white	6-pole coupling terminal 4 to terminal 50 starter
4	blue/white	6-pole coupling terminal 3 to 6-pole coupling terminal 6 on air duct
5	blue	6-pole coupling terminal 2 to compressor
6	green/red	6-pole coupling terminal 2 to solenoid for fast idle (only models 280 SE/8 sedan, 280 SEL/8, 300 SEL/8)

#### Cable harness in engine compartment

(in vehicles with MB automatic transmission up to May 1969)

Connector on relays 1 and 2

1	brown	ground connection instrument panel to 6-pole coupling terminal 5 relay 1
2	brown	4-pole coupling terminal 3 relay 2 to 6-pole coupling terminal 5 relay 1
3	brown/white	4-pole coupling terminal 1 relay 2 to 4-pole coupling terminal 3 relay 2
4	lilac/white	6-pole coupling terminal 4 relay 1 to terminal 50 starter
5	blue/white	6-pole coupling terminal 3 relay 1 to 6-pole coupling terminal 6 on air duct
6	blue	6-pole coupling terminal 2 relay 1 to compressor
7	blue/green	4-pole coupling terminal 4 relay 2 to 6-pole coupling terminal 2 relay 1
8	green/red	4-pole coupling terminal 2 relay 2 to solenoid for speed increase (only models 280 SE/8 sedan, 280 SEL/8, 300 SEL/8)

Cable No.	Colour code	Cable route
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**Coupés and convertibles, models 280 SE/8 and 280 SE/9 3.5**

**Cable harness in evaporator case**

Connectors on evaporator case

1	blue	4-pole coupling terminal 15 blower switch to 3-pole coupling positive terminal
2	black	4-pole coupling blower switch to temperature switch
3	green	temperature switch to 3-pole coupling terminal to magnetic clutch
4	black	4-pole coupling blower switch terminal red/yellow to 3-pole coupling blower
5	red	4-pole coupling blower switch terminal black/blue to 3-pole coupling blower
6	brown	3-pole coupling negative terminal to 3-pole coupling blower

**Coupé and convertible, model 280 SE/8**

**Cable harness in engine compartment**

Connector on relay 1 and evaporator case

1	blue	2-pole fuse box to 4-pole coupling terminal 4 evaporator case
2	brown	4-pole coupling terminal 1 evaporator case to ground
3	brown	6-pole coupling terminal 5 relay to ground
4	green/white	6-pole coupling terminal 4 relay to terminal 50 starter
5	green	6-pole coupling terminal 3 relay to 4-pole coupling terminal 2 evaporator case
6	green/blue	6-pole coupling terminal 2 relay to compressor
7	green/blue	Solenoid for fast idle to 6-pole coupling terminal 2 relay
8	brown	Solenoid for fast idle to ground

**Coupé and convertible, model 280 SE/8**

**Cable harness in engine compartment**

Connector on relay 1 and evaporator case

1	blue	2-pole fuse box to 4-pole coupling terminal 4 evaporator case
2	brown	ground connection to 4-pole coupling terminal 2 evaporator case
3	green	6-pole coupling terminal 3 relay to 4-pole coupling terminal 2 evaporator case
4	lilac	6-pole coupling terminal 4 relay to terminal 50 starter
5	brown	6-pole coupling terminal 5 relay to ground
6	brown	Ground connection to 2-pole coupling compressor
7	green/blue	6-pole coupling terminal 2 relay to 2-pole coupling compressor