

230C
280CE



The Mercedes-Benz Coupé. The Elegance of Perfect Engineering.

Refined characteristics, so typical of Mercedes-Benz, resulting from a perfect combination of power, good handling, safety and comfort.

Behind all this lies an uncompromising concept which gives the car a unique position in the motoring world.

It is a concept by which the car is visualised – and realised – by the use of the psychological, scientific and functional factors which influence motoring. It produces a car which has all the attributes necessary for calm, composed, superior driving, because the driver is relaxed, insulated from effort and stress.

The Mercedes-Benz coupé is designed to this concept, but more than that, it has a very special place in the Mercedes-Benz range.

Because it meets, not only the requirements of high standards of engineering, but also the expectation of a high degree of individuality.

The result is the elegance of perfect engineering.

The Mercedes-Benz Coupé. Technical supremacy in sophisticated form.

There is a basic difference between the Mercedes-Benz coupé and other two-door cars in which there is more emphasis on exotic or sporty aspirations.

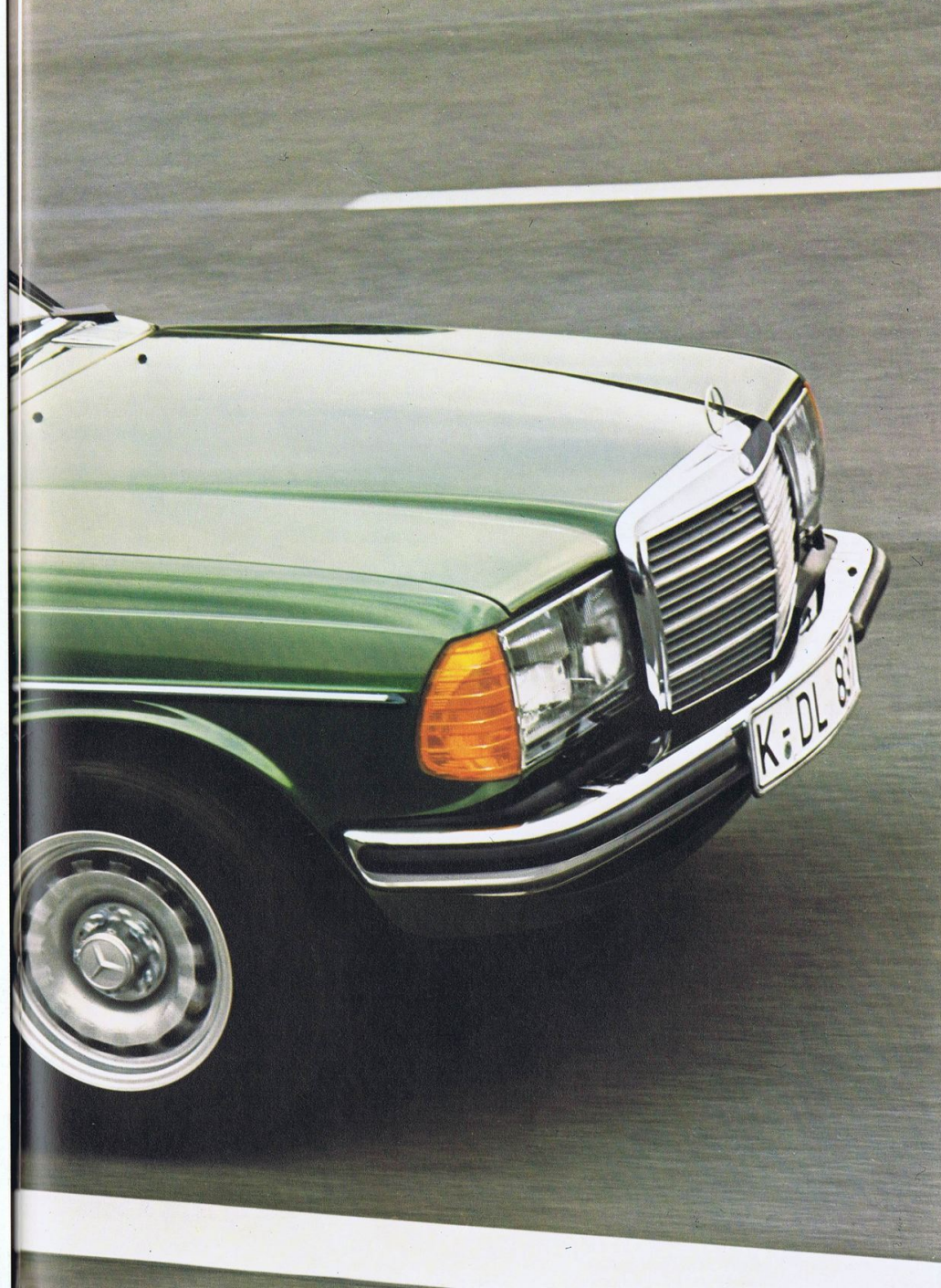
This is because it is based on a technological concept which, in the saloon versions, has already set new standards, by combining new and already-proven components which provide safety, good handling and durability, the result of countless tests and

exhaustive research.

A standard of civilised motoring which is rare, even among the elite of the world's best cars.

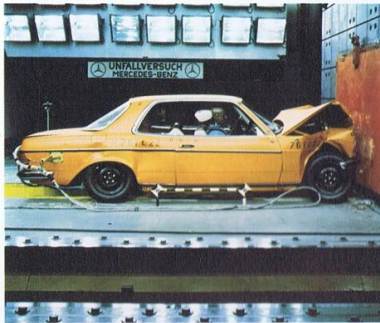
And in the coupé the aesthetics of motoring are combined with a specification which meets the needs of the most demanding driver, who still wants a high degree of individuality.

But is not prepared to do without the perfection of a Mercedes-Benz.

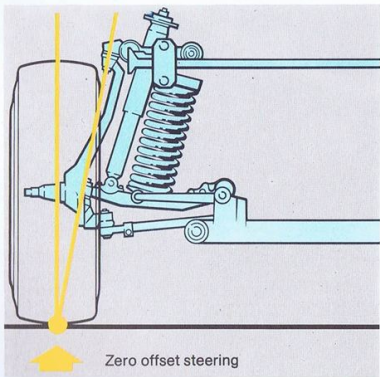




The Mercedes-Benz Coupé. Safety, for more enjoyable driving.



Within the elegance of the coupé is the Mercedes-Benz safety cell, patented back in 1951, with its extremely strong passenger compartment and impact-absorbing zones front and rear, tested by numerous crash-tests and by computers. In addition, the complex Mercedes-Benz safety system with all its active



and passive safety components, to which even more new features have been added.

The double-wishbone front suspension is combined with zero-offset steering, which gives straight-line stability even under the most difficult conditions. There is no nose-dive under heavy braking.



There is a four-component safety steering system. Beneath the padded steering wheel is a deformable cup; steering effort is transmitted by a corrugated tube to the steering box which is located well behind the front axle. This system absorbs impact, from whatever direction it may come.

Elegance based on safety. Essential for enjoyable motoring.

The Mercedes-Benz Coupé. Technology, the basis for relaxed, more enjoyable driving.



The Mercedes-Benz coupé is a combination of many thoroughly-designed individual components which, harmonised together, make a completely balanced car.

This is the result of the fact that Mercedes-Benz design engineers pay as much attention to the pulse rate of drivers, as they do to the output of the engine.

The superiority of Mercedes-Benz technology in the coupé is apparent in smaller details as well as in major components. For example, the fitting of a steering shock absorber means that the effects of irregularities in the road surface are not transmitted up the steering column.

The car stays firmly on the road, even in strong side-winds. Reflections, which could distract the driver, have been eliminated. You may be able to sense all the built-in technology, but you will not feel it.

This technical quality means that the car appeals as much to the driver looking for high performance as to the one more interested in ease of handling.





The Mercedes-Benz Coupé. Aesthetics determined by function.



The body-shape of the coupé will still be modern years from now. Timeless elegance, no unnecessary frills, emphasis on practicality. All created by tests in the wind-tunnel and by exhaustive research.

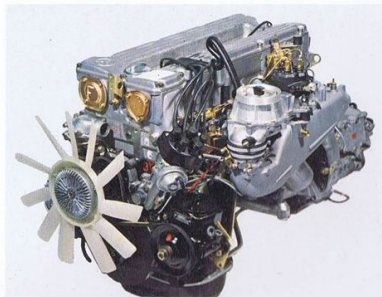
The wedge-shape and the bold curve of the windscreen not only create an impression of dynamic style, they also have excellent aerodynamic qualities. Large side windows give good visibility and substantial runnels at the top stop rain reducing the view. Broad-beam halogen headlamps with built-in fog-lamps give the front a compact, powerful appearance. The lower edges of the doors cover the sills, so clothes do not get dirty getting in and out. The ridged rear-lamp covers not only look good, they mean safety for the driver behind because road dirt does not make the lights invisible.

Details that make the coupé look good and give it excellent qualities.



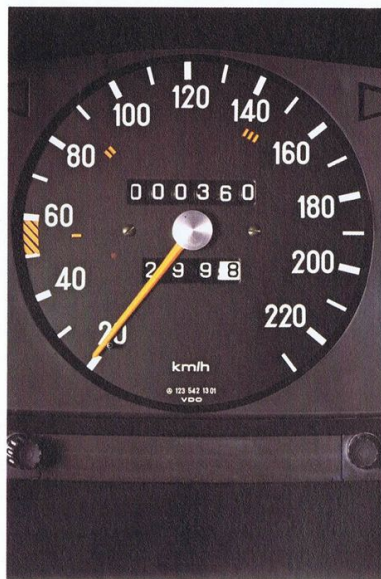


The Mercedes-Benz Coupé. Two versions to choose from.



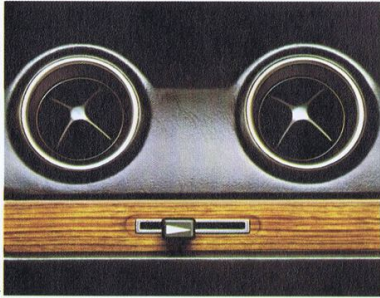
The 136 kW (185 DIN/hp) six-cylinder, twin overhead camshaft engine in the 280 CE gives the output of a thoroughbred sports car. Its mechanical fuel injection system makes for optimum fuel efficiency. The robust, four cylinder engine in the 230 C, 80 kW (109 DIN/hp), is flexible and economical and gives a well-balanced civilised ride.

To suit the tastes of individual drivers, there is a choice of two different engines.





The Mercedes-Benz Coupé. Spaciousness – not just space.



The very wide doors allow easy access for rear-seat passengers and, once inside, they enjoy comfort and spacious surroundings.

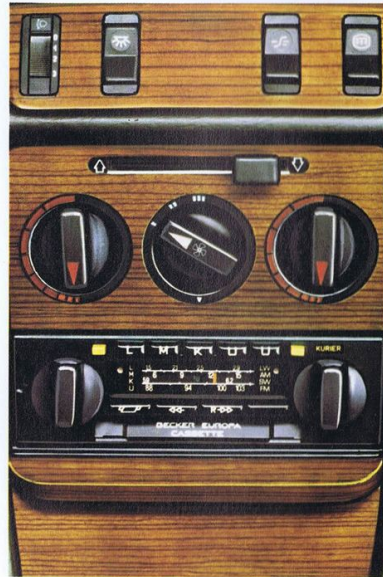
Not mere luxury, sheer practicality.

Upholstery fabric has a high content of wool, so that the seats can 'breathe'. The seats themselves are anatomically shaped and their springs are matched to the suspension of the car, one of the most important factors for

comfort, and typical of Mercedes-Benz.

Switches in the centre console control the supply of draught-free cold or warm air, which is adjustable separately for driver and front seat passenger. A total of ten air inlets can be adjusted by a single control. The air in the car is changed every twenty five seconds.

Such details demonstrate clearly the direction of the Mercedes-Benz coupé; towards full specification, relaxing comfort and a feeling of well-being in an exclusive environment.



The Mercedes-Benz Coupé. Comfort is more than just a luxury. It is relaxation and safety.

The comfort-features in the coupé are the result of the latest automotive research.

Hundreds of details are co-ordinated in a concept with the objectives of minimum stress for the driver, maximum comfort and safety for the passengers.

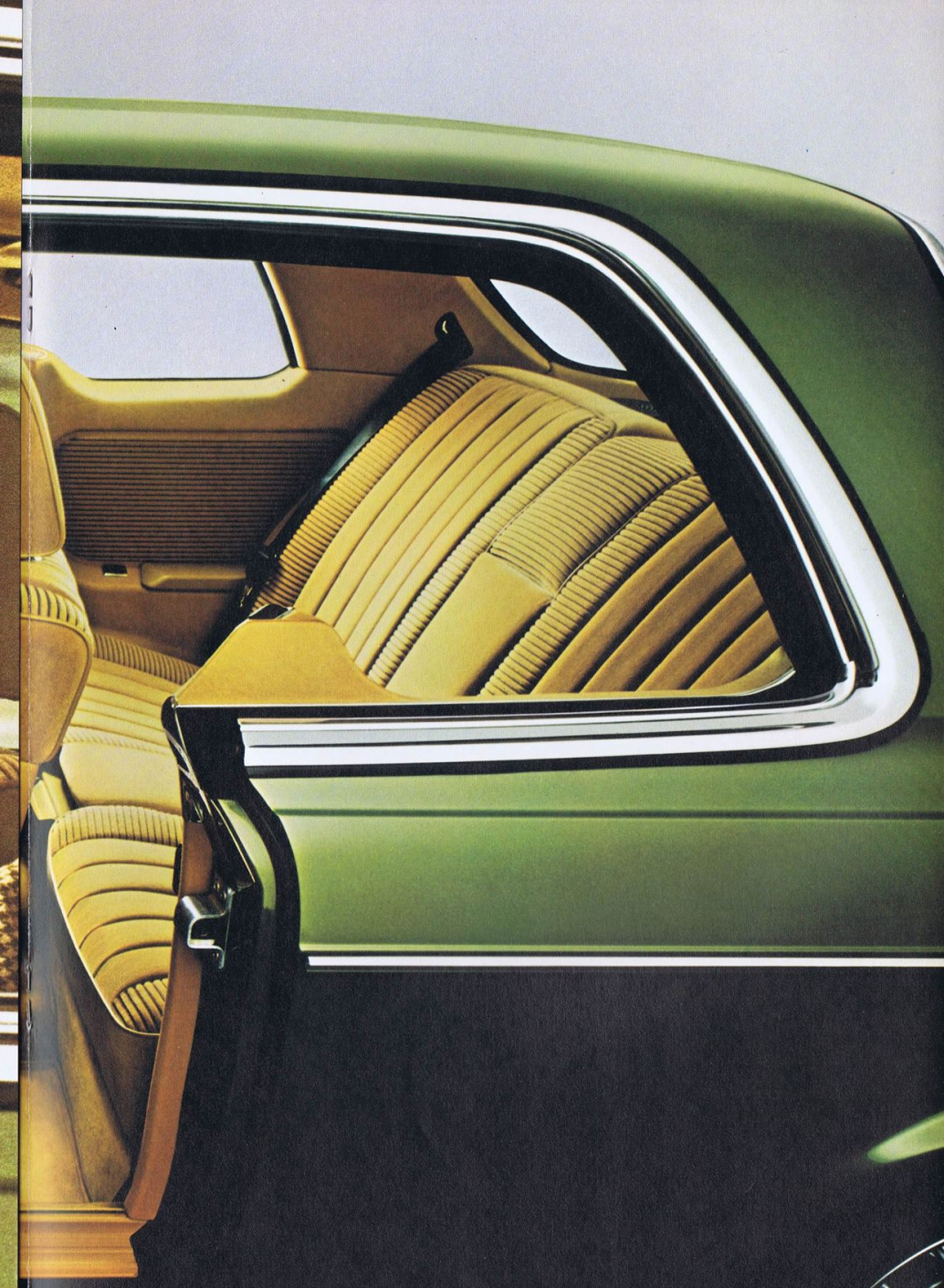
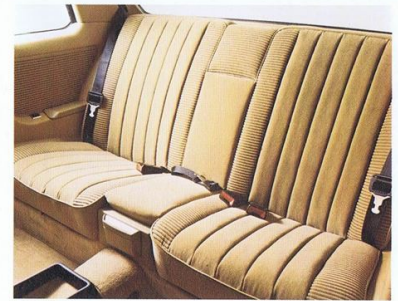
Small noises which could distract the driver have been traced and eliminated, as have reflections from the windows and instrument panel. All controls are located so that the driver can respond to a situation in the shortest possible time. The stalk on the steering column, for example, controls nine different operations.

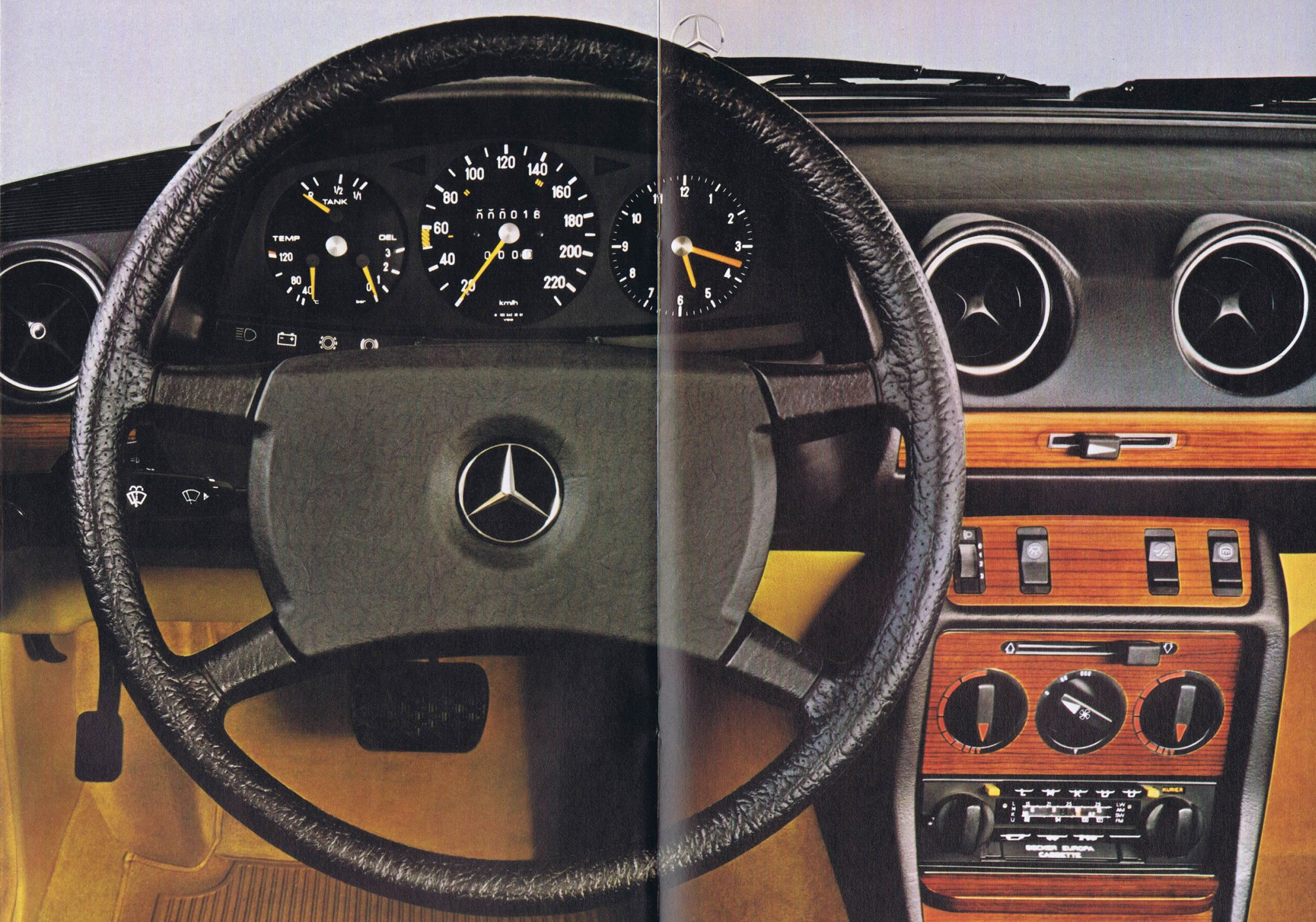
Comfort is fully retractable side windows which in summer make the car almost like a convertible. It is also front seats which can be adjusted individually for height.

Comfort is an exterior mirror which can be adjusted from inside the car.

These detail features, which contribute towards active and passive safety, are designed in a way unique to Mercedes-Benz.

A further safety-feature is the pillar between the side windows, which houses the seat-belt mechanism, but also increases the strength of the passenger compartment.





The Mercedes-Benz Coupé. As individual as the driver himself.



The comprehensive equipment and the aesthetics of its design make the coupé a car which expresses the individuality of its owner. But it can be personalised even further, to meet personal taste and requirements.

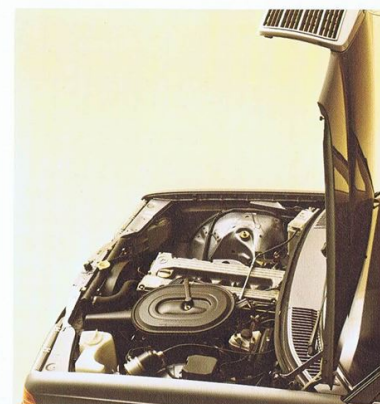
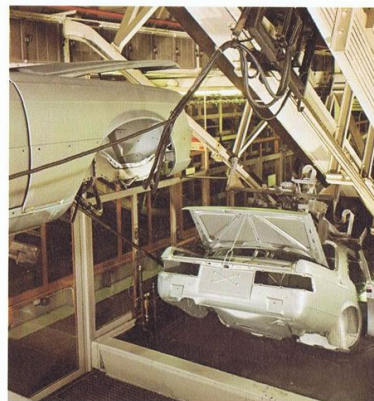
Daimler-Benz automatic transmission for instance, proven a million times over, can change gear more accurately and more smoothly than the human hand can ever do, without any sacrifice in performance.

Should you decide to have an electric sliding roof, it comes with a built-in wind deflector. Other optional extras include electrically operated windows, velours, leather or tex-leather upholstery, central locking system, automatic self-levelling, heated seats, headlamp washer/wipers, a range of over thirty additional body colours.

The latest feature is Tempomat, which is available in the six-cylinder model with automatic transmission. It keeps the car cruising at the speed you have pre-set.

But power-assisted steering is not an optional extra. It is standard.

The Mercedes-Benz Coupé. It is not only its shape that gives a lasting impression.



Mercedes-Benz quality ensures that your first impression is retained for a long time. For example, 25 kg of paint, underseal and wax are applied to the car as protection against rust and stone-chips.

Further examples: One year, unlimited mileage warranty. Service only once every 15,000 km. The exhaust system designed for longer life.

Maintenance too, has been simplified. Rapid engine check by means of a diagnosis socket. Engine oil extracted through the dipstick tube. Wide-opening bonnet lid so that the engine can be removed easily.

Then, the other services.

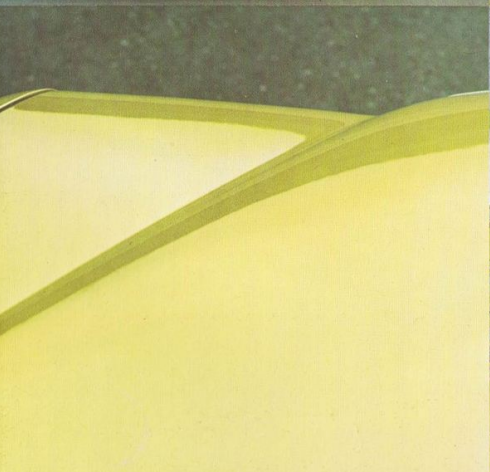
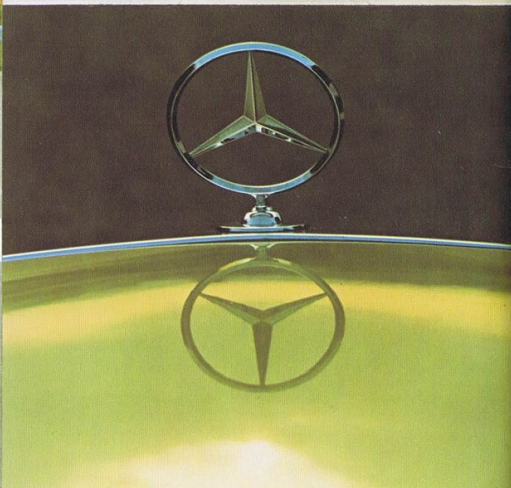
Day and night, even on public holidays, the Mercedes-Benz Emergency Service puts help within reach. Regular training of personnel ensures that the standards in the 5,100 service points are as high as those of the cars they look after.

Add reliability to elegance and high standards of service to reliability and you have even greater pleasure in driving the Mercedes-Benz Coupé.



280 CE

K:DL 837



230C

The Mercedes-Benz Coupé. Even higher standards of motoring.

The Mercedes-Benz coupé sets new standards in driving and adds yet new dimensions in motoring pleasure:

By technical quality combined with luxury, and by its aesthetic style, which will be admired for years to come.

By an interior which fulfils the promise of the exterior style, in dynamic elegance. A car which demonstrates its Mercedes-Benz qualities in all aspects.

Embodied in the coupé are the results of the latest technology and, by accepted standards of the automotive

industry, it is futuristic. But science and development do not stand still. Further knowledge is continually being acquired and incorporated into Mercedes-Benz cars, to guarantee that they are as advanced as they can be. For this reason, brochures such as this may not be completely up to date. The illustrations show standard equipment, which may vary in some countries for various reasons.

We ask you, therefore, to ask your local dealer for more detailed information.



The Mercedes 230 C Coupé. Basic equipment.

Engine

Four-cylinder in-line, with overhead camshaft. Vacuum-controlled dual-compound carburettor. 80 kW at 4800 min or 109 hp at 4800 rpm. Diagnosis socket.

Gearbox/clutch

Four-speed baulk-ring synchromesh gearbox; floor shift; synchronised reverse gear; self-adjusting diaphragm spring clutch. Optional extra: Mercedes-Benz automatic transmission.

Axles

Front axle with double wishbones and anti-dive control; zero offset steering. Rear axle: Mercedes-Benz diagonal swing axle with brake torque compensation. Optional extra: automatic self-levelling.

Brakes

Dual-circuit power-assisted braking system; disc brakes front and rear, internally ventilated at the front; parking brake with additional brake shoes and brake drums; brake failure warning light for both brake circuits; brake pad wear indicator.

Suspension

On both front and rear axles two coil springs, one anti-roll bar, two double-action hydraulic telescopic shock absorbers.

Bodywork

Body firmly welded to the frame-floor unit; highly rigid, torsion-resistant passenger compartment (safety cell); fuel tank above rear axle; impact-absorbing front and rear sections; excellent all-round visibility; panoramic safety glass windows; two easy-closing doors; rubber strip inserts in decorative mouldings on both sides; bumpers with broad rubber inserts and chromium-plated metal corners.

Steering

Accurate, light-action power-assisted steering; steering damper; large padded steering wheel boss; impact absorber under the padded boss; deformable section on steering column; steering box located well behind the front axle.

Seats

Anatomically contoured seats shaped to give lateral support; seat springing adjusted to vehicle suspension and seat position; front seats firmly anchored, adjustable forwards and backwards as well as for backrest angle, driver's adjustable for height; fully reclining front seats. Inertia-reel three-point safety belts and safety head restraints on the front seats; vacuum-operated backrest-locking mechanism on front seats with release button on the backrest, the button controlled by a door contact switch. On rear seat bench two inertia reel three-point safety belts, lap belt in the middle.

Heating and ventilation

Continuous, draught-free flow of warm or cold air with additional fan for windscreen, side windows and front and rear footwells. Air volume and air distribution for warm and cold air variable and separately adjustable up and down. Heating separately controlled for right and left sides.

Two eyeball vents for fresh air in the centre of the dashboard, widely variable in direction.

Windscreen

Laminated safety glass; windscreen washer unit; windscreen wipers with two-speeds and intermittent control, operated by the combination switch on the steering column.

Instruments

Instrument panel padded, yields on impact; speedometer, oil pressure gauge, fuel gauge, cooling water temperature gauge; warning lights for parking brake, battery charge, direction indicators, high-beam and fuel reserve; brake pad wear indicator; quartz-crystal clock; mileage recorder, daily mileage recorder; walnut-root veneer centre section of the dashboard and on the centre console.

Signalling system

Headlight flasher; self-cancelling direction indicator with fingertip contact for overtaking, operated by the combination switch on the steering column. Horn, brake lights, hazard warning lights.

Lighting system

Halogen headlights, high and asymmetric low beam, halogen fog lamps, sidelights; headlight adjustment for the laden or unladen car; reversing lights, rear foglamp; variable instrument lighting; passenger compartment light with door contact and hand switches; illuminated ashtray, glove compartment and heater controls. Warning buzzer for headlights left switched on.

Locks

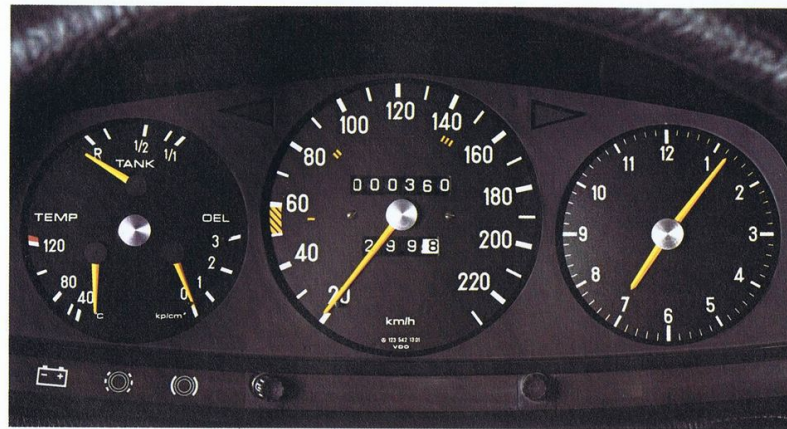
Safety locks on both doors with lock-securing knobs; boot lock combined with ignition lock, starter and starter non-repeat unit; master key for doors, ignition lock, boot, fuel tank and glove compartment locks; second key for doors, ignition lock and fuel tank only.

Miscellaneous

Oddments tray between the front seats; pockets on the front doors; panoramic rear-view mirror adjustable to anti-glare position; padded sun visors, with vanity mirror on the passenger's side; grab handles on roof frame; clothes hooks on rear grab handles on doors; centre armrest between rear seats; cigar lighter; ashtrays front and rear; carpeting throughout; towing lugs front and rear; warning triangle; first aid box in the hat shelf.

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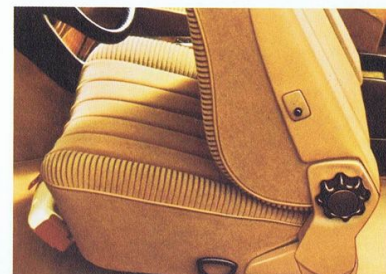
The Mercedes 230 C Coupé.



The instruments are located in the centre of the driver's field of vision, under a concave, non-reflecting glass cover. At a glance, fuel level, oil pressure, coolant temperature, brake operation and condition of front brake pads can be seen.

Large doors, so rear seat passengers

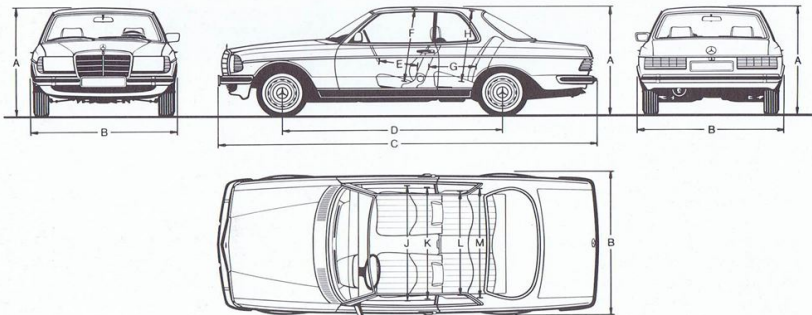
can get in and out easily. The reclining front seats are adjustable individually forwards and backwards, for height and for backrest rake. The front seat backs are locked hydraulically, they are unlocked automatically when the doors are opened or by a push button.



The Mercedes 230 C Coupé. Technical data.

Number of cylinders	4	
Bore/stroke	93,8/83,6 mm.	3,65/3,29 ins.
Total displacement	2307 cm ³	140,8 cu. ins.
Engine output DIN ¹⁾	80 kW at 4800/min	
	109 hp at 4800 rpm	
Max. torque DIN ¹⁾	186 Nm at 3000/min	
	18,9 mkg at 3000 rpm	
Compression ratio	9,0 : 1	
Engine oil capacity max./min.	5,0/3,5 litres	8,8/6,2 Imp. pts.
Cooling system capacity	10,0 litres	17,6 Imp. pts.
Generator	14 V/55 A	
Battery	12 V/55 Ah	
Top speed	170 km/h approx.	106 mph approx.
Tyres	195/70 HR 14	
Fuel	Premium	
Fuel consumption (DIN 70030 ²⁾)		
in urban cycle	14,9 litres/100 km	18,9 miles per Imp. gal.
at 90 km/h	9,4 litres/100 km	30,0 miles per Imp. gal.
at 120 km/h	12,1 litres/100 km	23,3 miles per Imp. gal.
Tank capacity	65 litres	14,3 Imp. gals.
incl. reserve	approx. 9,5 litres	approx. 2,1 Imp. gals.

A Overall height, unladen	1395 mm	54,9 ins.
B Overall width	1786 mm	70,3 ins.
C Overall length	4640 mm	182,7 ins.
D Wheelbase	2710 mm	106,7 ins.
E Steering wheel - driver's backrest ³⁾	475 mm	18,7 ins.
F Seat height front	944 mm	36,8 ins.
G Driver's backrest - rear seat backrest ³⁾	574 mm	22,6 ins.
H Seat height at rear	925 mm	36,4 ins.
J Overall seat width, front	1475 mm	58,1 ins.
K Width at shoulder height, front	1405 mm	55,3 ins.
L Overall seat width, rear	1346 mm	53,0 ins.
M Width at shoulder height, rear	1375 mm	54,1 ins.
Track width, front	1488 mm	58,6 ins.
Track width, rear	1446 mm	56,9 ins.
Turning circle diameter	11 m	36,1 ft.
Boot capacity	approx.	
	0,5 cu. m.	17,7 cu. ft.
Curb weight ⁴⁾	1375 kg.	3030 lbs.
Permissible gross weight	1895 kg.	4175 lbs.
Trailer load with brake ⁵⁾	1500 kg.	3305 lbs.
Trailer load without brake ⁵⁾	725 kg.	1600 lbs.



1) Output and torque given in kW (hp) or Nm (mkg) resp. according to DIN 70020 is effectively available at the clutch for driving the vehicle, any other power consumption has already been deducted.

2) Fuel consumption acc. to DIN 70030, part 1, July 1978 edition. The fuel consumption figures stated have been determined by using a standard-

ized test procedure. This procedure comprises - rig testing with a simulated urban cycle; - tests on a test rig or on a dry level road with test speeds of 90 km/h and 120 km/h.

This gives potential purchasers a basis for comparing different types of vehicles. The fuel consumption figures obtained in normal operation will

differ from those determined by this standardized procedure, depending on the driving style, road and traffic conditions, environmental factors, and the condition of the vehicle.

3) Dimensions vary according to seat position.

4) The figure for curb weight applies to standard version cars. Special equipment increases this figure.

5) The weights quoted are maximum weights, valid within the Federal Republic of Germany. In other countries different figures may apply.

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The Mercedes 280 CE Coupé. Basic equipment.

Engine

Six-cylinder in-line, with twin overhead camshafts. Fuel injection. Transistorised ignition. 136 kW at 5800 min or 185 hp at 5800 rpm. Diagnosis socket.

Gearbox/clutch

Four-speed baulk-ring synchromesh gearbox; floor shift; synchronised reverse gear; self-adjusting diaphragm spring clutch. Optional extra: Mercedes-Benz automatic transmission, also available with Tempomat (cruise control).

Axles

Front axle with double wishbones and anti-dive control; zero offset steering. Rear axle: Mercedes-Benz diagonal swing axle with brake torque compensation. Optional extra: automatic self-levelling.

Brakes

Dual-circuit power-assisted braking system; disc brakes front and rear, internally ventilated at the front; parking brake with additional brake shoes and brake drums; brake failure warning light for both brake circuits; brake pad wear indicator.

Suspension

On both front and rear axles two coil springs, one anti-roll bar, two double-action hydraulic telescopic shock absorbers.

Bodywork

Body firmly welded to the frame-floor unit; highly rigid, torsion-resistant passenger compartment (safety cell); fuel tank above rear axle; impact-absorbing front and rear sections; excellent all-round visibility; panoramic safety glass windows; two easy-closing doors; rubber strip inserts in decorative mouldings on both sides; bumpers with broad rubber inserts and chromium-plated metal corners.

Steering

Accurate, light-action power-assisted steering; steering damper; large padded steering wheel boss; impact absorber under the padded boss; deformable section on steering column; steering box located well behind the front axle.

Seats

Anatomically contoured seats shaped to give lateral support; seat springing adjusted to vehicle suspension and seat position; front seats firmly anchored, adjustable forwards and backwards as well as for backrest angle, driver's adjustable for height; fully reclining front seats. Inertia-reel three-point safety belts and safety head restraints on the front seats; vacuum-operated backrest-locking mechanism on front seats with release button on the backrest, the button controlled by a door contact switch. On rear seat bench two inertia reel three-point safety belts, lap belt in the middle.

Heating and ventilation

Continuous, draught-free flow of warm or cold air with additional fan for windscreen, side windows and front and rear footwells. Air volume and air distribution for warm and cold air variable and separately adjustable up and down. Heating separately controlled for right and left sides.

Two eyeball vents for fresh air in the centre of the dashboard, widely variable in direction.

Windscreen

Laminated safety glass; windscreen washer unit; windscreen wipers with two-speeds and intermittent control, operated by the combination switch on the steering column.

Instruments

Instrument panel padded, yields on impact; speedometer, oil pressure gauge, fuel gauge, cooling water temperature gauge; warning lights for parking brake, battery charge, direction indicators, high-beam and fuel reserve; brake pad wear indicator; quartz-crystal clock; mileage recorder, daily mileage recorder; walnut-root veneer centre section on the dashboard and on the centre console.

Signalling system

Headlight flasher; self-cancelling direction indicator with fingertip contact for overtaking, operated by the combination switch on the steering column. Horn, brake lights, hazard warning lights.

Lighting system

Halogen headlights, high and asymmetric low beam, halogen fog lamps, sidelights; headlight adjustment for the laden or unladen car; reversing lights, rear foglamp; variable instrument lighting; passenger compartment light with door contact and hand switches; illuminated ashtray, glove compartment and heater controls. Warning buzzer for headlights left switched on.

Locks

Safety locks on both doors with lock-securing knobs; boot lock combined with ignition lock, starter and starter non-repeat unit; master key for doors, ignition lock, boot, fuel tank and glove compartment locks; second key for doors, ignition lock and fuel tank only.

Miscellaneous

Oddments tray between the front seats; pockets on the front doors; panoramic rear-view mirror adjustable to anti-glare position; padded sun visors, with vanity mirror on the passenger's side; grab handles on roof frame; clothes hooks on rear grab handles on doors; centre armrest between rear seats; cigar lighter; ashtrays front and rear; carpeting throughout; towing lugs front and rear; warning triangle; first aid box in the hat shelf.

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The Mercedes 280 CE Coupé.

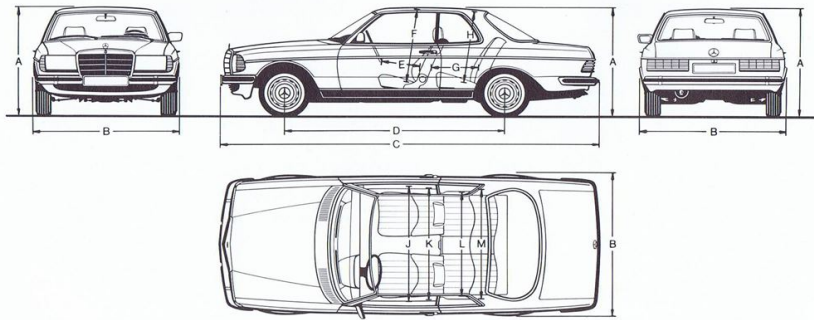


A comprehensive process of bodywork treatment for maximum preservation. Cavities treated with zinc dust paint, application of phosphate, passivation, first primer, protective coat against damage by stones and dust in particularly susceptible areas; second primer, protective coat on lower front section and sides, undercoat, top coat, corrosion-inhibiting wax coating on all components subsequently fitted.

The Mercedes 280 CE Coupé. Technical data.

Number of cylinders	6	
Bore/stroke	86.0/78.8 mm	3.39/3.10 ins.
Total displacement	2746 cm ³	167.6 cu. ins.
Engine output DIN ¹⁾	136 kW at 5800/min	185 hp at 5800 rpm
Max. torque DIN ¹⁾	240 Nm at 4500/min	24.5 mkp at 4500 rpm
Compression ratio	9.0 : 1	
Engine oil capacity max./min.	6.0/4.5 litres	10.6/7.0 Imp. pts.
Cooling system capacity	10.0 litres	17.6 Imp. pts.
Generator	14 V/55 A	
Battery	12 V/55 Ah	
Top speed	200 km/h approx.	124 mph approx.
Tyres	195/70 HR 14	
Fuel	Premium	
Fuel consumption (DIN 70030 ²⁾)		
in urban cycle	18.3 litres/100 km	15.4 miles per Imp. gal
at 90 km/h	9.3 litres/100 km	30.4 miles per Imp. gal
at 120 km/h	11.8 litres/100 km	23.9 miles per Imp. gal
Tank capacity	80 litres	17.6 Imp. gals.
incl. reserve	approx. 11.5 litres	approx. 2.5 Imp. gals.

A Overall height, unladen	1395 mm	54.9 ins.
B Overall width	1786 mm	70.3 ins.
C Overall length	4640 mm	182.7 ins.
D Wheelbase	2710 mm	106.7 ins.
E Steering wheel - driver's backrest ³⁾	475 mm	18.7 ins.
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M Width at shoulder height, rear	1375 mm	54.1 ins.
Track width, front	1488 mm	58.6 ins.
Track width, rear	1446 mm	56.9 ins.
Turning circle diameter	11 m	36.1 ft.
Boot capacity	approx.	approx.
	0.5 cu. m.	17.7 cu. ft.
Curb weight ⁴⁾	1450 kg.	3195 lbs.
Permissible gross weight	1970 kg.	4340 lbs.
Trailer load with brake ⁵⁾	1200 kg.	2645 lbs.
Trailer load without brake ⁵⁾	750 kg.	1655 lbs.



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3) Dimensions vary according to seat position.

4) The figure for curb weight applies to standard version cars. Special equipment increases this figure.

5) The weights quoted are maximum weights, valid within the Federal Republic of Germany. In other countries different figures may apply.

The contents of this brochure are not binding, and the right to make modifications is reserved.

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