



230E. *Welcomes you to the proud ranks of Mercedes-Benz.*

There will never be an inexpensive Mercedes-Benz. The stringent engineering and safety standards of Mercedes-Benz could never be compromised. However, with the Mercedes-Benz 230E, there is now a car that combines the engineering integrity, the in-built reserves of safety and durability with the very real advantages of a fuel-injected four-cylinder engine.

Every part of every Mercedes-Benz must be proven capable of functioning reliably over many years. In the case of the 230E this meant a tortuous programme of testing covering 5,000,000 km. The result is an engine, the M102, that clearly points the way for all future four-cylinder engines.

The M102 is the first new four-cylinder petrol engine produced by Mercedes-Benz since 1963. It was designed around the parameters of the future requirements of the eighties in the area of fuel efficiencies, emission, and performance, for that is the way Mercedes-Benz works.

The 230E features mechanical fuel-injection which provides accurate measurement and control of the amount of fuel fed into the engine under various loads and provides greater reliability in operation than electronic fuel-injection. It has low speed torque that many six-cylinder cars would be proud of—it accelerates so swiftly and smoothly in traffic. But of course speed is not the only attribute of the 230E. It has been bred to consume fuel at a miserly rate.

The result is an engine that needs so little attention that the service intervals have been extended.

Here is a car that has been designed in every detail to welcome you to the proud ranks

of Mercedes-Benz drivers.

Power steering as standard. As on all Mercedes-Benz saloon and station wagon models, steering is zero-offset, providing precise directional guidance, stability and road-holding, even under stress such as when a tyre goes flat.

Four-wheel disc brakes with a two-circuit braking system are standard. The brake lines are plastic-coated to prevent corrosion.

Even the tandem master cylinders are of different sizes to increase rear brake efficiency.

The 230E features, as do other Mercedes-Benz models, a four-speed automatic

transmission that can be treated as either a fully automatic or by using the floor shift, as a manual transmission.

The driver's seat has height control adjustment. Air-conditioning is standard. There is a left foot rest. There is AM/FM stereo/cassette four-speaker sound system. There is, as usual, a first-aid kit, recessed into the rear window shelf. There is, as usual, a warning reflective triangle in the boot. There are as usual, 120 safety features.

There is, as usual, a three-pointed star, surrounded by a circle, mounted proudly on the forward end of the bonnet.

