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1983 Mercedes-Benz 190 E - BRABUS 3.6S LIGHTWEIGHT // ONE-OF A KIND // EXCEPTIONAL PROVENANCE

BRABUS 3.6S LIGHTWEIGHT // ONE-OF A KIND // EXCEPTIONAL PROVENANCE

Price	USD 141 173 GBP 99 995 (listed)	Drive	LHD
Year of manufacture	1983	Interior colour	Black
Mileage	6 487 km / 4 031 mi	Condition	Used
Gearbox	Manual	Location	
Number of seats	2	Fuel type	Petrol
Number of doors	4	Exterior colour	Red
Performance	268 BHP / 272 PS / 200 kW	Car type	Saloon
Drivetrain	2wd	Exterior brand colour	Signal Red

Description

FOR SALE; BRABUS 3.6S LIGHTWEIGHT // ONE-OF A KIND // EXCEPTIONAL PROVENANCE

EQUIPMENT

LHD, Signal red (MB code 564), Brabus fine leather interior, Brabus Special Equipment includes heavily re-worked version of the Mercedes M103 engine with increased displacement to 3.6 litres, Brabus Front Spoiler, Bonnet, Rear Spoiler, Monoblock 1 Alloys 8.x16 ET35 with Yokohama A 225/45 R16 89W tyres, Eibach Pro Kit, Bilstein sport shock absorbers with 30mm rebound, High-performance brakes with 286mm discs, Weichers Aluminium Anti Roll Cage H Strut, Strut Bar, Special paint 040 black for wipers, door handles, luggage space are grill and rear badge, Signal Red colour coding to lower cladding, mirrors, front and rear bumper, Brabus Sport steering wheel type II black leather with red spoke, Recaro Spa Kevlar bucket seats including Kevlar backs, 4 point safety belts in red, Brabus

300kmh speedometer, Carbon Fibre gear surround, Gear lever in black fine leather with red stitching, additional Temperature Gauges for oil/transmission/rear differential, floor matts with red leather edge.

Mercedes factory options include Automatic Locking Differential, 70 litre fuel tank capacity, Emission control system, Battery with extra capacity, Fire extinguisher, Electric front windows, Heat insulating glass, Sliding tilt sunroof.

EXTERIOR

Mercedes Signal Red 564 is a suitable riposte to the usual darker hues found on these teutonic cars and matches the attitude of this one off Brabus Lightweight to perfection. Brimming with confidence and purpose, the black monoblock alloy wheels with their smart silver rims and the glimpses of the roll cage through the rear windows show a proper racing aesthetic. Built into the rear spoiler is the differential oil cooler, a superb bit of engineering design that characterises the complete ethos behind this machine and its purpose.

The paint on this car looks fantastic - deep and rich with none of the associated fading or blemishes normally seen on similar aged machinery. The black trim around the bumper and door surrounds is also in great condition with the car presenting beautifully as a whole.

INTERIOR

The luxury accoutrements of a Mercedes are far from your mind when you view the interior of the Brabus Lightweight for the first time. Your eyes instantly fall onto the hugely bolstered Recaro Kevlar race seats with exposed kevlar backs. The red four point harness draw your eyes to the rear of the interior where you spot a half cage that snakes across the rear of the car, finished in naked aluminium. Of course, there are no rear seats in the back, instantly confirming this as a very special car with true racing aspirations.

Racing red details, such as the steering wheel spoke, red leather trim surrounding the floor mats and even the hazard warning light button set this car apart. A quick glance ahead shows the Brabus speedometer, calibrated to 300km/h. Clearly a radio would not be in keeping so in its place is an additional gauge pack allowing you to monitor the oil temperature of the engine, gearbox and rear differential.

ENGINE & TRANSMISSION

The Mercedes 2.6 M103 straight six was a powerful engine of its time, but Brabus required a far more potent motor and executed a raft of engine modifications. Both bore and stroke was increased to a square 92 x 92mm (from 82.9 x 80.2mm) a faster road camshaft was fitted plus modified manifolds and sports air filter, a stainless steel dual flow sport exhaust system with 76mm straight tailpipes, 2 dual 100 cell catalysts and the fitment of an array of enhanced cooling systems encompassing a modified engine cooler, modified transmission oil cooler with thermo controlled pump and a bespoke modified differential oil cooler in the rear spoiler. The results were 286 bhp and 269 lb/ft of torque, an impressive amount for any type of car of the period, let alone a saloon.

The engine presents beautifully, the exposed components on show, unlike modern engines that are forced to hide under plastic shrouds. Brabus dressed the engine to perfection with red cam covers and the Brabus logo on show, matching the Signal Red paint to perfection. The exhaust manifold is an absolute work of art, as it de-constricts itself from the engine block before disappearing under the floorpan.

It should be noted that the modified engine and the additional weight loses program resulted in the Brabus Lightweight out performing the Mercedes 190 Evo II, the official homologation special from Mercedes themselves. The Brabus hit the benchmark sprint to sixty in 6.3 seconds before hitting a v-max of 158 mph, three tenths of a second and three miles an hour quicker than the Evo II respectively.

WHEELS, TYRES & BRAKES

Monoblock in construction, these Brabus wheels are finished in black with silver rims and evoke memories of Mercedes touring cars fighting and bashing panels for track position across Germany and Europe. They are a period 16 inch in diameter with no marks to report across the alloy rims. The

tyres are Yokohama Advan A048s, basically cut slicks, with both front and rear axles receiving the same tyre size of 225/45/16.

The high performance braking system with 286 mm discs all round has no trouble slowing this lightweight down and feel strong and true on our test drive.

HISTORY FILE

Brabus PR Director, Sven Gramm commenced this project in 2008 and located a donor 190E 2.6. Sourced locally, it was immaculate, a single owner car, serviced by the supplying Mercedes dealer and in a desirable specification including the 5 speed manual gearbox, heavy duty battery and long range fuel tank. Brabus completed the build in 10 months. Sven enjoyed the car then decided to sell it to its current owner who saw it advertised on the the Brabus Classic website in 2016. It was first registered in the UK on the 01/07/17 and has driven minimal mileage since and even displayed at Mercedes Benz World, proving its historical importance.

The history file is very comprehensive, and includes the original service book and instruction manual for the 190E 2.6. A huge photographic record documents the build in great detail. There is also the full Brabus presentation book, the Brabus advert and other literature from Sabelt, Brembo and Zimmermann. A large collection of press cuttings, reviews and articles completes the history file and the spare key is also present.

Please visit our website for a full write up and additional photographs.

The car is supplied having had an extensive intake inspection. Warranty, Finance, Part Exchange and Worldwide shipping are all available on request.

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