

VOLVO ***164***





The Volvo 164, created for those who demand the very best of engine output and luxurious comfort. For those who think coolly and calculate basically. For those who count on quality combined with comfort and exhilarating performance. For those who appreciate the safety and reliability which is characteristic of Volvo products. These are the people we made it for. The Volvo 164. With a three-litre, six-cylinder engine. Be our guest. Try the Volvo 164 yourself.



*This is what true comfort looks like.
Appetizing to the eye. Well planned comfort
in every detail. And it's a functional
comfort which is not fully appreciated
until after a long trip which,
in a lesser car, would have been tiring.*



Created to please. In a manner which is necessary when you spend many hours behind the wheel. With comfortable and attractive leather upholstery. An ideal driving posture. All controls are easily reached. All instruments are easily read.



A desirable car. That is why it has a steering wheel lock. This locks the steering wheel automatically when the key is removed from the ignition switch.



Heat settings are thermostatically controlled. The blower, which has two speeds, is capable of feeding 140 cu.ft. (4 cu.m.) of air per minute into the car. The temperature controlled air is distributed through three nozzles on the windscreen, two at floor level up front and two at rear floor level. In addition, the Volvo 164 features separate air intakes and air extractor vents below the rear window.



You can also order your Volvo 164 with a bench-type front seat and cloth upholstery.



Comfortable, leather-upholstered bucket seats. With practically no end of adjustment. Front seat height, rake and fore-and-aft positions are easily altered. Driving seat height can be altered quite easily without getting out of the car. The knob-adjusted lumbar support takes the aches out of long-distance driving. The seat backrests are infinitely variable down to a fully-reclining position. Adjustable head restraints.



The Volvo 164 welcomes you with wide-opening doors. They open to 80°. They also have a half-way stopping position which is handy to have in cramped parking conditions.



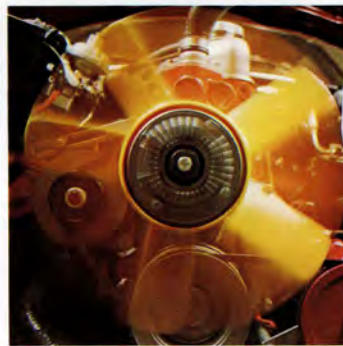


The first time behind the wheel of a Volvo 164 is a memorable occasion. Safety-fast overtaking. High cruising speed. Fantastic road holding. It's a first impression which will stay with you. We're sure of it. You're safe in it.



The windscreen is of high-impact type and features a tough intermediary safety layer of plastic. This is the very best available. A windscreen of this type is shock-absorbing and ensures clear vision even when hit by flying stones.

The windscreen wiper on the driver's side is of an aerodynamic anti-lift type which keeps the blade firmly pressed against the glass even at high speeds.



The engine cooling fan is driven through a viscous slip-type coupling which limits fan speed to max. 3,500 r.p.m. This reduces both engine noise and fuel consumption as well as increasing net output and reducing warming-up times.



The rear axle suspension features separate components for each function. Longitudinal location is ensured by the underslung rubber-mounted support arms. Lateral location is by means of a similarly rubber-mounted track rod. Coil springs and double-acting hydraulic telescopic shock absorbers provide tenacious wheel grip and torque rods prevent rear axle wind-up. A totally new wheel bearing system which absorbs lateral thrust increases rear axle life expectancy. This design innovation also simplifies rear axle repairs, should they ever be necessary. The Volvo 164 is the first car in the world to have this bearing system.



The Volvo 164 has a four-speed transmission with powerful synchromesh for ease of action. It's extremely quiet running. The high degree of torque means that gear shifting is considerably reduced. The Volvo 164 is also available with an automatic transmission.



A mature car. Refined elegance in every line. An elegance which is not enslaved to fashion. In short... A Volvo.







*A car that turns round in 31 ft. 6 in.
That's certainly going round in circles – tight
circles which you probably thought
were reserved for smaller cars until you met
the Volvo 164.*



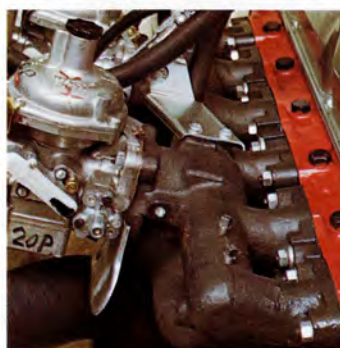
Of course, you can also specify an automatic transmission. This is a fully-automatic unit with part throttle change-down to give you immediate response in city traffic and faster cornering.



The Volvo flagship features direct steering for safer and more accurate driving. The ratio is a delightful combination, light and responsive. The steering column is telescopic. Not even extensive crash damage can transfer movement to the steering wheel. To make things even easier, the Volvo 164 is also available with power steering



The turning circle diameter is 9.6 m (31'6"). When using full wheel lock, for instance when parking, the steering gear ratio alters and takes the weight of your arms.



The Volvo 164 has, of course, exhaust emission control—to keep the air we breathe cleaner. Exhaust emission control gives more effective combustion and thus cleaner gases as well as better fuel consumption. The positive crankcase ventilation also contributes to cut down emission impurities.



WELCOME TO FORESTA

0A57598



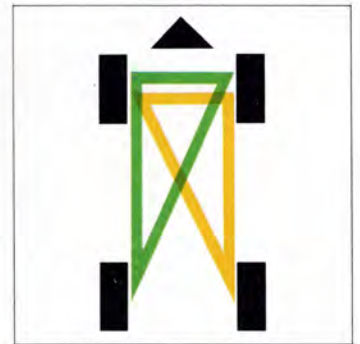
*Volvo is a world authority in car safety.
Very few cars can compete with the
Volvo "Triangle" dual-circuit brake system
for instance. The Volvo 164 is a
safe proposition – always – in all matters.*



Up front the Volvo 164 has factory-fitted three-point safety belts of inertia type. The seat belt furling reel is ideally located and recessed in the door pillars. Unobtrusive. Nothing to trip over. Snap-action locking tongues.



A safe body. Integral, all-welded steel. Composed of large one-piece sections fused together by approximately ten thousand spot welds. Energy absorbing front and rear ends. Reinforced box-section safety profiles round all body openings. And to top it all, even the roof is reinforced with traverse roll bars. All doors feature burst-proof locks.



The Volvo 164 has power-assisted disc brakes on all four wheels. Relief valves prevent the rear wheels from locking-up before the front wheels in the case of emergency braking. This brake system is without doubt one of the best available in the world. The safety "Triangle" dual-circuit brake system by Volvo. Two separate circuits. Each provides braking action on both front wheels and one rear wheel. If one circuit should fail you're safeguarded by the other which still operates independently on **three** wheels. In figures this means you still have approximately 80 % of full four-wheel braking effect. We even give you a warning light just in case one circuit should fail. It also serves as a tell-tale to show when the handbrake, which operates on separate rear wheel drums, is applied.





Wear and tear. A hard climate. Roads that don't deserve the name. Trust the Volvo engineers. These are everyday conditions for them. They know what it takes and designed the Volvo 164 accordingly.



The rear window has fine heating wires embedded in the glass. The selector switch has two positions, 75 W or 150 W to meet all requirements. Below the window are air extractor vents which provide draught-free ventilation and better heating or cooling, as the case may be.

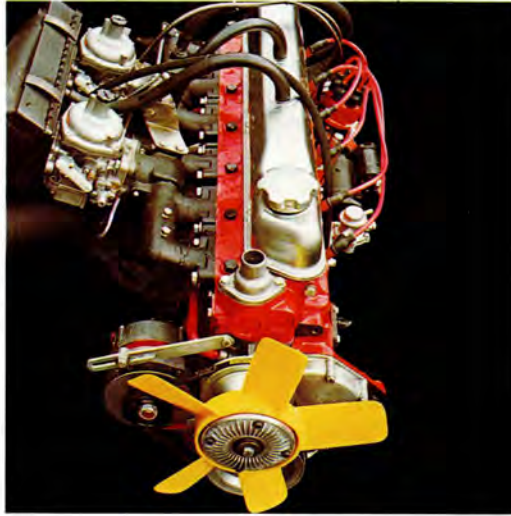


Big wheels make short work of bad roads. The Volvo 164 has 165SR15 radial tyres. These tyres are meant for high-speed work.



Thorough rust-proofing treatment. From the ground up. Especially exposed parts of the body are hot-dip galvanized. The entire body is then immersed in zinc-phosphate before enamelling. It is then dipped in primer. After that, a layer of undercoat is applied and this is followed by a sealer coat and, finally, three enamel colour coats. Between each phase the body is baked, sanded and carefully washed. Each resulting finish is carefully checked. Trim mouldings and hub caps are stainless. The bumpers are bright-aluminium and rubber-clad.





A three-litre, six-cylinder engine. For extra fast overtaking and smooth, unruffled long-range operation. The new Volvo B30 engine. Just listen to it. No, don't just listen, try its amazing torque in commuter traffic. Feel the kick from six willing cylinders.

The Volvo 164 is the rationally correct choice of its class. If you don't believe us give it a chance. Take a run – and jump at the offer. Write it all down. Add it all up. Do yourself a favour.

Technical specifications.

A tribute to Swedish quality and technique.

Engine

Type B 30. Six-cylinders, overhead valves, seven-bearing crankshaft, twin horizontal carburettors with "Dual induction" exhaust emission control system. Full-flow oil filter.

Bore 88.9 mm (3.50 in.)
Stroke 80.0 mm (3.15 in.)
Capacity 2,978 litres (182 cu. in.)
Max. output 145 b.h.p. SAE at 5,500 r.p.m. 130 b.h.p. DIN at 5,000 r.p.m.
Maximum torque 22.5 kgm (163 lb. ft.) SAE at 3,000 r.p.m. 21 kgm (152 lb. ft.) DIN at 2,500 r.p.m.
Compression ratio 9.3:1

Cooling system

Sealed, frost-proofed, water cooling with pump and thermostat.
Capacity: 13 litres (11½ quarts).
Fan with viscous slip-type coupling.

Electrical system

Voltage 12
Battery capacity 60 amp.hr.
Alternator, rating 55 A
Starter motor output 1 h.p.

Gearbox

Four-speed, fully-synchronized with floor-mounted gearshift lever. Standard "H" pattern.
Ratios:
1st 3.14:1
2nd 1.97:1
3rd 1.34:1
4th 1.00:1
Reverse 3.54:1
Optional: Automatic three-speed with column-mounted shift lever, standard PRNDL gear quadrant. Part-throttle change-down.

Clutch

Single, dry plate clutch of diaphragm spring type.
Mechanical control system.

Rear axle

Final drive of hypoid type.

Ratio:

manual 3.73:1
automatic 3.31:1

Steering system

Re-circulating ball and nut type. Safety "telescopic" steering column. 4.8 turns of steering wheel from lock to lock. Power steering option, 3.7 turns from lock to lock. Turning circle diameter: 9.6 m (31 ft. 6 in.).

Front suspension

Independent suspension with coil springs and rubber-mounted control arms. Ball joints. Double-acting hydraulic telescopic shock absorbers. Stabilizer.

Rear suspension

Rigid rear axle carried in longitudinal rubber-mounted support arms and torque rods. The rear axle is located laterally by means of a rubber-mounted track rod. Coil springs and double-acting hydraulic telescopic shock absorbers.

Brake system

Footbrakes. "Triangle" type dual-circuit brake system. Each circuit includes both front wheels and one rear wheel. Self-adjusting disc brakes on all wheels. Power-assisted system of tandem type. A relief valve in each of the brake circuits prevents the rear wheels from locking before the front wheels in the case of emergency braking.
Handbrake. Acts mechanically on special drums fitted to rear wheels. Handbrake lever located conveniently between the driver's seat and front door. A warning light on the dashboard indicates when the handbrake is applied and also any possible fault in one of the brake circuits.

Wheels and tyres

4½J-15" pressed steel wheels. Radial ply 165SR15 tyres, suitable for high-speed driving.

Body

Integral, all-welded steel body. Reinforced box-section profiles round all body openings. Comprehensive rust-proofing and underbody sealing.

Fuel tank

Located at rear. Capacity: 58 litres (12¾ Imp. gallons).

Lighting equipment

Steering-column mounted turn indicator with high and low headlight beam control and headlight flasher. The headlights can be adjusted from the engine compartment. Asymmetrical dipped headlight beams. Courtesy light operated by opening either front door. Rheostat controlled instrument lighting. Automatic reversing lights. Glove compartment light. Lights in boot and engine compartment. Four-way emergency warning flashers. Two fitted fog lights.

Heating and ventilation system

Thermostat controlled. Quiet-running two-speed blower. Warm air outlets for front and rear seats. Three defroster nozzles for windscreen. Electrically heated rear window with 75 W and 150 W positions on switch. Extra fresh air intakes in sides of body below dashboard. Air extractor vents below rear window.

Instrumentation

Padded dashboard with ribbon-type speedometer, six-figure mileometer, tripmeter, fuel gauge and water temperature gauge. The speedometer is fitted with a moveable arrow as a speed limit reminder. Warning lights for battery charging, oil pressure, fullbeam headlights, parking brake and brake circuit failure. Visible and audible direction indicator signals.

Miscellaneous equipment

Three-point retractable inertia safety belts on front seat. Leather upholstery.

High-impact, laminated glass windscreen. Two padded sun visors. Rearview mirror with manually operated anti-dazzle setting. Two-speed electric windscreen washers with 16" blades. Electric windscreen washer with 2½ pint water reservoir. Combined steering wheel lock and ignition switch. Grab handle and courtesy handle. Head restraints. Cigarette lighter. Ash-trays in dashboard and by rear seats. Mudflaps all round. Tool kit. Jack. Towing fixtures front and rear. Spare wheel. Pockets on rear of front seat backrests. Fitted carpets. Tinted glass. Certain models available with bench-type front seat and servo steering.

Dimensions and weights

Overall length 470.5 cm (185.2 in.)
Overall width 173.5 cm (68.3 in.)
Overall height 143.5 cm (56.5 in.)
Ground clearance (unladen) 18.0 cm (7.1 in.)
Wheelbase 270.0 cm (106.3 in.)
Track, front 135.0 cm (53.0 in.)
Track, rear 135.0 cm (53.0 in.)
Head clearance, front (roof-cushion) 15 cm (6 in.) from seat backrest) 92 cm (36.2 in.)
Head clearance, rear (roof-cushion) 15 cm (6 in.) from backrest) 89 cm (35.0 in.)
Rear seat front edge to front seat backrest max. 36 cm (14.2 in.) min. 17 cm (6.7 in.)
Front seat width, shoulder height 143 cm (56.3 in.)
Front seat width, hip height 143 cm (56.3 in.)
Rear seat width, shoulder height 143 cm (56.3 in.)
Rear seat width, hip height 143 cm (56.3 in.)
Kerb weight (with coolant, oil and full fuel tank) approx. 1315—1350 kg. (2899—2976 lbs.) depending on model.

The factory retains the right to modify design and equipment without previous notice.

