

VOLVO



The Volvo 140 series comes in three models: 2-door sedan, 4-door sedan and station wagon. They're all equipped with the same rugged 118-hp engine and 4-wheel power disc braking system. They're all the same compact, easy-to-park size. And to make your choice even tougher, they're all built to last long enough to get you out from under car payments. The fact is that 9 out of every 10 Volvos registered here in the last eleven years are still on the road.







All 140 series Volvos come with this 4-cylinder, 2-litre engine and a 4-speed manual transmission. (Automatic transmission is optional.)

The bucket seats can be adjusted to fit the body seven different ways. So you can drive all day without getting a backache.

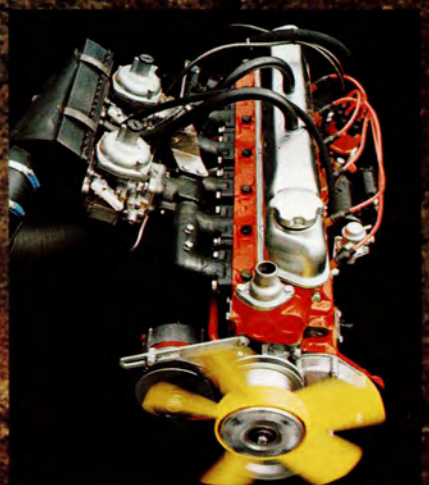


The 164 is Volvo's most elegant sedan. Standard equipment includes bucket seats upholstered in leather, expensive carpeting, power steering, 4-wheel power disc brakes and a 6-cylinder engine that can out-accelerate a Mercedes 250. Eleven years from now, the 164 could well be the most elegant 1970 sedan on the road.



The 164's 3-litre engine can take you from 0 to 60 in 8.7 seconds. (As reported in Sports Car Graphic magazine, April 1969.) The brakes can bring you from 60 to 0 in 3.5 seconds.

There's just as much shoulder-room and hip-room in the back seat of the 164 as there is in front. Which is why it can seat three people comfortably. Or two luxuriously.







Specifications

ENGINES

Volvo 164. Type B30. In-line, overhead valve, with dual induction emission control system, full-flow oil filter and thermostatically-controlled preheating system for air entering the carburetors.

No. of cylinders	6
No. of main bearings	7
Bore×Stroke	3.50 in.×3.15 in.
Displacement	182 cu. in.
Output	145 bhp SAE @ 5500 rpm
Torque	163 ft. lb. SAE @ 3000 rpm
Compression ratio	9.3:1

Volvo 140 Series. Type B20B. In-line, overhead valve, with dual induction emission control system, full-flow oil filter and thermostatically-controlled preheating system for air entering the carburetors.

No. of cylinders	4
No. of main bearings	5
Bore×Stroke	3.50 in.×3.15 in.
Displacement	121 cu. in.
Output	118 bhp SAE @ 5800 rpm
Torque	123 ft. lb. SAE @ 3500 rpm
Compression ratio	9.3:1

Volvo 1800E. Type B20E. In-line, overhead valve, with electronic fuel injection, electric fuel pump and full-flow oil filter.

No. of cylinders	4
No. of main bearings	5
Bore×Stroke	3.50 in.×3.15 in.
Displacement	121 cu. in.
Output	130 bhp SAE @ 6000 rpm
Torque	133 ft. lb. SAE @ 3500 rpm
Compression ratio	10.5:1

TRANSMISSION

Four-speed, fully synchronized with floor-mounted gear shift lever. Standard "H" pattern.

	Volvo 164 and 1800E	140 Series
Ratios: 1st	3.14:1	3.13:1
2nd	1.97:1	1.97:1
3rd	1.34:1	1.36:1
4th	1.00:1	1.00:1
Reverse	3.54:1	3.25:1

Overdrive (1800E). Electrically operated on 4th gear by means of finger-controlled lever mounted on steering column. Ratio: 0.797:1

Optional automatic (164 and 140 Series) Three-speed with column-mounted shift lever. Standard P-R-N-D-L illuminated gear quadrant.

Ratios: 1st	2.39:1
2nd	1.45:1
3rd	1.00:1
reverse	2.09:1

REAR AXLE

Final drive of hypoid type.

Ratios:	164	142/144	145	1800E
(Standard)	3.73	4.10	4.33	4.30
(Automatic)	3.31	4.10	4.33	—

BRAKE SYSTEM

Power assisted four-wheel self-adjusting disc brakes. Twin circuits. Each operates on both front wheels and one rear wheel. Warning light signals if one circuit fails. Single circuit provides 80% of full four-wheel braking efficiency. Special rear wheel pressure relief valves assure stability during emergency braking. Separate mechanically operated rear wheel drum parking brake. Lining area 27 sq. in.

Disc diameter:	Front	10.7 in.	
	Rear	11.6 in.	
Pad area: (sq. in.)	164	140 Series	1800E
Front	27.0	23.0	26.6
Rear	14.5	14.5	15.5

STEERING

Volvo 164. Power assisted, recirculating ball and nut.

Turns, lock to lock	3.7
Turning circle	31 ft. 6 in.

Volvo 140 Series and 1800E. Cam and roller.

	140 Series	1800E
Turns, lock to lock	4.0	3.25
Turning circle	30 ft. 4 in.	29 ft. 10 in.

COOLING SYSTEM

Sealed with anti-freeze. Coolant circulation by engine driven pump. Transparent expansion tank.

ELECTRIC SYSTEM

Voltage 12
Battery capacity 60 amp. hr.
Alternator rating (164) 55 A
(140 Series and 1800E) 35 A
Starter motor output 1 hp

WHEELS AND TIRES

Volvo 164 and 140 Series. Balanced, pressed-steel with safety rims. Stainless steel hubcaps. White-sidewall tubeless tires.

Rim size: 4½×15
Tire size: 6.85×15

1800E. Balanced, pressed-steel with safety rims. Cast aluminum sports wheel covers. High-speed radial tires with tubes.

Rim size: 5×15
Tires size: 165 HR 15

SUSPENSION

Front: Independent with ball joints and rubber-mounted control arms. Anti-sway bar. Coil springs with telescopic shock absorbers. No lubrication of front suspension and drive shaft components is required for the life of the car.

Rear: Solid rear axle carried by longitudinal rubber-mounted support arms and torque rods. Transverse location by rubber-mounted track rod. Coil springs with telescopic shock absorbers.

BODY

Integral all-welded steel. Fully rustproofed and undercoated. Passenger compartment surrounded with boxed steel members.

DIMENSIONS AND WEIGHTS

	164	140 Series	1800E
Wheelbase	106.3 in.	102.4 in.	95.5 in.
Length	185.6 in.	182.7 in.	173.3 in.
Height	56.7 in.	56.7 in.	50.5 in.
Width	68.3 in.	68.3 in.	67.0 in.
Track, front/rear	53.1 in.	53.1 in.	51.7 in.
Curb weight, approx.	2900	142-2560	2490
		144-2690	
		145-2800	

145 cargo compartment.

Volume, approx.	67 cu. ft.
Supplementary space	3.5 cu. ft.
Length, min.-max.	44.5 in. to 74.0 in.
Width, min.-max.	42.0 in. to 52.0 in.
Height	33.0 in.
Tailgate	31.5 in.×46.0 in.

The 1800E has a new 130-hp fuel injection engine, big power assisted disc brakes all around and an extra strong four-speed transmission with electric overdrive. And unlike other sports cars, the 1800E has a built-in aversion to repair shops. Because it's built like a Volvo.

