

VOLVO
164 E



The 164 E is the one luxury car built as tough as a Volvo.
It was designed to be driven places
rather than to stand around and symbolize
the fact you've already arrived.

It's also one luxury car that doesn't require a flurry
of check-writing to make luxurious.

It comes complete with Volvo's largest engine,
power-assisted steering, automatic transmission,
air conditioning, infinitely-adjustable reclining bucket seats,
leather-faced upholstery, four power-assisted disc brakes
and an electric rear window defroster/defogger.

You have to decide on only one factory-installed option, the steel sunroof.

That gives your Volvo dealer more time
to show you around the 164 E, give you a test drive
and answer all your questions.

And gives you more time to select a radio.



We weld it into one piece so it will stay in one piece.

A luxury car shouldn't be above travelling a third-class road. And in that respect, the 164 E is built to get along with even the poorest excuses for highways.

Thousands of spot welds fuse the body into one piece of steel, each weld strong enough to support the weight of

the entire body. To our rugged coil spring suspension, we've added tough, steel-belted radial tires for improved stability on rough roads and more miles on expressways.

To keep your investment intact, we also include more brakes than most luxury-car makers can sell you as

optional equipment.

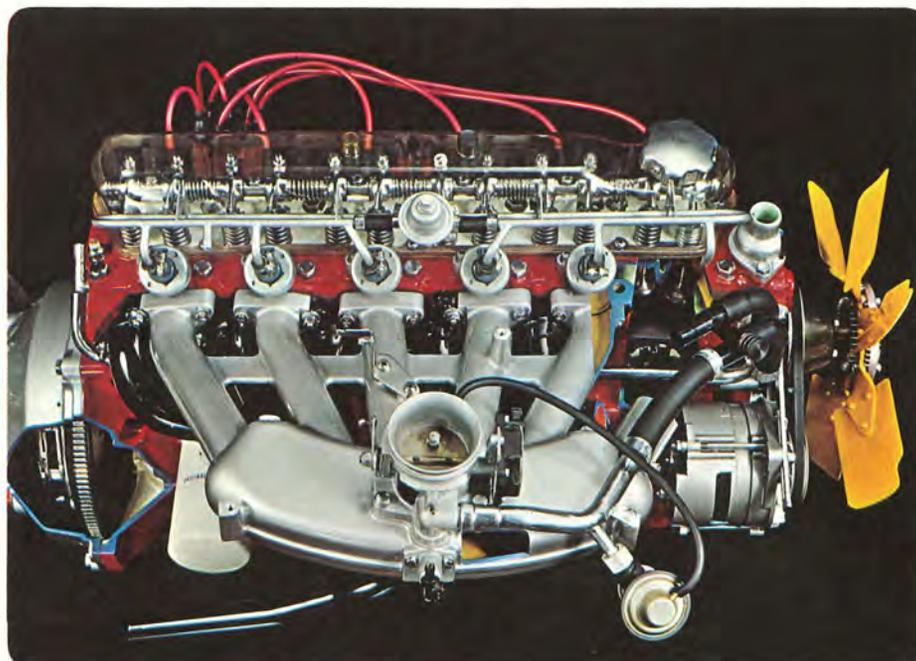
You get four power-assisted discs, standard. (Most luxury cars stop at two.) The brakes are divided into two independent braking circuits, each operating on three wheels. (Unheard of in most luxury-car circles.) You get pressure-proportioning valves which reduce the

chance of rear-wheel lock-up before the front wheels in an emergency stop. And an emergency brake which operates two drum brakes on the rear wheels.

But with all those other brakes, the emergency shouldn't arise.



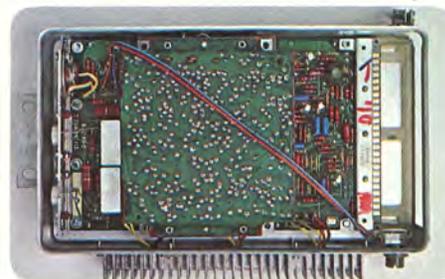
Steel-belted radial ply tires are standard. Tire industry tests show that radials perform better than conventional tires, and steel-belted radials perform better longer.



This three-liter, six-cylinder engine is Volvo's most powerful. It's electronically fuel injected (no carburetors) and it operates on 91-octane fuel.



There's a power-assisted disc brake for each wheel. Discs resist "fade" due to heat build-up better than drum brakes. Front discs are specially ventilated to dissipate heat that can exceed 1100° F.



This solid-state computer monitors the fuel injection system and determines the precise fuel/air mixture required for every driving situation. Its decision is based on coolant temperature, engine rpm's, air temperature, air pressure and throttle position. It produces more efficient engine operation and a reduction of toxic emissions compared to this same engine operating with carburetors.

High speed driving on Volvo's new proving ground is combined with special tests on the worst roads we could imagine.



It takes a big man to admit he won't fit in the 164 E.

The infinitely adjustable bucket seats are designed for people up to 6'6". In back, three adults can sit comfortably. Their legroom matches that of one of the most popular domestic luxury sedans.

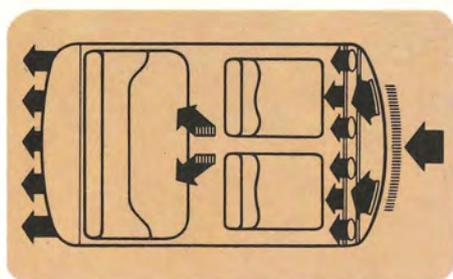
You stretch out on genuine leather with pile carpeting underfoot.

Alongside there are stronger doors with improved sealing and larger rear-view mirrors. Overhead you can add an optional sliding steel sunroof.

Instrumentation is easily read. Those dials you consult most frequently (including the tachometer) lie directly below eye level. The console houses

controls for the heater/air conditioner, rear window defroster and emergency flasher.

You'll note the absence of a confusing array of toggle switches. That's one luxury we thought you could do without.

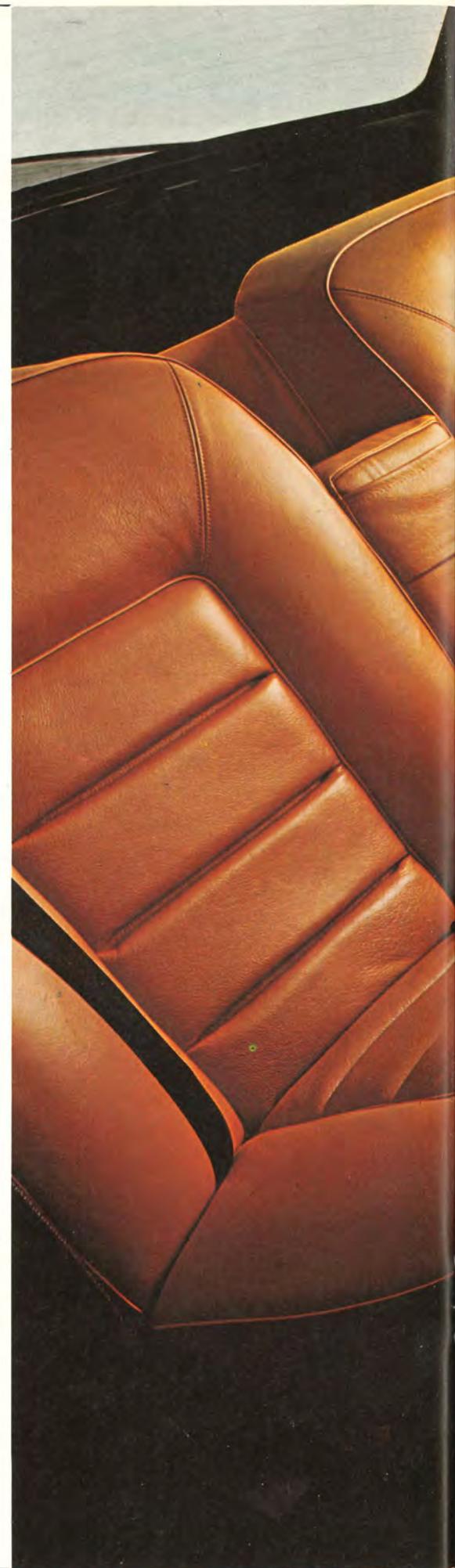


The powerful three-speed, ten-outlet heating/ventilation system. When we tested a Volvo travelling 35 mph, it maintained a constant +77° inside when outside temperature was -13°. In summer, it turns into a powerful ten-duct air conditioning system. It has cooled a 125° interior to 72° in 15 minutes with the outside temperature at 90°. The electric rear window defroster/defogger is powerful enough to melt a sheet of ice.



The bucket seat has a 7³/₄" travel front-to-rear while the backrest reclines from vertical to nearly flat out. New locking devices make these adjustments permanent. Until a new passenger wants to re-adjust them.

With the ignition on, heating units in the driver's seat and backrest switch on automatically when temperature drops below 57° and turn off when it reaches 79°.





The 164 E comes in five colors. One on top of the other.

To protect against corrosion, every 164 E body is submerged in a rust-proofing primer which is applied electrolytically. This is followed by a gray undercoating. And by three exterior

enamel color coats. Underneath, the 164 E is protected with two separate undercoatings. Parts especially vulnerable to rust like front-end panels are made of rustproof galvanized steel.

Rocker panels under the doors are ventilated to dry out moisture.

It's what you can't see in a Volvo 164 E that keeps what you can see looking good.





It's easier to watch out for the other guy once you've looked out for yourself.

In the 164 E you and your family ride inside a steel cage made of six boxed steel pillars joined together with steel bars on every side. This passenger compartment is protected, in turn, by energy-absorbing bumpers. In front-end impact tests, Volvo passenger

compartments have come through without any deformation at crash speeds up to 30 mph.

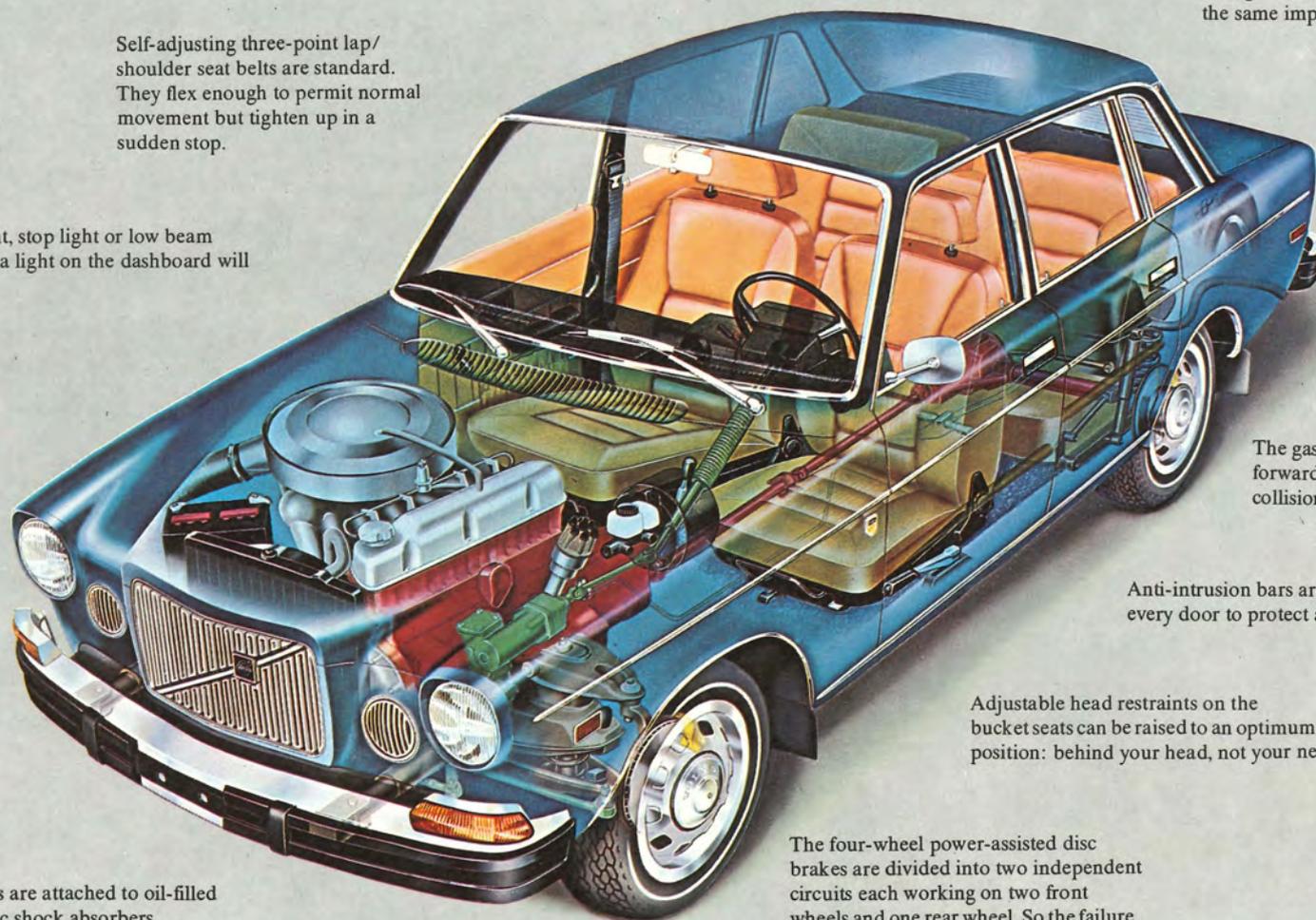
So the owner of a 164 E can drive with a certain sense of well-being... not because of who he is... but because of where he is.

Each centerpost is designed to support the weight of the entire car. For some illogical reason, cars without these posts are called "hardtops".

Self-adjusting three-point lap/shoulder seat belts are standard. They flex enough to permit normal movement but tighten up in a sudden stop.

If a taillight, stop light or low beam burns out, a light on the dashboard will report it.

The rear shock absorbers have been strengthened so the bumper will accept the same impact as the front: 5 mph.



The gas tank has been repositioned forward to protect it in a rear-end collision.

Anti-intrusion bars are welded in every door to protect against sideswipes.

Adjustable head restraints on the bucket seats can be raised to an optimum position: behind your head, not your neck.

The four-wheel power-assisted disc brakes are divided into two independent circuits each working on two front wheels and one rear wheel. So the failure of one circuit would only knock out one brake. You'd retain about 80% of full braking power.

Bumpers are attached to oil-filled hydraulic shock absorbers.

Specifications

Engine

Max. output h.p. SAE net at r.p.m. 138/5500

Max. torque ft. lb. r.p.m. SAE net 154/3500

Compression ratio 8.7:1

B 30 F with electronically-controlled fuel injection. The engine is a six-cylinder, in-line unit with water cooling and a seven main bearing steel crankshaft.

Cooling system

The sealed system holds 12.3 quarts of anti-freeze coolant and is fitted with a transparent expansion tank.

Electrical system

A 12-volt system including a 55A rated alternator and a 60 amp. hr. battery. Starter motor output 1 h.p.

Transmission

The 164 E is equipped with a fully automatic transmission as standard. It has a floor-mounted shift lever and an illuminated quadrant with a PRND21 pattern. A four-speed fully-synchronized manual transmission with a floor-mounted gear shift and electrically-operated overdrive also is available in east and midwest states.

Steering system

The steering, with a safety column, is of the recirculating ball-and-nut type with power assist as standard.

Suspension

Front suspension is independent with unequal A-arms. The rigid rear axle is carried by longitudinal rubber-mounted track rod. Coil springs and double-acting telescopic shock absorbers are fitted all round.

Wheels and tires

The 164 E has steel-belted radial ply 175 SR 15 white sidewall tires mounted on 5½ × 15 pressed steel wheels.

Brake system

Self-adjusting disc brakes are fitted on all four wheels. Tandem type power assist is standard. Each of the "triangle" type dual brake circuits operates on both front wheels, which have specially ventilated brake discs, and one rear wheel. A relief valve in each of the brake circuits prevents the rear wheels from locking prematurely in the case of emergency braking. The parking brake acts mechanically on special drums fitted to the rear wheels. A warning light on the dashboard

indicates when the handbrake is applied and also any possible fault in one of the brake circuits.

Fuel tank

The 15.8 U.S. gallon fuel tank is located at the rear and equipped with gas evaporation control.

Instrumentation

Fully-padded and safety designed. Rheostat-controlled instrument lighting. The six-digit odometer has a separate trip meter. Fuel gauge and coolant temperature gauge. Warning lights are for alternator charging, oil pressure, high beam headlights, parking brake, brake circuits and bulb integrity sensor. Audible and visible signals for turn indicators. Glove compartment lighting. Ignition interlock system that requires front seat occupants to fasten safety belts before starting the car. The center console houses the controls for the electrically-heated rear window, the four-way hazard warning lamps and also a "fasten seat belt" reminder with buzzer. Also fitted here are the controls for the heating system which is of full air-conditioning type.

The cigarette lighter, ashtray and location for the radio are also on this center console.

Other standard equipment

Combined lever for turn signals and high and low beams. Combined lever for two-speed wipers and washer. Illuminated trunk. Backup lights. Self-adjusting 3-point safety belts for front seats and outer rear seats. The center rear seat has a lap belt. Tinted glass. Day/night rear-view mirror of safety type. Ashtrays in rear door panels. Map pockets in front door panels. Adjustable head restraints. Tow hooks front and rear. Built-in radio antenna. Full interior carpeting. Electrically heated driving seat.

Dimensions

Overall length	191.7 in.
Overall width	67.1 in.
Overall height	56.5 in.
Wheelbase	107.0 in.
Track	53.1 in.
Turning circle diameter:	
Between curbs	34.0 ft.
Between walls	36.5 ft.

Interior dimensions

Roof height, front	37.4 in.
Roof height, rear	35.0 in.

Seat width:

Shoulder height	54.7 in.
Hip level	56.3 in.
Front seat, max depth	19.3 in.
Front seat, max width	22.4 in.

Luggage capacity

Usable space	21.5 cu.ft.
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Weights

Curb weight 164 E approx	3225 lb.
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Color combinations

The Volvo 164 E is available in eight exterior colors with leather-faced upholstery: White with Light Blue; Orange with Black; Dark red with Burgundy; Dark blue with Light Blue; Dark green with Leather; Metallic Gold with Black; Metallic Blue with Light Blue; and Metallic Green with Leather.

Accessories

Volvo has a wide variety of accessories designed to tailor-make a Volvo to your individual requirements. Ask your dealer for a brochure.

The factory reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models and also to discontinue models.



The trunk is box-like with 21.5 cu.ft. of useable space inside. You can pack your suitcases standing up and still get out the spare tire without unpacking.



A trigger on top of the selector lever for the three-speed automatic transmission is designed to prevent you from shifting into "R" from "D" at 60 mph. And engaging a substantial repair bill.



Dashboard instrumentation is clock-like and easily read. The tachometer is for those who want to know the speed of their engine in addition to the speed of their car.



The steel sunroof (our only factory-installed optional extra) cranks open to let in more than three-square-feet of sunlight. And closes flush with the roof.



Self-adjusting three-point lap/shoulder seat belts are standard. They flex enough to permit normal movement but tighten up in a sudden stop.



New, deeper bumpers are attached to hydraulic shock absorbers. They can take a bump at 5 mph.



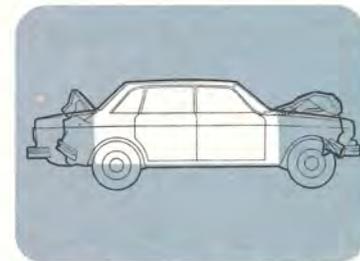
The body is rustproofed inside and out by completely submerging it in this special primer. An electrolytic process causes the steel to attract the paint in a thick, even layer.



A steel tube is welded into every door to protect against sideswipes. Elimination of the vent windows has quietened the interior and strengthened the front doors.



In case of front-end impact, a section of collapsible steering column telescopes on itself. Pressure against the steering wheel moves it into a vertical position against which the driver's weight is more evenly distributed.



Front and rear ends are designed to serve as barriers in case you run into something or something runs into you. They both crumple at pre-determined rates to soak up the impact that would otherwise be passed on the passenger compartment.

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VOLVO
AB VOLVO GÖTEBORG SWEDEN