

VOLVO 164E



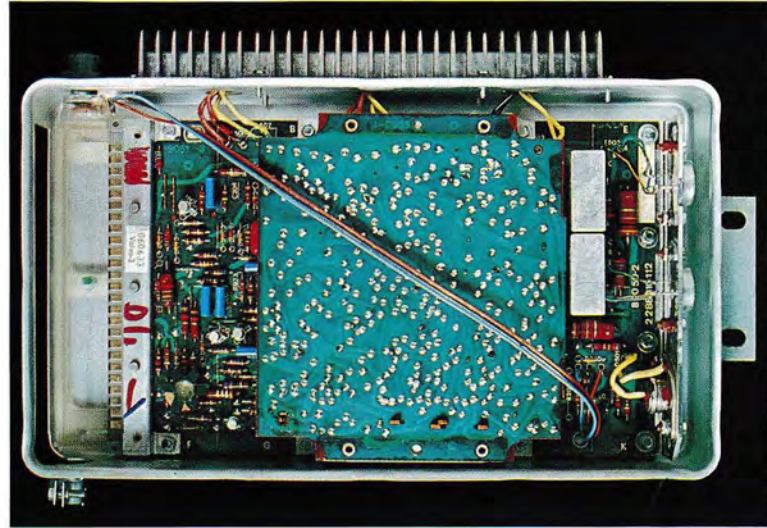
This is the most powerful Volvo ever

Under the bonnet of the Volvo 164 E is a six-cylinder overhead valve engine which gives 175 horsepower. A flashingly powerful engine with electronically-controlled fuel injection. This is the most powerful engine ever from Volvo—Sweden's leading car manufacturer. It provides the new 164 with acceleration that beats practically all-comers. Excellent fuel economy as always on a Volvo and cleaner exhaust gases.

This new engine makes the Volvo 164 E an even more attractive proposition. Whether you drive on business or pleasure. Our carburettor version Volvo 164 has always been a car with personality and instant response to the throttle. Reliable, comfortable, a pleasure to drive, safe, elegant, quiet, spacious and stylish. And now in the E version it is even more fun to drive and safer into the bargain. A short run with this new powerful Volvo will convince you of the advantages this new injection model provides.

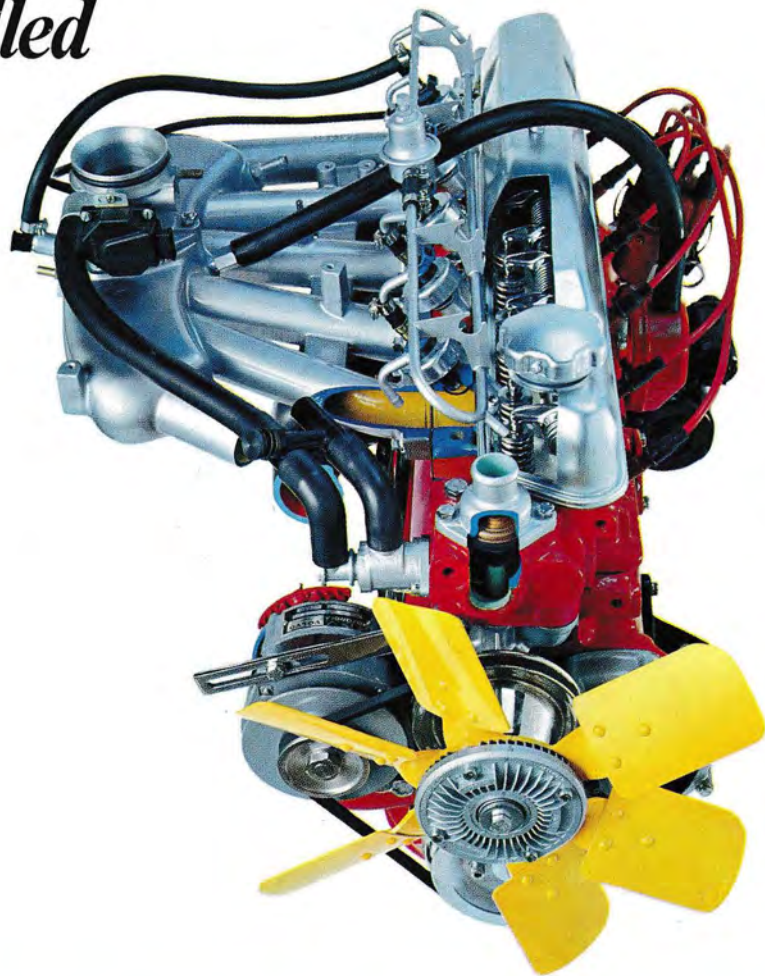
The Volvo 164 E looks imposing and powerful at standstill. But this is an impression that more than doubles when you sit behind the wheel of this wonderful car.

The heart of the E-engine is this small computer with its more than 300 components. It governs the proportions of fuel and air into an exact mixture so that the engine responds instantly to the throttle. Fuel is injected by six nozzles—one for each cylinder. Special sensors and devices tell the computer to compensate for hot or cold engine temperatures, rain or fine weather, changes in altitude, high-speed freeways and congested city traffic. The result is practically complete combustion, more power, and better economy. Plus, and we're very proud of this, lower exhaust emissions. That's a lot to ask of an engine—but then Volvo has never built commonplace engines.



Electronically-controlled fuel injection engine 175 h.p. SAE

This is the engine in the most powerful Volvo we've ever built. Output is no less than 175 h.p. SAE at 5800 r.p.m. We've designated this unit the B 30 E. It's a six-cylinder, three-litre engine with a seven-bearing crankshaft. The difference between this new engine and its predecessor is that we replace the carburetors with an electronically-controlled fuel injection system which feeds through six nozzles, one for each cylinder. The very high torque at even moderate engine speeds gives wonderful pulling power. Locomotive pulling power from speeds where other cars would stall. That's very nice to have in tight city traffic. At the same time it's a quiet and smooth highway runner with explosive response for acceleration that is really something out of the ordinary. The thermostatically-controlled heating of induction air gives smooth running directly after a cold start. In addition, the injection system features an enrichment unit which operates like the choke on a carburettor engine and provides easy starting even at very low temperatures. The injection system is not bothered by changes in altitude or ambient temperature. Across the desert or up through the mountains —this engine takes all in its stride. We've paired this wonderful engine with a very smooth four-speed manual gearbox with full synchronization. The remote control gear lever between the front seats is short and stubby and feels good to use.





Comfort in a car is not synonymous with luxury

Look back on other cars you've owned and compare. The interior of the Volvo 164 E welcomes you with unsurpassed comfort. In the very best meaning of the words. But this is not luxury—every single detail has been carefully thought out. There's no other way of providing the comfort and high degree of safety that Volvo gives. Seats both front and rear are upholstered in genuine leather. Underfoot you have full carpeting and around you the freeness of ample space. Examine the details. Take the front seats for example. Deeper and wider than most, with all-accommodating adjustment. Even driving seat height is one-hand adjustable and the backrests are infinitely variable down to a fully reclining position. The rear seat is also wide and deep. Extra comfortable for two persons, and plenty of room for three should the need arise. The safety features are numerous. Factory-fitted three-point seat belts are fitted up front and there are belt anchorages at the rear for three occupants. The front seats also have head restraints. New this year are the door pockets, the recessed outer door handles, the new centre panel with the clock and various controls, (the fuses are still fitted behind this panel) soft control knobs and a four-spoke steering wheel for better visual access to the instrumentation.

Engine

Type B 30 E. Six-cylinder electronically-controlled fuel injection unit.
Displacement: 2.98 litres
Bore: 88.9 mm
Stroke: 80.0 mm
Max. output:
175 h.p. SAE at 5800 p.m.
Max. torque:
24.5 kpm SAE at 2500 r.p.m.
Compression ratio 10.0:1.

Cooling system

Sealed. Water cooling with pump and thermostat.
Fan with viscous coupling.

Electrical system

12-volt system. Battery capacity 60 Ah. Alternator rating 55 A — 770 W.

Gearbox

Four-speed fully synchronized with overdrive.

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| Ratios: | 1st | 3.54:1 |
| | 2nd | 2.12:1 |
| | 3rd | 1.34:1 |
| | 4th | 1.00:1 |
| | Reverse | 3.54:1 |

Automatic transmission

Fully automatic transmission with P R N D 21 selection.

Rear axle

Final drive of hypoid type.
Ratios: four-speed manual with overdrive: 3.73:1
automatic: 3.31:1

Fuel tank

Capacity 58 litres/12³/₄ Imp. galls.

Weights

Kerb weight approx. 1350—1400 kg/2977—3087 lb. (depending on type)

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

VOLVO

AB VOLVO GÖTEBORG SWEDEN