



Optional extra—the sunshine roof.

New, but recognizably Volvo, the 164.



## 1969 Cars

# New bigger Volvo

*Six-cylinder model 164 coming in January*

VOLVO'S long-rumoured 3-litre, six-cylinder engine new car, the 164, is to be on sale in Britain in January. The Swedish firm have developed the six-cylinder engine with exactly the same bore and stroke dimensions (88.9 and 80 mm.) as the 2-litre power unit, and to aid spares supplies the pistons, piston rings and valves are common to both. Maximum power output is 145 b.h.p. (SAE) at 5,500 r.p.m. and maximum torque is 163 lb.ft. at 3,000 r.p.m. The engine has a compression ratio of only 9.2:1 so that 97 octane petrol can be used, and has a crankshaft carried in seven main bearings; all the bearing surfaces are induction-hardened, and both main and con-rod bearings are of lead-bronze. Like the 2-litre engine, exhaust emission control is provided with similar Zenith-Stromberg carburettors to those on the small unit, and closed-circuit crankcase ventilation.

The British price of the most basic

version of the new car is to be £1,791 (including purchase tax), but more expensive models with options of over-drive or automatic transmission, power steering and a sunshine roof are also to be available. The fascia of the car has a teak inlay and the floor covering is of deep-pile textile carpeting. The seats—upholstered in leather—have, in addition to the normal range of adjustments, an instant three-position adjustment for the height and angle of the cushion. An electrically heated rear window is standard.

A new final drive has been developed for the car, and transmission is through a four-speed manual box with a floor-mounted remote control gearchange, or the Borg-Warner Model 35 automatic box. Power assisted disc brakes are fitted to all four wheels with a dual hydraulic circuit which ensures 80% braking effort if one circuit is damaged.

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The fan on the Volvo has a viscous coupling to limit its speed to 3,000 r.p.m.

