

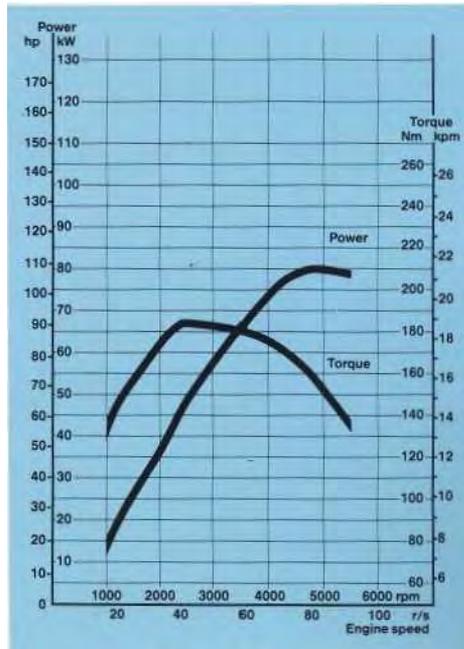
VOLVO 240 SALOONS



Engine philosophy

The four-cylinder engines in the 1985 Volvo 240s are developed from designs which have proved to be tough and reliable. We have however improved them in a number of ways. You will certainly appreciate the transistorized breakerless ignition system that needs no adjustment. The crankshaft has been given a completely new balance geometry, with a vibration damper integrated into the pulley belt, and eight weights instead of the previous four. Lighter connecting rods and pistons with reduced bearing surfaces cut

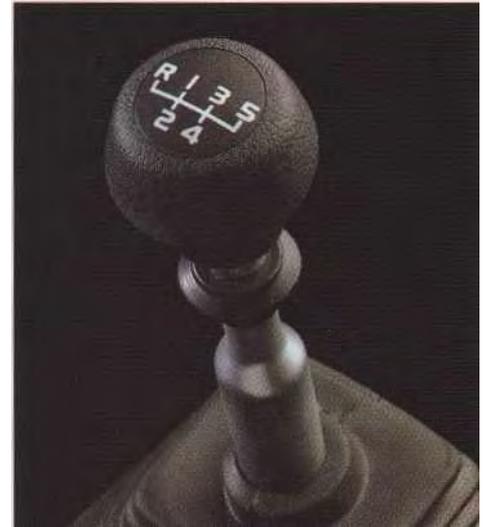
The efficient and reliable Volvo engine



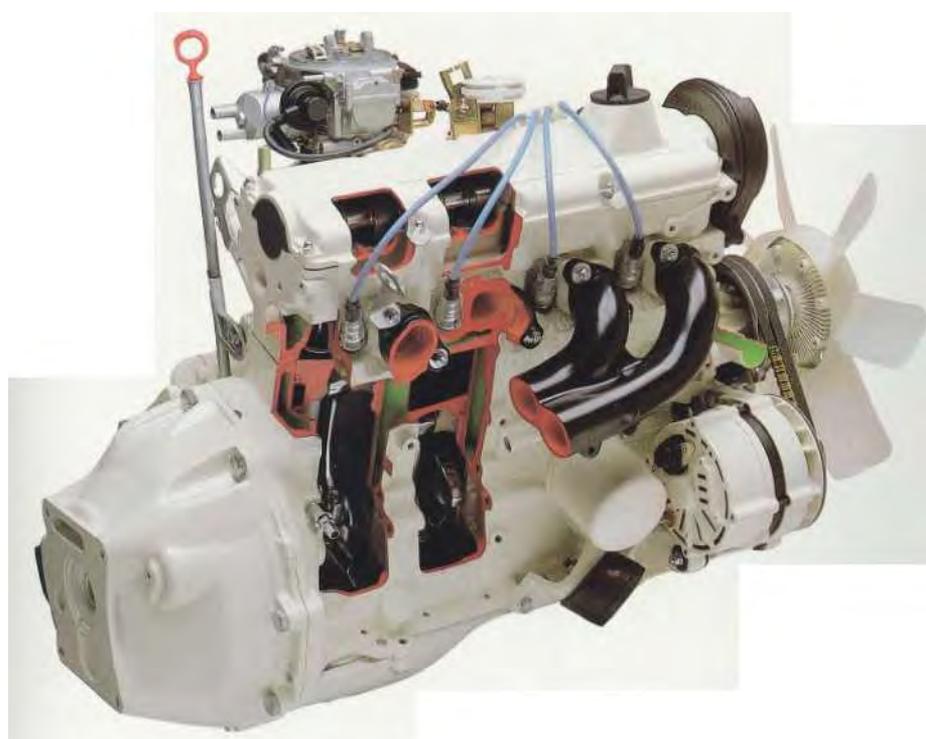
Carburettor engines

A 2.3-litre engine with breakerless ignition system and twin-port downdraught carburettor powers both the DL and GL models.

The transistorized ignition systems give greater reliability and require less maintenance. Easier starting from cold and smoother running are the result of the more exact ignition.



The manual 5-speed gearbox



Transmission

Whichever model you decide on, you can choose between manual or automatic transmission. The manual option offers a 5 speed gearbox with the fifth gear as overdrive, reducing fuel consumption, giving quieter running and extending the life of the engine.

The automatic versions are also fitted with an overdrive function on their well proven four-speed transmission systems.



4-speed automatic

down engine friction. And the cross flow combustion chambers provide more uniform combustion.

All of these improvements could have been utilized to give greater horsepower. Instead, we have optimised the benefits offered to give better torque and improved fuel economy. This gives you an engine with better pulling power and running characteristics, with the added bonus of less frequent gear changes

Good acceleration and pulling power need a strong engine, but the character and "personality" of the engine are equally important.

We design our engines and gearboxes so that they work together to give of their best at between 40 and 70 mph; the very speed range in which you do most of your overtaking. We feel that being the quickest from red light to red light soon palls in the face of rising fuel bills. Instead, we have opted for balanced fuel economy in conjunction with acceleration when you most need it

Safety can be a pleasure

A car that is safe on the road is a car that behaves in a stable and predictable manner, even in extreme conditions such as heavy braking or when taking fast evasive action. A car that does what you expect and gives of its best when really needed is both relaxing and very pleasant to drive.

The Volvo 240 is just such a car — whichever version you choose. You steer, brake and accelerate with the same first class roadholding—even in situations where other cars might come up with nasty surprises.

Chassis and bodywork

When talking about roadholding and handling, a great deal of it has to do with a car's chassis, weight distribution and aerodynamics. Which is exactly where the foundation of the Volvo 240's stable behaviour and good cornering ability is to be found. The body has great torsional strength and the wheel base is long to provide good directional stability. This also helps to make the car less sensitive to side winds. The weight distribution is



M Wig pleasure

even, with a slight bias towards the front wheels, so that the handling characteristics of the car will not be noticeably affected when heavily laden.

Front suspension and steering
Each front wheel is independently suspended by a spring strut that incorporates a coil spring and shock absorber in the same unit. The design is light and compact and provides very good roadholding and steering qualities. A stabilizer effectively dampens roll tendency when cornering at speed, or when taking fast evasive action.

All Volvo cars are fitted with rack and pinion steering. The benefits are many. Few parts and great precision give safe and exact steering with very good road feel—further enhanced by the power assistance fitted as standard. The Volvo 240 has a turning circle of only 32'2".

Rear axle construction

All Volvo cars are built with live rear axles. This is largely due to our insistence on safety and good driving properties. A live rear axle gives constant track and wheel angles despite the movements of the suspension—crucial when the road is slippery. The suspension is free sprung and the axle is held in position by support arms, two torsion bars and a Panhard rod. Apart from good road holding, the design gives very good ride comfort.



All components which make up the chassis are perfectly matched

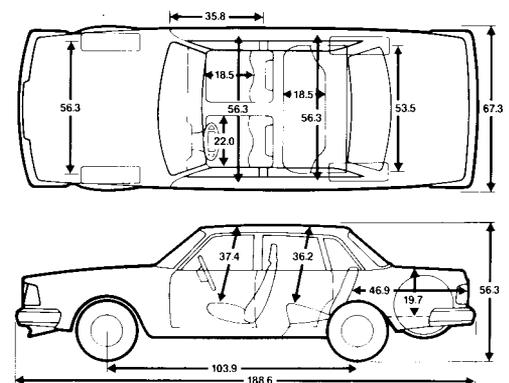
STANDARD EQUIPMENT	Volvo 240 DL	Volvo 240 GL
Laminated windscreen	●	●
Heated rear window	●	●
Heated driving seat	●	●
Reclining front seats with lumbar support	●	●
Driving seat height adjustment	●	●
Rear centre armrest	●	●
Front seat head restraints with cushions	●	●
3 point inertia reel safety belts, front and rear	●	●
Safety belt reminder	●	●
Fitted carpets	●	●
Door storage compartments	●	●
Lockable glove compartment with lighting and vanity mirror	●	●
Courtesy lighting	●	●
Luggage compartment lighting	●	●
Engine bay lighting	●	●
Hazard warning lights	●	●
Quartz clock	●	●
Tachometer	●	●
Brake failure warning	●	●
Bulb failure warning	●	●
Ignition/lights buzzer warning	●	●
Rear fog lights	●	●
Side direction indicators	●	●
2 speed + intermittent wipers/electric washers	●	●
Headlight wipers/washers	●	●
Triangle split, dual circuit brake system	●	●
Power assisted disc brakes all round	●	●
Child safety locks on rear doors	●	●
Internally adjustable door mirrors	●	●
Lockable fuel cap	●	●
Front spoiler	●	●
Tinted windows		●
Central locking	●	●
Power steering	●	●
Radial ply steel belted tyres	●	●
Sunroof (factory fitted)		○
5-speed manual gearbox	●	●
4-speed automatic gearbox	●	●
Chromium wheel rings		●
Cloth interior	●	
Trico plush interior		●
Trico plush insert in door panels		●
Metallic paint		●

● Standard ○ Option

TECHNICAL INFORMATION

	Volvo 240 DL	Volvo 240GL
Engine	B 230A	B 230A
Configuration	In line 4	In line 4
Displacement, cc.	2316	2316
Bore/Stroke, mm	96/80	96/80
Max. output, kW DIN at r/s (hp DIN r/min)	81/83 (110/5000)	81/83(110/5000)
Max. torque, Nm DIN at r/s (kpm DIN r/min)	187/42 (19.1/2500)	187/42 (19.1/2500)
Compression ratio/octane rating	10.3/98	10.3/98
Fuel system	Carburettor	Carburettor
Engine block/cylinder head	Cast iron/light alloy	Cast iron/light alloy
Valve System	Overhead camshaft	Overhead camshaft
Transmission		
Manual	5-speed	5-speed
Automatic	4-speed	4-speed
Electrical System		
Battery Capacity	12V/60Ah	12V/60Ah
Alternator rating	55A	55A
Ignition system	Breakerless transistorized	Breakerless transistorized
Fuel tank		
Safety location beside rear axle, Volume, litres	60	60
Steering gear		
Rack and pinion. Split safety steering column. Ratio	17.3:1 (power assisted)	17.3:1 (power assisted)
Turns of wheel, lock to lock	3.5	3.5
Turning circle	32'2" (9.8m)	32'2" (9.8m)
Wheels		
Steel braced radial ply tyres	175SR	175SR
Rims	5.0" x 14"	5.5" x 14"
Suspension		
Front	Spring struts	Spring struts
Rear	Live rear axle	Live rear axle
Brakes (power assisted)		
Front/rear	Ventilated discs/discs	Ventilated discs/discs

All measurements in inches



VOLVO

