

PRESS REPORTS ON VOLVO 164



**Read what independent experts
say about Volvo 164.**

The safe one.

Jim Laing-Peach — *Daily Telegraph, Saturday, May 18, 1974*

The value of subtle but meaningful changes plus the price freeze has closed... the gap between the cost of this prestige Swedish car and our homegrown competitors like the Statesman, Fairlane and LTD.

Prices are now really competitive with the cheapest basic two-door Volvo at \$5090, probably the most popular model the four-door automatic Grande Luxe at \$6405 and the most expensive air-conditioned fuel-injected six cylinder tipping the scales at just under \$9000.

It's little wonder Volvo, from an obscure, overly expensive imported enthusiast's car with a fetish for safety, first seen here around 1967, has become a household word.

Last year, 4735 Volvo Sales won the luxury car market with 26.9 per cent of sales and this year Volvo Australia expects more than 7000 sales — almost equal to all sales since 1970 combined.

After sampling the 164E model recently over more than 8000 km (500 miles) of roads from fast freeways to winding coastal dirt tracks I was completely charmed by the beguiling, effortless and comfortable driving. From housewives to businessmen,

Volvo, like Mercedes-Benz is recognised as the best in safety.

With new additions the 5 km/h crash absorbing bumpers, an anti-explosion fuel tank, warning light for lights failure, improved collapsing steering column plus all the regular Volvo safety features, the '74 cars live up to their reputation.

Standard vision aids on the test car make driving in the worst conditions a triumph of oneupmanship; rear window de-fogger, powerful heating and air-conditioning, built to handle the most severe Swedish cold, fingertip screen washers and wipers and quartz lights.

As examples of supreme thinking in passenger comfort and driving safety the rear seats have their own heater ducts and the brilliant, sweeping fog lights turn on automatically when dipping from high beam.

Zooming along through the Newcastle freeway's gusting fog late one night, that was a magnificent plus.

A few points I didn't like with this Volvo 164E were: the lack of face level fresh air, especially as warm air comes through the dash vents and side quarter windows have been eliminated. The factory fitted air-conditioner can't

handle two smokers without a window down. And it knocks a second off the car's acceleration time to 100 km/h (more than most efficient conditioners).

An ill-fitting boot lid that had to be slammed closed and a door sill trim strip which fell on to the road when one passenger stepped out suggests that Australian assembly still isn't up to the exemplary standard of past fully imported Volvos.

The lurching road-holding which while very safe on recently upgraded Goodyear Grand Rally tyres, tends to make the car difficult to line up accurately through corners especially with the lethargic power steering.

Its highlights more than compensate; like sensational performance from the 175 horsepower three-litre motor in such a heavy car, the superb comfort of real leather seats, immense but unseen structural safety, easy to clip-in inertia reel seat belts and the powerful, fail-safe four-wheel disc brakes.

The silky six and the equally smooth Borg Warner automatic transmission rockets the 164E to 100 km/h in 10.5 seconds (11.4 with the air on) and can top 185 km/h (115 mph).

Such performance and comfort is expensive at around 16.4 litres of super every 100 kms (about 17 mpg) but prudent driving without continuous air-conditioning should reap lower consumption around 14 1/100 kms (20 mpg).

The high consumption is more obvious due to a relatively smallish 60 litre (13.2 gallon) tank — increased from 58 litres (12.7 gals) — but still too small.

I twice topped up with more than 12³/₄ gallons as the fuel injectors gasped their last! But despite some minor niggles, the 164E is the finest of a very fine range of Volvos for '74.

Volvo fights the inflation spiral with extra safety.

Sean Moylan and John Keran — *The Sun, Friday, June 28, 1974*

If you're looking for a luxury sedan around the \$7,500 to \$8,500 mark there are very few choices.

One of those choices is Volvo's flagship, the 164E. The 164E has been around in basically the same form for nearly seven years. In that time it has undergone numerous detail improvements, all of them worthwhile. The 1974 model 164E on sale in Australia now is very similar to the American version.

The most obvious similarity is the bumper bar system. Heavy-duty recoiling bumpers front and rear comply with the American requirement for impact resistance at speeds below 5 mph. Nudge something below that speed and the car remains undamaged. If you think these heavy rubber and steel devices are unattractive that's too bad. Within a few years they will be compulsory on all new cars. It's no real surprise to find Volvos among the first cars there to be fitted with them.

Another American requirement which finds its way onto the 164E is a seat and belt interlock system. As soon as driver or passenger sit in the front seats while the ignition is on, a red warning light flashes

a reminder to fasten seat belts. This in itself is a good idea, taken further by the Americans so that a car will not start unless the seat belts are fastened. Another feature new for 1974 is a bulb warning sensor which turns on a warning lamp in the instrument panel if any other light on the car ceases to function.

In line with new thinking on accident safety, the current Volvo flagship has the 60 litre fuel tank relocated near the rear axle.

On the cosmetic side of the facelift, the 1974 Volvos no longer have quartervent windows. The normal flow-through system now provides ample ventilation, and our test car was fitted with the cleverly integrated air-conditioning.

Fuel consumption for this automatic six-cylinder car with air-conditioning was amazingly good at 12.8 litres/100 kms (22 mpg). The 164E has always had a reputation for smooth power and with the electronic fuel injection the added response is superb. The automatic transmission is silky smooth and the car just glides along in a manner which suits its dignified appearance. Even drivers who detest power steering will like the

system employed on the 164E. It is light enough for parking and U turns when it has to be, but still gives plenty of feel at touring speeds. Added to the Volvo's incredibly forgiving handling characteristics, it makes for a very safe car.

The ride and suspension are extremely well balanced to make progress comfortable without that vague floating feeling. The car looks right for a prestige vehicle and its performance in all respects backs up this impression. Only very reckless driving will catch it out. Even on a wet road with full throttle with a standing start the 164E automatic puts its power down cleanly without any tyre slip.

When it comes to brake performance, this car is among the best. Comparing it to other prestige cars we've driven in recent months, it comes off as well as a BMW and fractionally better than Mercedes-Benz.

VERDICT IN A SENTENCE:

The Volvo 164E automatic is one of the few options for a buyer in the \$7,500 to \$8,500 bracket, and we think it is the best.

TYPE:

Four door luxury sedan with six cylinder engine, automatic

transmission, power steering, air conditioning, coil spring suspension and four-wheel disc brakes.

MAXIMUM SPEEDS IN GEARS:

Low, 82 km/h (51 mph); 2nd, 142 km/h (88 mph); top, 190 km/h (118 mph).

ACCELERATION:

0 to 100 km/h (62 mph) in 10.2 seconds.

TANK CAPACITY:

60 litres (13.2 gallons).

FUEL CONSUMPTION:

12.8 litres/100 kms (22 mpg).

TURNING CIRCLE:

11.2 metres (36.1 ft).

COMFORT:

Excellent.

INSTRUMENTS:

Comprehensive.

REAR SEAT ROOM:

Fits three adults.

VALUE FOR MONEY:

Very good.

LENGTH:

4.87 metres (191.7 ins).

LUGGAGE SPACE:

Plenty of room.

LIGHTS:

Excellent.

FINISH:

Very good.

VOLVO 164



SPECIFICATIONS

ENGINE:

Cylinders Six in line
 Bore and stroke (3.49 in. × 3.14 in.) 88.9 mm × 80.0 mm
 Cubic capacity (181.5 cu in.) 2978 cc
 Compression ratio 10.0 to 1
 Valves OHV
 Fuel feed Bosch electronic fuel injection
 Fuel pump Electric
 Oil filter Full flow
 Power at rpm 175 bhp(SAE) at 5800 rpm
 Torque at rpm 24.5 kpm at 2500 rpm

TRANSMISSION:

Type Three speed automatic
 Gear lever location Floor

RATIO:

	Gearbox	Overall	1000 rpm	mph per
			(kph)	
1st	2.39	8.91	8.2	(13.1)
2nd	1.45	5.40	13.5	(21.7)
3rd	1.00	3.54	19.6	(31.5)
Final drive	3.54			

CHASSIS AND RUNNING GEAR:

Construction Unitary
 Suspension front Independent, coil springs upper and lower wishbones, anti roll bar
 Suspension rear Live axle, trailing arms and torque rods and coil springs
 Shock absorbers Telescopic
 Steering type Power assisted worm and roller
 Turns lock to lock 3.7
 Turning circle (10.3 m) 34 ft
 Steering wheel diameter (419 mm) 16.5 in.

Brakes type Disc/disc
 Dimensions Disc (271.7 mm) 10.7 in.
 (294.6 mm) 11.6 in. diameter rear

DIMENSIONS:

Wheelbase (272 cm) 107 in.
 Track front (135 cm) 53.2 in.
 Track rear (135 cm) 53.2 in.
 Length (470 cm) 15 ft 5.6 in.
 Width (171 cm) 5 ft 8.3 in.
 Height (144 cm) 4 ft 8.7 in.
 Fuel tank capacity (60 litres) 13.2 imp. gallons

TYRES:

Size 175 HR15
 Pressures 30 psi front/28 psi rear
 Make on test car Goodyear Grand Rally

GROUND CLEARANCE:

Registered (18 cm) 7.1 in.

VOLVO 164TE

All technical specifications are the same as the 164E. The following appointments are factory fitted as standard equipment:

Rear head restraints Adjustable
 Rear seat reading lamps (2) Adjustable
 Integrated air-conditioning 3 speed
 Headlight wipers and washers
 Tape cassette & radio 4 speakers
 Radio aerial Electrically operated
 Exterior mirror Two
 Luggage compartment Carpeted Courtesy lamp
 Exterior colours: Blue/Green, Light Blue & Gold Metallic