

VOLVO

1800 E





A Swedish thoroughbred

The Volvo 1800 E - for those who prefer a sports car and are used to the best. For those who know what comfort means during point to point non-stop journeys. With sumptuous leather upholstered bucket seats. And plenty of room for luggage. For those who know what quality means both in value and appearance. For those who really appreciate all the safety a Volvo represents. Sit down behind the wheel! Comfortable? Now take her out and change your motoring ideals. Volvo comfort, quality, safety and the electronically fuel injected engine will see to that.



Electronic fuel injection engine. For high output. And low fuel consumption. What's more - and important cleaner exhaust gases.

Engine output is no less than 130 b. h, p. SAE at 6000 r.p.m. Designed and built to triumph over the widely varying traffic rhythm of today. Non-stop day-long driving or stop and start city snarl-ups. The high degree of torque in the mid-engine speed range ensures excellent low-speed tractability. And the high output gives a wonderful stinging performance.

The outward appearance of the Volvo 1800E expresses in smooth flowing lines the character of its engine.

The electronically controlled fuel injection engine is truly a product of the computer age.

The carburetors are replaced by a small "electronic brain". This well tried unit controls the four injectors which feed the precise amounts of fuel to the cylinders. The electronic control system reads off engine speed, coolant temperature, air temperature and pressure continuously. The injection phase is of vital importance for the characteristics of an engine. The exactness of our electronic "box of tricks" gives practically complete combustion and ensures low fuel consumption throughout the entire speed range.

An added advantage is the extremely small toxic content emitted in the form of exhaust gases by the engine. This electronically-controlled injection system is not effected by the ambient air pressure. Over the mountains or across the plains

it makes no difference -- this car breathes easy, takes all in its stride.

And should the temperature fall, to even sub-zero readings, this engine is still an easy starter since the injection system features a special choke unit.

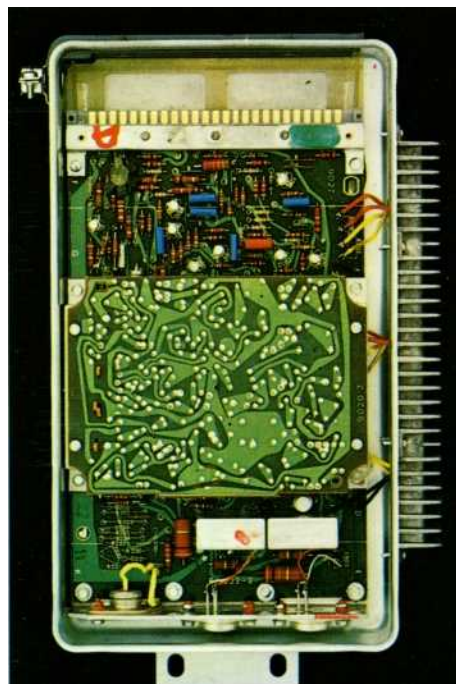
Otherwise our E-engine has the same basic construction as the standard Volvo engine which means that it is a four-cylinder overhead valve unit with a five-bearing crankshaft.

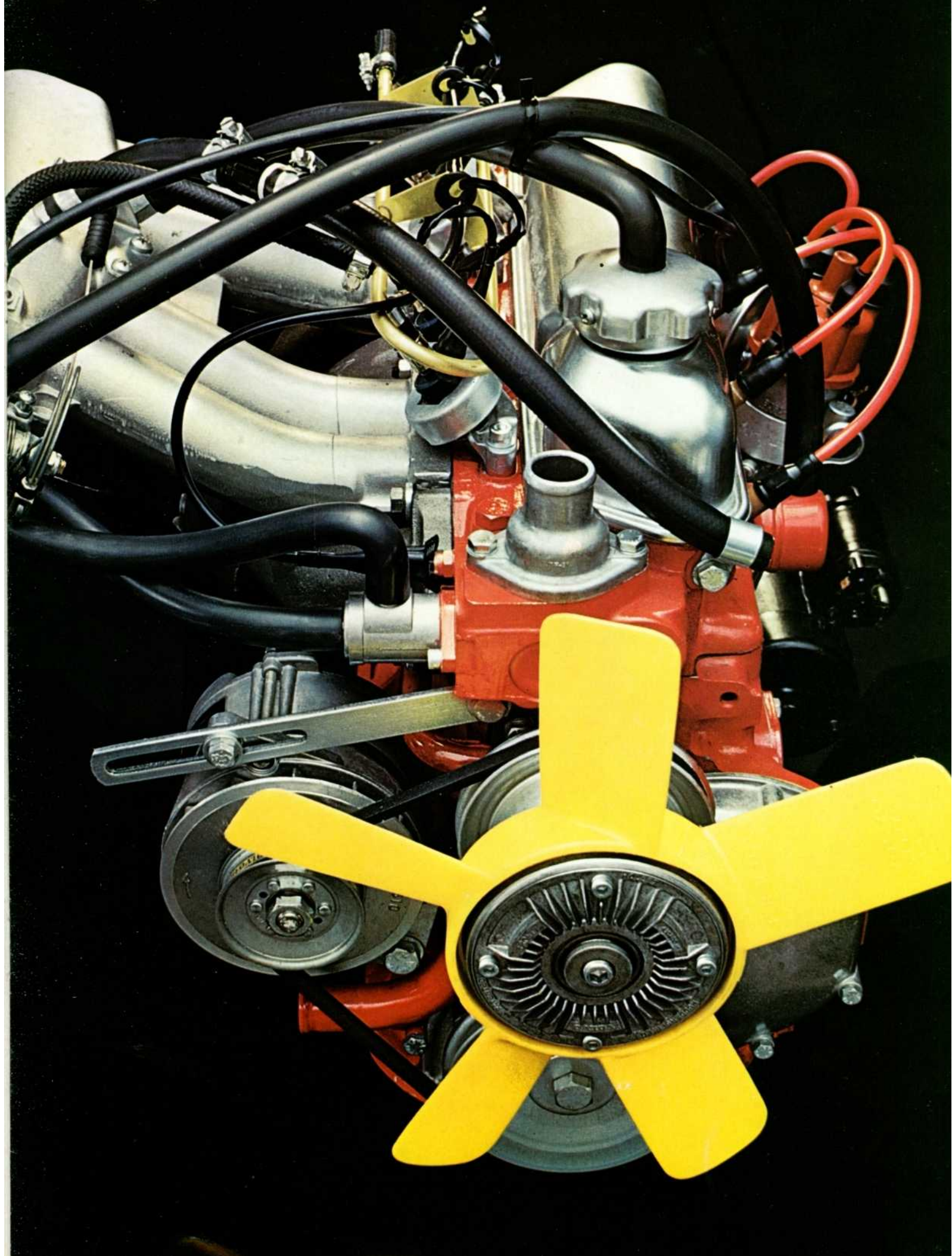
And a transmission that operates smoothly and quietly.

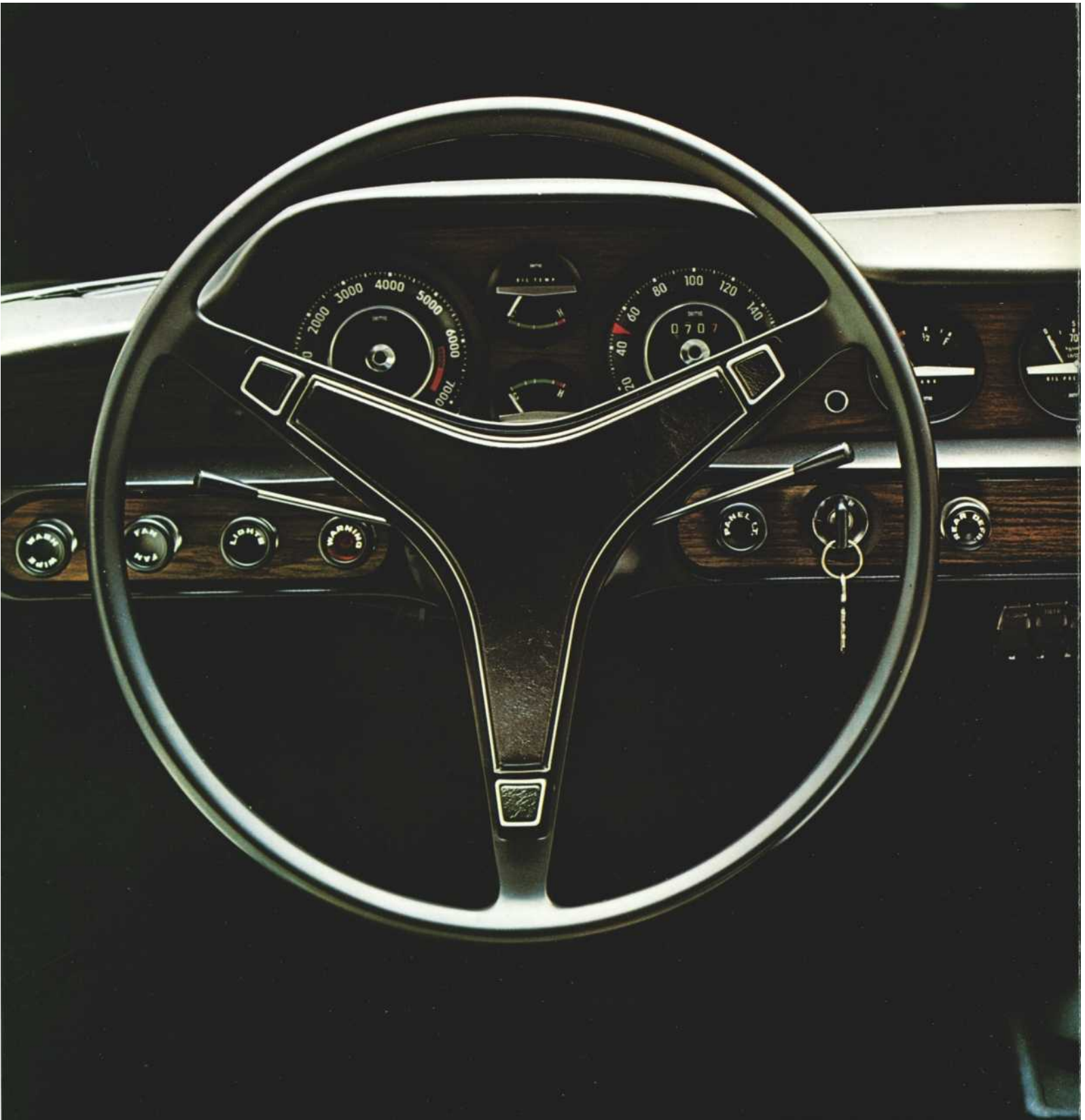
Four distinct gear positions, full synchronization. The stubby gear lever is ideally placed between the front seats.

An electrically operated overdrive is standard. Not so much for the extra speed. But for quieter, smoother, safety-fast motoring and using less fuel!

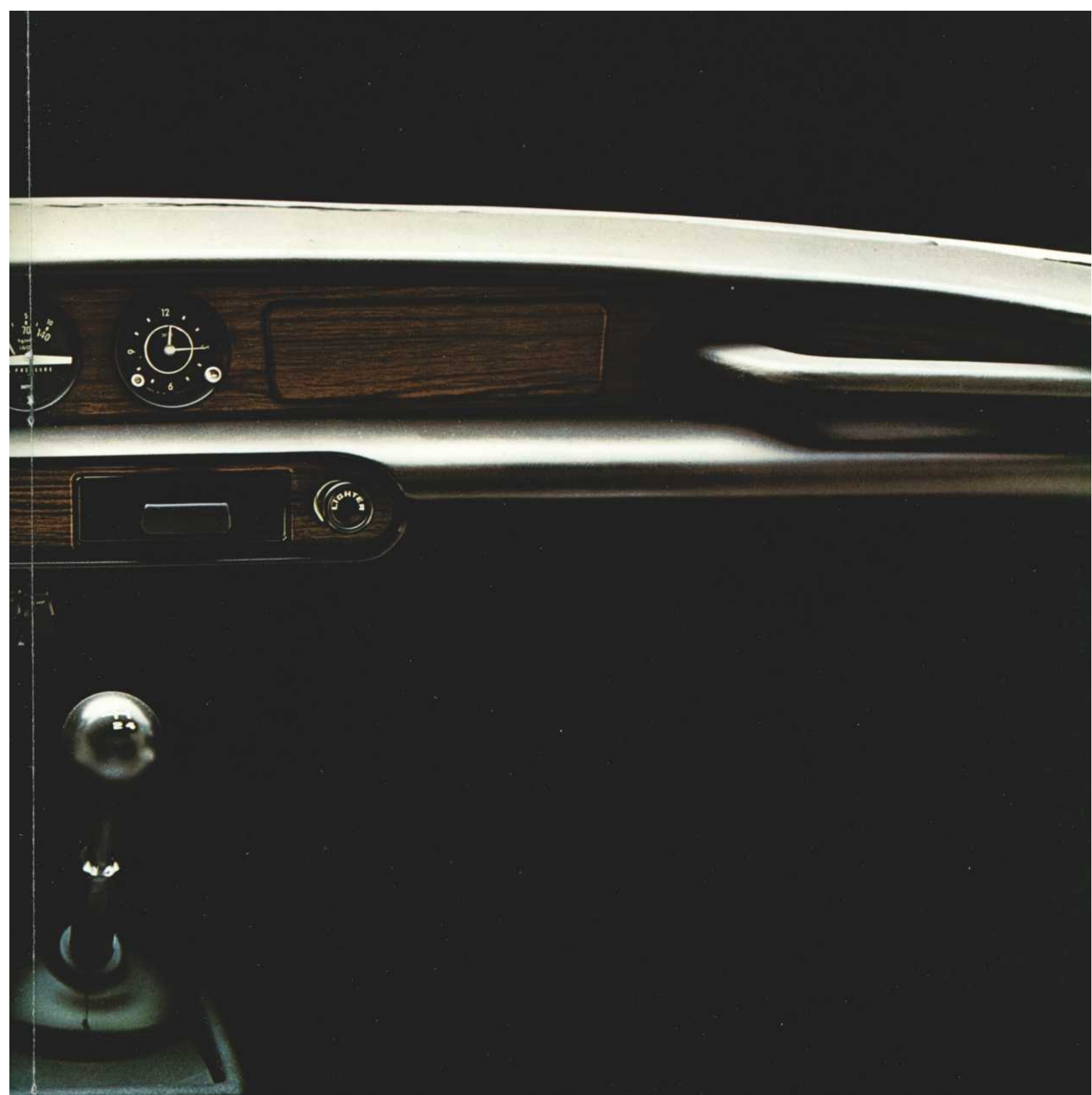
About 300 different parts make up the electronic control unit. This is the brain of our fuel injection system.







A dashboard must primarily be functionally correct. And preferably designed in an attractive and sensible manner. That's exactly what the Volvo 1800 E has.



The steering wheel is designed to give full visual access to the excellent instruments. The hub is dished and safety padded. All controls and instruments are located within easy reach. In the centre the rev. counter, speedometer with mileometer and tripmeter and also the water and fuel temperature gauges. To the right the fuel gauge, oil pressure gauge and an electric clock. The combination lever on the left of the steering column controls the turn indicators, main and dipped headlight beams and also the headlight flasher. Instrument lighting is of course rheostat controlled. Four-way emergency warning flashers.

Heating and ventilation feature fingertip control. On both sides of the dashboard are convenient storage pockets. And in the middle on the transmission tunnel is a lockable oddments console.

Automatic transmission. Comfortable and practical. A pure relaxation to drive!



A luggage compartment worthy of the name and the car.
The spare wheel is easily accessible.



And if ever you need even more room you can drop the rear seat backrest and find room for more.



The front seats have factory-fitted three-point safety belts. Convenient snap-action locks.

Comfort is standard equipment in the Volvo 1800E:

Comfort is standard in Volvo. Top-to-toe comfort. Your body tells you so mile after mile after mile. Wonderful leather upholstered seats. With wide-range adjustment. So that you're always comfortable. Of vital importance for the driver is the location of his seat with regard to the pedals ! The fore and aft adjustment is considerable. Backrest inclination is yours to decide! Adjustment of lumbar support is convenient and knob-controlled. The rear seat is occasional. There's room for two children, or a good friend on an occasional trip.

Adjustable head restraints are a vital safety feature. In order to avoid whip-lash neck injuries should your car be run into from behind. Full carpeting, thick and cosy cuts noise to a whisper and enhances the total comfort.

Comfort isn't only sitting comfort. Nor is it only driving comfort as regards getting there quick. Volvo comfort is both sitting and driving comfort in their relation to getting there safely!



Special anti-dazzle rearview mirror. A very thoughtful safety detail. As are the safety padded sun visors.



The rear window is electrically heated. So you can always see the cars you've just passed. Through mist and frost free glass.



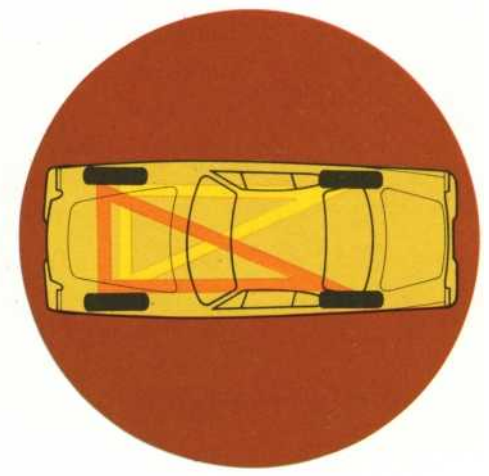
The through-flow ventilation system ensures fresh air without draughts.



5" steel rims. Cast aluminium "mag" type hubs. 165 HR 15 radial ply tyres.



Power assisted disc brakes on all four wheels. Sure stopping, low pedal loads.



Dual-circuit brake system. Triangle-split. If one circuit is damaged the system still retains about 80% of full braking effect.

Specification

Engine

Four-cylinder with electronically controlled fuel injection. 5-bearing crankshaft. Overhead valves. Electric fuel pump. Fuel pressure regulator and pressure relief valve. Oil filter of full-flow type. Positive crankcase ventilation. Hyper-effective exhaust emission control.

Capacity	1.99 litres (121 cu in.)
Bore	88.9 mm (3.500 in.)
Stroke	80.0 mm (3.15 in.)
Compression ratio	10.5:1
Max. output	130 b.h.p. SAE at 6,000 r.p.m. 120 b.h.p. DIN at 6,000 r.p.m.
Max. torque	18.0 kgm SAE at 3,500 r.p.m. 17.0 kgm DIN at 3,500 r.p.m.

Cooling system

Sealed. Water cooling through pump and thermostat. Capacity approx. 8.5 litres (7.5 quarts). Frost-proofed.

Electrical system

Voltage	12
Battery capacity	60 amp./hr.
Alternator	35 amp. -- 490 W
Starter motor	1 hp

Clutch

Diaphragm spring type clutch.

Gearbox

4-speed fully-synchronized with remote control.

Ratios:

1st	3.13:1
2nd	1.99:1
3rd	1.36:1
4th	1.00:1

Reverse 3.25:1

Electrically actuated overdrive operating on fourth gear.

Ratio 0.797:1

Rear axle

Final drive ratio 4.30:1

Steering gear

Cam and roller type. 3 $\frac{3}{4}$ turns of steering wheel from lock to lock.

Turning circle diameter:

Between kerbs 9.5 m (.31 ft. 2 in.)
Between walls 10.0 m (32 ft. 10 in.)

Shock absorbers

Double-acting, hydraulic telescopic shock absorbers all round.

Brake system

Footbrake: "Triangle" split-circuit all-disc brake system. Each circuit operates on both front wheels and one of the rear wheels. Self-adjusting. Brake servo of tandem type. A relief valve in each circuit prevents the rear wheels from locking-up before the front wheels in the case of emergency braking.

Wheels and tyres

Pressed-steel rims with cast-aluminium "mag" wide-spoke hubs.

type

Size: 5J 15"

Radial tyres: 165HR15

Body

Integral, all-welded steel body. Completely rust-proofed and underbody sealed.



Fuel tank

Located at rear. Capacity approx. 45 litres (10 Imp. gallons).

Lighting equipment

Asymmetrical dipped headlights. Automatic back-up lights. Main beam flasher. Rheostat-controlled instrument lighting. Four-way emergency warning flashers.

Instrumentation

Speedometer with mileometer and tripmeter. Revolution counter. Coolant and oil temperature gauges. Oil pressure gauge. Fuel gauge. Warning lamps for battery charging, main beam, turn indicators and Overdrive. Electric clock. Warning lamp for applied handbrake and possible brake circuit failure.

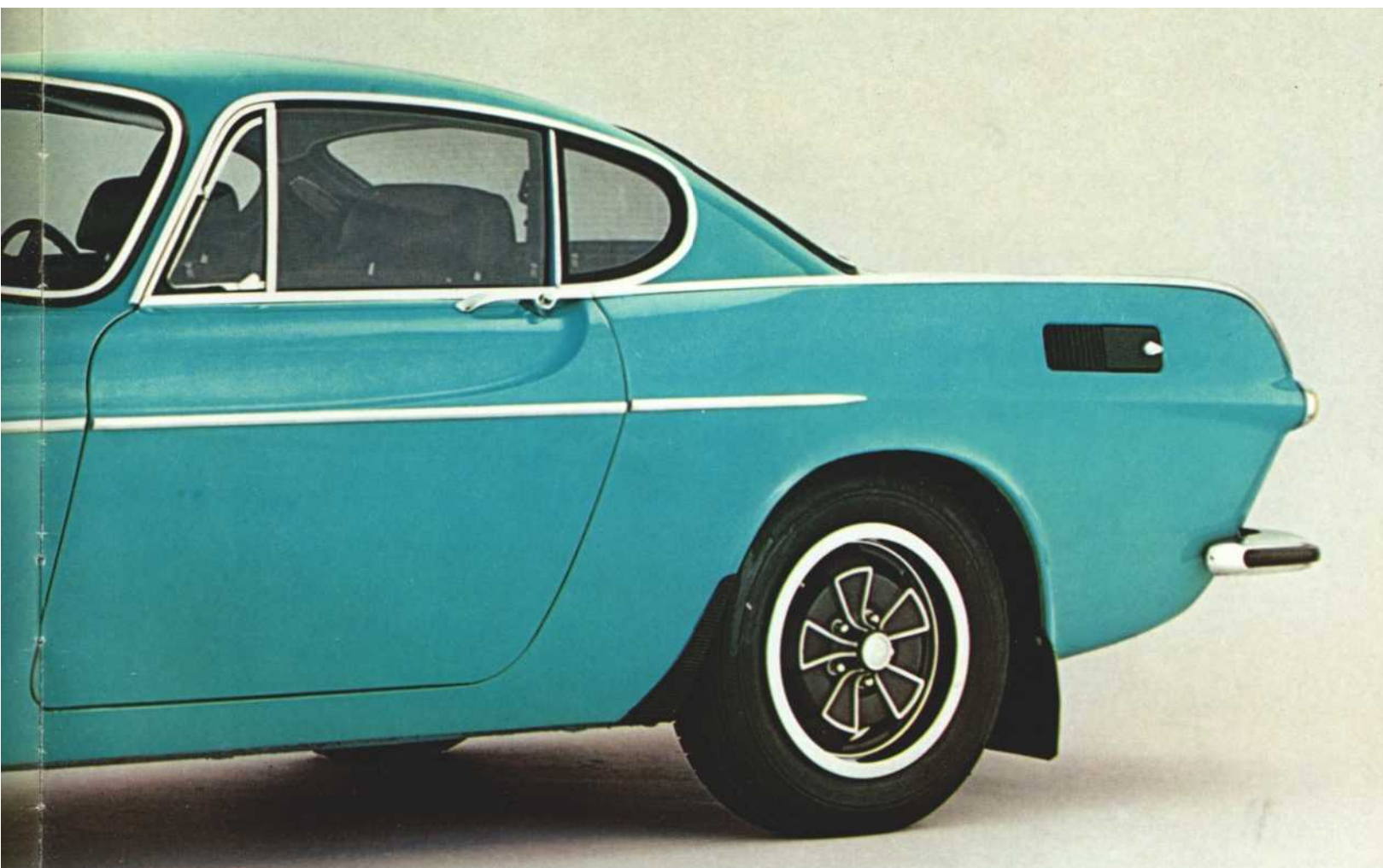
Miscellaneous equipment

Three-point, factory-installed safety belts. Laminated "high-impact" windscreen. Two-speed electric windscreen wipers. Electric windscreen washer. Thermostat-controlled heater system with generous capacity and two-stage blower. Fresh air inlets below dashboard. Air extractor vents above rear wheel housings. Lockable oddments console on transmission tunnel. Two padded sun visors. Anti-dazzle rear view mirror of safety type. Electrically heated rear window. Adjustable head restraints. Cigarette lighter. Mudflaps. Spare wheel. Jack. Tools. The Volvo 1800E requires no regular greasing.

Dimensions and weights

Wheelbase	2,450 mm (96.4 in.)
Track	1,315 mm (51.8 in.)
Overall length	4,350 mm (171.2 in.)
Overall width	1,700 mm (67 in.)
Overall height, unladen, approx.	1,285 mm (50.5 in.)
Head clearance (roof cushion 6 inches from backrest)	900 mm (35.4 in.)
Front seat width, shoulder height	1,230 mm (48.4 in.)
Front seat width, hip height	1,360 mm (53.5 in.)
Kerb weight (with coolant, oil and full fuel tank)	approx. 1,155 kg(2,541 lb.)

The factory reserves the right to alter the price, design and equipment without previous notification.



VOLVO

AB VOLVO GÖTEBORG SWEDEN

