

VOLVO 1800E





The 1970 Volvo 1800 E has a familiar appearance. With a lot of differences where it counts.

This year's model has a different engine. It's fuel injected. And a different four-speed transmission with electric overdrive, and a different four-wheel disc brake system.

Plus a lot of other thoroughly tested differences designed to hold up under Swedish driving conditions. So that owning an 1800 E will let you put money in the bank. Rather than the repair shop.



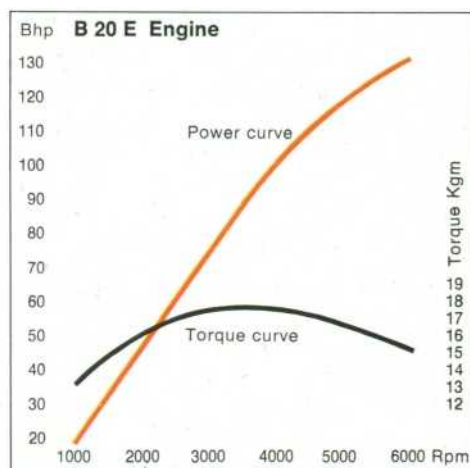
Technically, the B20 E engine is electronically fuel injected. Mechanically, it's still a Volvo.

When Volvo engineers began designing the 2-litre engine, fuel injection was available for temperamental grand prix race cars, and electronic computers cost just about as much. Eight years later the unlikely merger of race car development and space age technology has produced the electronic computer controlled fuel injected B20E engine.

What it means is no carburetors.

If you guessed that it's more powerful with fuel injection, you're right. The Volvo 1800 E develops 130 horsepower at 6000 r.p.m. That's 10 % increase. It's also smoother running and more efficient.

The reason is that the engine is always getting an exactly proportioned fuel supply directly into the cylinders. Regardless of the weather, engine speed or altitude.



The rest of the engine is conventional Volvo. Which means a rugged five main bearing crankshaft, fully machined combustion chambers and a long wearing overhead valve system.

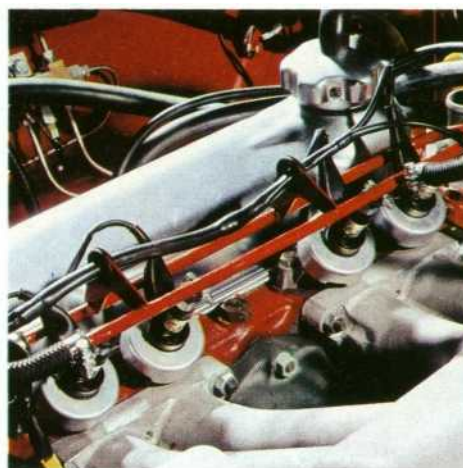
Road & Track magazine, analyzing the results of a Volvo owner's survey said, "We're going to project 110,000 miles as an average life between overhauls." They were referring to Volvo's old engine. The B20E was designed the same way, strong.

Backing up this powerplant is a four-

speed fully synchronized gearbox that's even tougher. That's because it was designed for our six-cylinder engine. It encourages fast shifts. But because the gearing is closely matched to the engine's torque curve a lot of shifting is unnecessary.

One thing that isn't different this year is electric overdrive. That was a new unit last year. And, of course, it's standard. As it should be on a grand touring car.

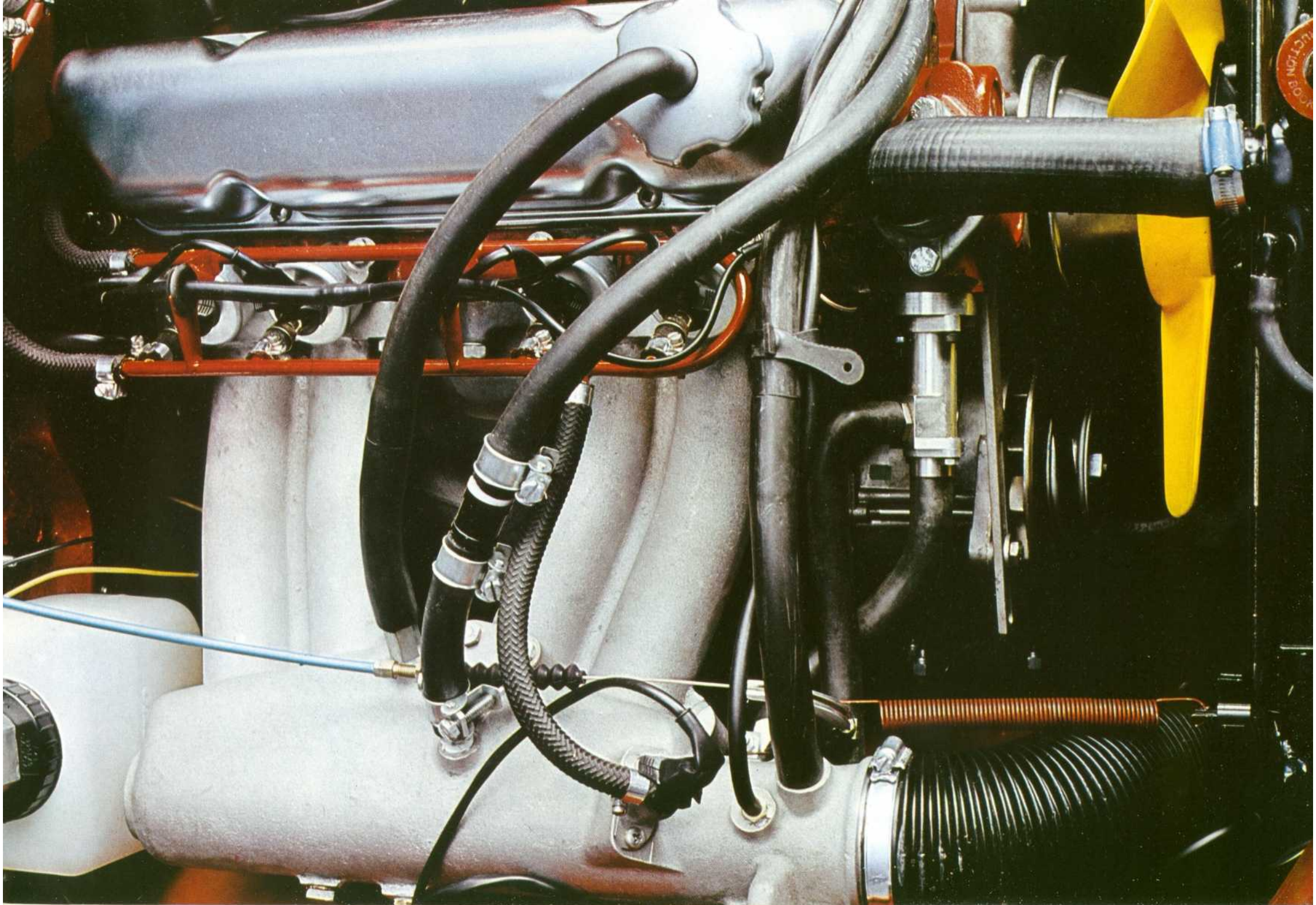
Since the 1800E is Volvo's fastest car it's also our best stopping car. With over 400 square inches of four wheel power assisted disc brakes. And hydraulic pressure limiting valves for the rear wheels for straight line emergency stops. Plus Volvo's emergency dual brake system that has three wheels operating on each circuit.



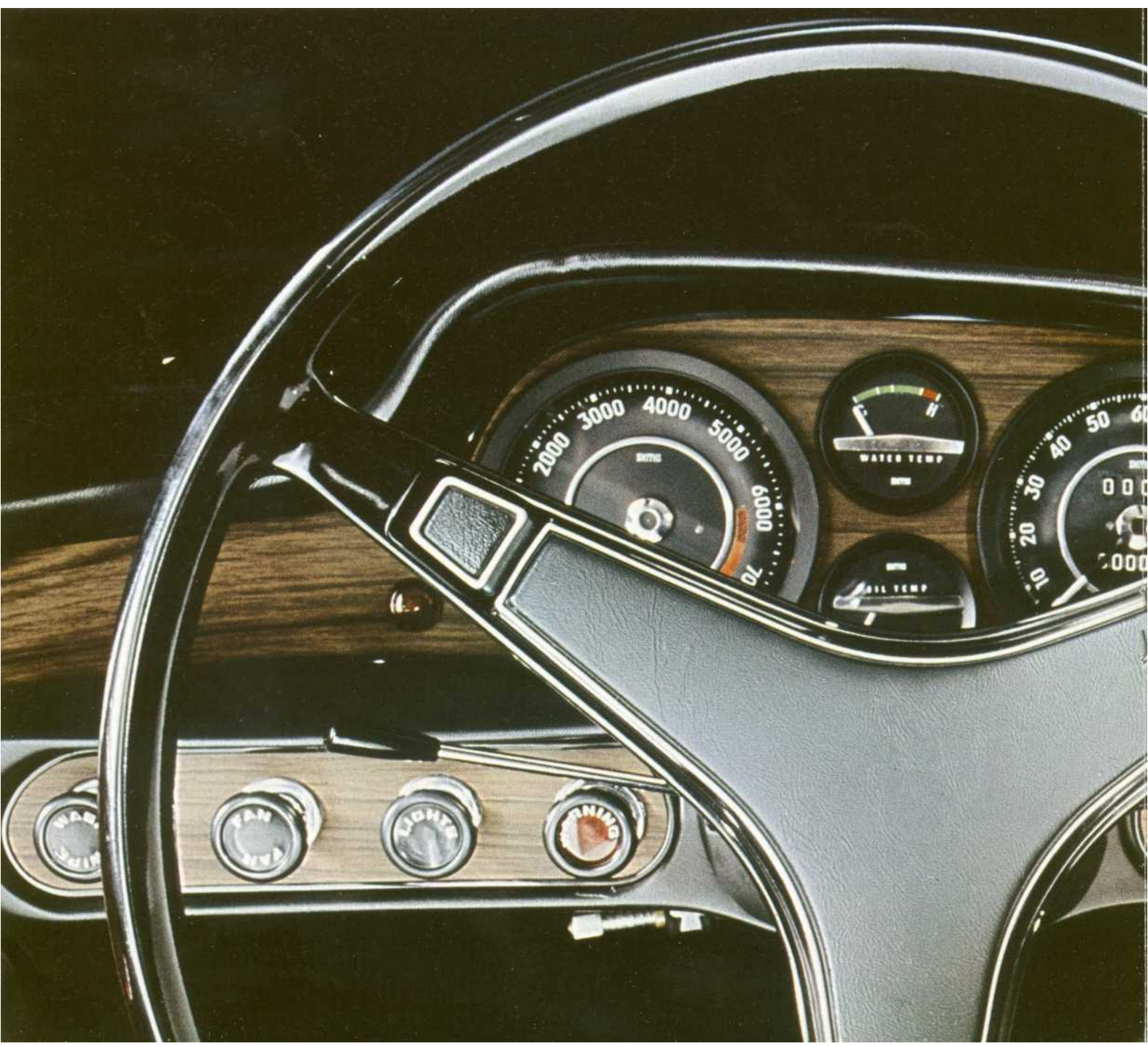
And it's Volvo best handling car. New high speed radial tires are standard on new aluminum alloy wheels with steel rims. With a competition proved suspension that soaks up rough roads the way it eats up fast bends.

And more than anything else the 1800E is a Volvo. Rigid unit construction, double underseal, three primer coats of paint and three color coats.

Just because it's Volvo's most different car is no reason to build it any differently.



Comfort is standard equipment.
It's not something you have to pretend.



If you think a sports car has to be cramped, noisy and uncomfortable; unbearable in the summer and uninhabitable in the winter, you're wrong.

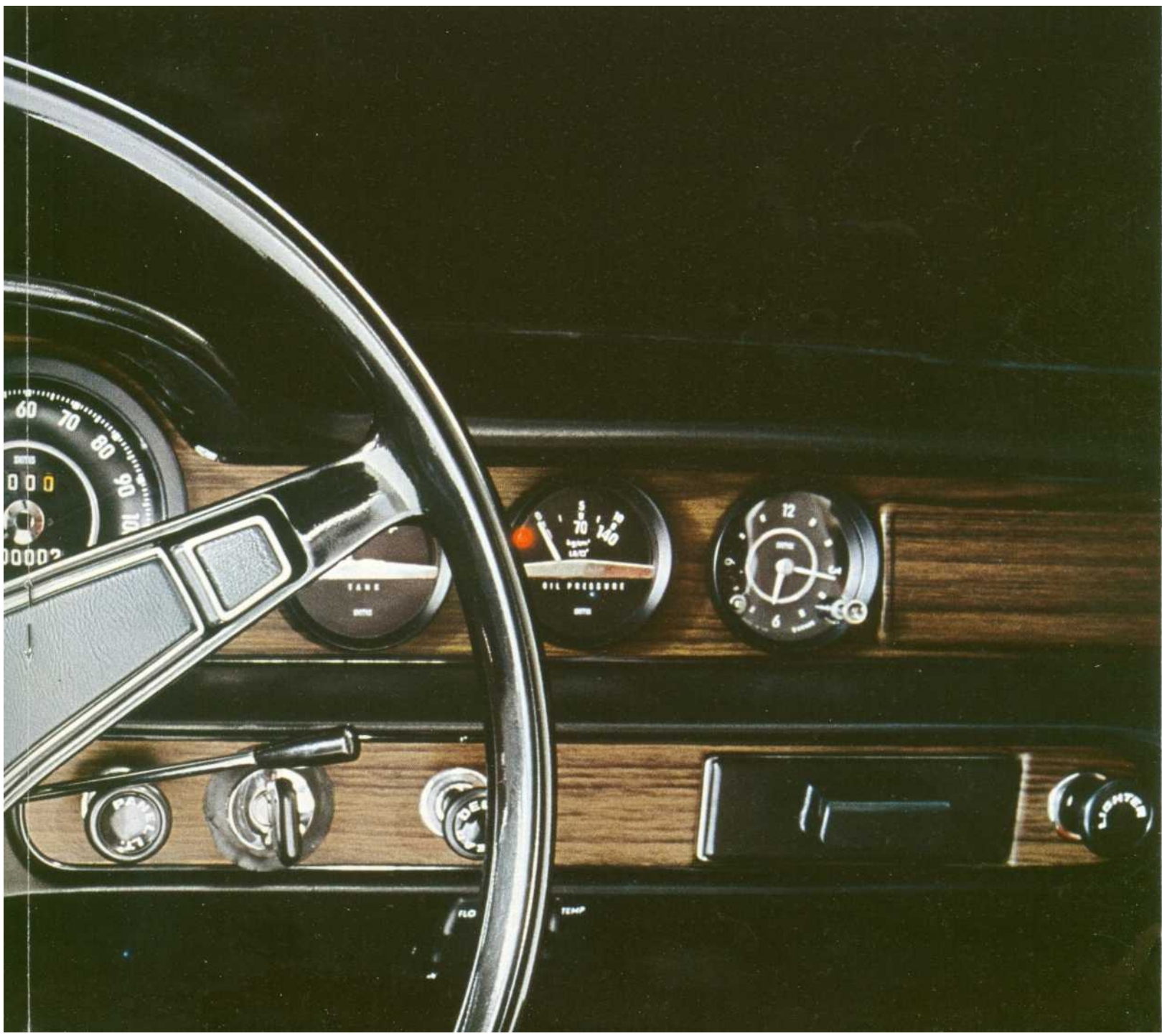
Guess again if you have the impression that a sports car is fragile and temperamental. A collection of rattles and repair bills.

The 1800 E is none of these things. It has a full size interior. Loads of room. There's fully adjustable leather bucket seats. It's easy driving with a floor mounted quick shifter sprouting from a center console. All new instrumentation. Properly placed pedals. A fresh air heating system designed for a station wagon ... matched with a new flow

through ventilation system. And optional air conditioning (the tinted glass is standard).

Also included are a lot of small but very important features. Nice touches like electric rear window defrosting. Complete carpeting and a fold down jump seat. Adjustable headrests and full width sun visors. A tinted glass mirror outside and an anti-glare mirror inside.

And, the 1800 E is build to last a long time. Like a Volvo. It's also built for touring in the grand way. Meaning you're not cramped for space. So you don't have to pretend to be comfortable. You are.



The 1800 E is a special Volvo.

Included are some special features.



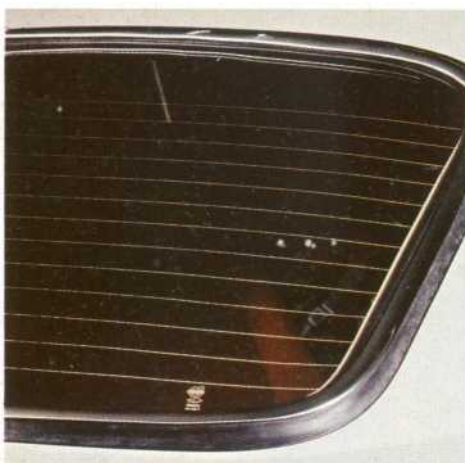
Under this positive engagement shift lever is Volvo's beefiest transmission. Four speeds. Fully synchronized.



High speed radial ply tires are standard. So are big fifteen-inch wheels, wider this year.



Disc brakes on all four wheels with separate drums for the handbrake. And Volvo's three-wheel dual brake system.



The 1800E is for all seasons. Electric rear window defrosting takes care of winter worries.



For any season, interior ventilation is a must. Forget about stale air, it exits through these vents.



One more speed. Electric overdrive lets the 1800E go faster while the engine goes slower. Just flick the lever.



The trunk hold, what many sports car trunks don't hold, a sensible amount of luggage.



What the generous sized trunk won't hold you can stow behind the seats.



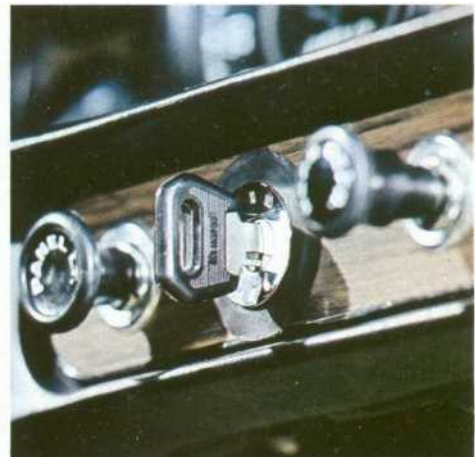
New and very convenient. A locking center console for everything but maps. For those there are pockets tunder the dash.



Seats are a Volvo specialty. This is one of the possible adjustments. And the upholstery is leather.



New sun visors this year. Also new is the safety rearview mirror, equipped with an anti-glare feature.



A warning buzzer will remind you if the ignition key was left behind.

Specifications. The details every car maker lists. And some only Volvo can.

Volvo 1800E. Two-Door, Two-Seat Sports Coupe

Engine

Type B20E. Four cylinders, overhead valves, five main-bearing crankshaft. Electronic computer controlled fuel injection. Full flow oil filter. Electric fuel pump, fuel pressure regulator. Diaphragm spring clutch.

Bore	3.50 in.
Stroke	3.15 in.
Displacement	121 cu. in.
Maximum output	130 bhp SAE 6000 rpm
Maximum torque	130 Ft. lb. SAE 3500 rpm
Compression ratio	10.5:1

Transmission

Four-speed, fully synchronized with floor mounted gearshift lever.

Ratios: 1st	3.14:1
2nd	1.97:1
3rd	1.34:1
4th	1.00:1
Reverse	3.54:1

Overdrive

Electrically operated on 4th gear by means of finger-controlled lever mounted on steering column.

Ratio: 0.797:1

Rear Axle

Hypoid type
Ratio: 4.30:1

Electrical System

Voltage	12
Battery capacity	60 amp. hr.
Alternator rating	35A
Starter Motor output	1 hp

Brake System

Four-wheel power assisted disc brakes. Dual emergency circuits each operate on three wheels, two front and one rear. Each circuit provides 80% of full four-wheel braking efficiency. Special rear wheel pressure relief valves assure maximum stability during emergency stops.

Front: Self-adjusting 10.6 in. discs
pad area 26.6 sq. in.

Rear: Self-adjusting 11.6 discs
pad area 15.5 sq. in.

Separate parking brake operates on rear wheel drum brake system. Lining area 27 sq. in. Warning light on dashboard. Quick release handbrake lever located between driver's seat and door.

Wheels and Tires

Balanced aluminum alloy wheels with steel rims. High speed radial tires.
Rim size: 5JX15"
Tire size: 165 HR 15



Suspension

Front: Independent with rubber-mounted control arms and ball joints. Anti-sway bar. Coil springs with telescopic shock absorbers. No lubrication of front suspension and drive shaft components is required for the life of the car.

Rear: Solid rear axle carried by longitudinal rubber-mounted control arms and torque rods. Transverse location by rubber-mounted track rod. Coil springs with telescopic shock absorbers.

Steering

Cam and roller type with $3\frac{1}{4}$ turns lock to lock.

Turning circle:

Between Curbs 29 ft. 10 in.

Between Walls 32 ft. 10 in.

Body

Integral all-welded steel. Completely rust-proofed and undercoated. Passenger compartment surrounded with boxed steel members.

Cooling System

Sealed with anti-freeze. Coolant circulation by engine-driven pump. Capacity 8 Imperial quarts. Transparent expansion tank.

Fuel Tank

Tank capacity 10 Imperial gallons. Gas evaporation control.

Instrumentation

Speedometer, odometer, tripmeter. Tachometer. Fuel, water temperature, oil temperature, oil pressure gauges. Alternator, headlight beam, directional signal, overdrive warning lights. Electric clock.

Lighting

Automatic back-up lights. Rheostat controlled

instrument lighting. Side clearance lights. Four-way emergency flashers. Separate interior and map reading lights.

Other Standard Equipment

Seven-way adjustable bucket seats. Leather upholstery. Full carpeting. Tinted glass. Lockable center console. Occasional rear seat. Electric rear window defroster. Thermostatically controlled heater and windshield defroster system with two-speed electric blower. Dual fresh air intakes. Flow through ventilation. Full width sun visors. Anti-glare interior. Tinted outside mirror. Steering wheel lock combined with ignition switch. Adjustable headrests. Two-speed electric windshield wipers and electric washers. Cigarette lighter. Ashtray. Locking gas cap. Tool kit and jack. Covered spare tire.

Optional equipment

Includes: Air-conditioning. Radios and stereo tape player. Luggage rack. Limited slip differential. Reclining seat... and a wide variety of other equipment designed to tailor make a Volvo to your individual requirements.

Dimensions and Weights

Wheelbase	96.5 in.
Track, front and rear	51.7 in.
Width	67.0 in.
Length	173.3 in.
Height	50.5 in.
Curb weight approx	2,490

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

