

VOLVO
AB VOLVO GÖTEBORG SWEDEN

VOLVO

1800 E



VOLVO
1800 E
with fuel injection



The Volvo 1800E goes faster, stops quicker, handles better and is even more comfortable than any other Volvo.

Which is what you expect of it. And, nicely enough, the 1800E has refined good looks. And its beauty is more than skin deep because the 1800E is, above all, a Volvo. Nine out of every ten Volvos registered here in the last eleven years are still on the road. That's not a guarantee, but it is a reassuring fact.

It goes faster without the carburetors.

If you're the type who likes to tune his own carburetors, sorry. The 1800E's fuel injected engine is governed by a little computer that exactly proportions the gas and air mixture. So the engine instantly responds to the throttle.

Put your foot down and more gas is injected more often. Lift your foot and the injections stop.

Special sensors and devices tell the computer to compensate for hot or cold engine temperatures, rain or shine weather, changes in altitude, high speed turnpikes and congested city traffic.

Carburetors can't do this.

You also get more power with Volvo's fuel injection, 130-hp at 6,000 rpm. And better economy. Plus, we're very proud of this, lower exhaust emissions.

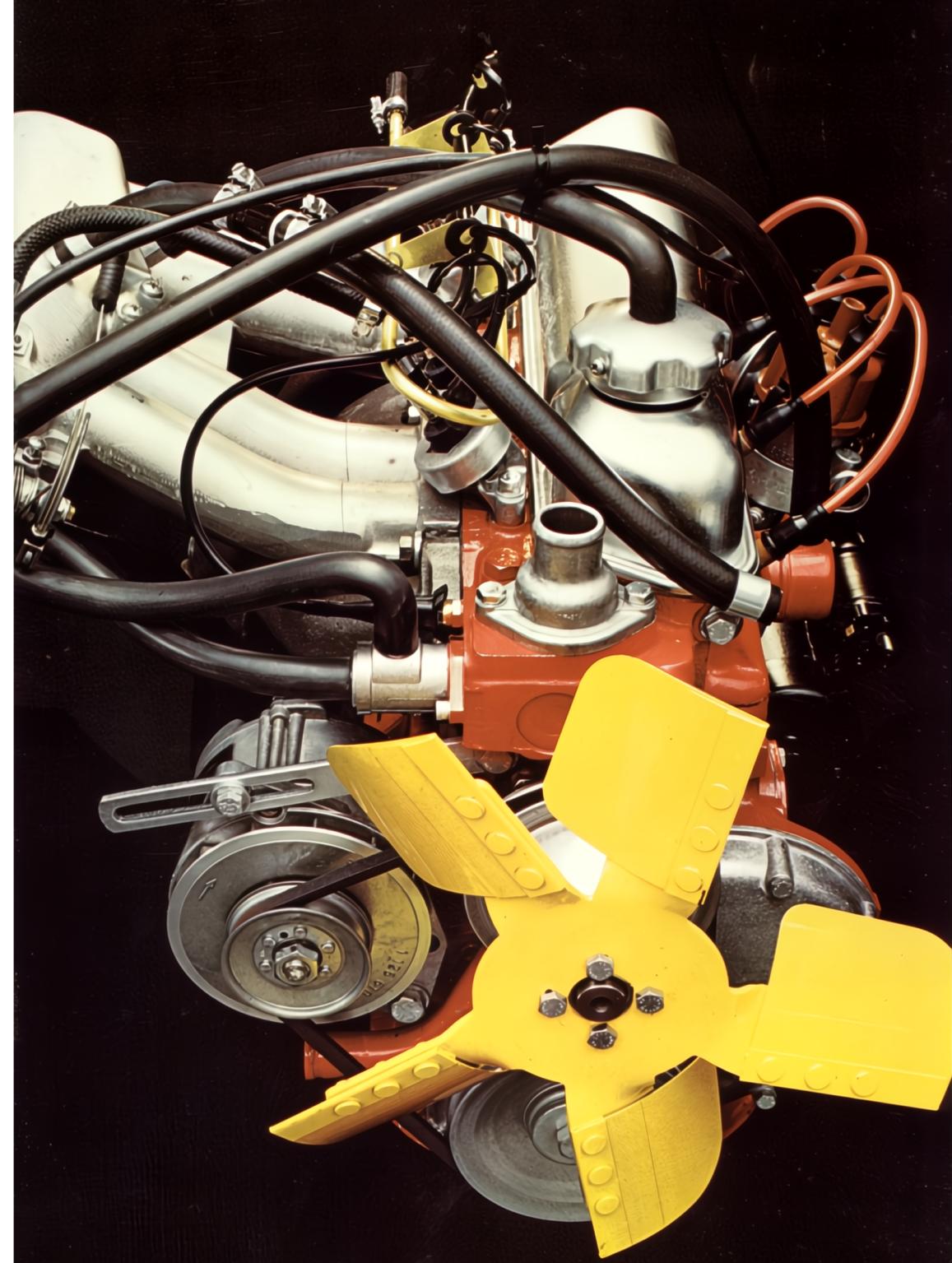
The rest of the Volvo engine isn't commonplace either. There's a rugged five-main bearing crankshaft, high compression head with larger intake valves and fully machined combustion chambers.

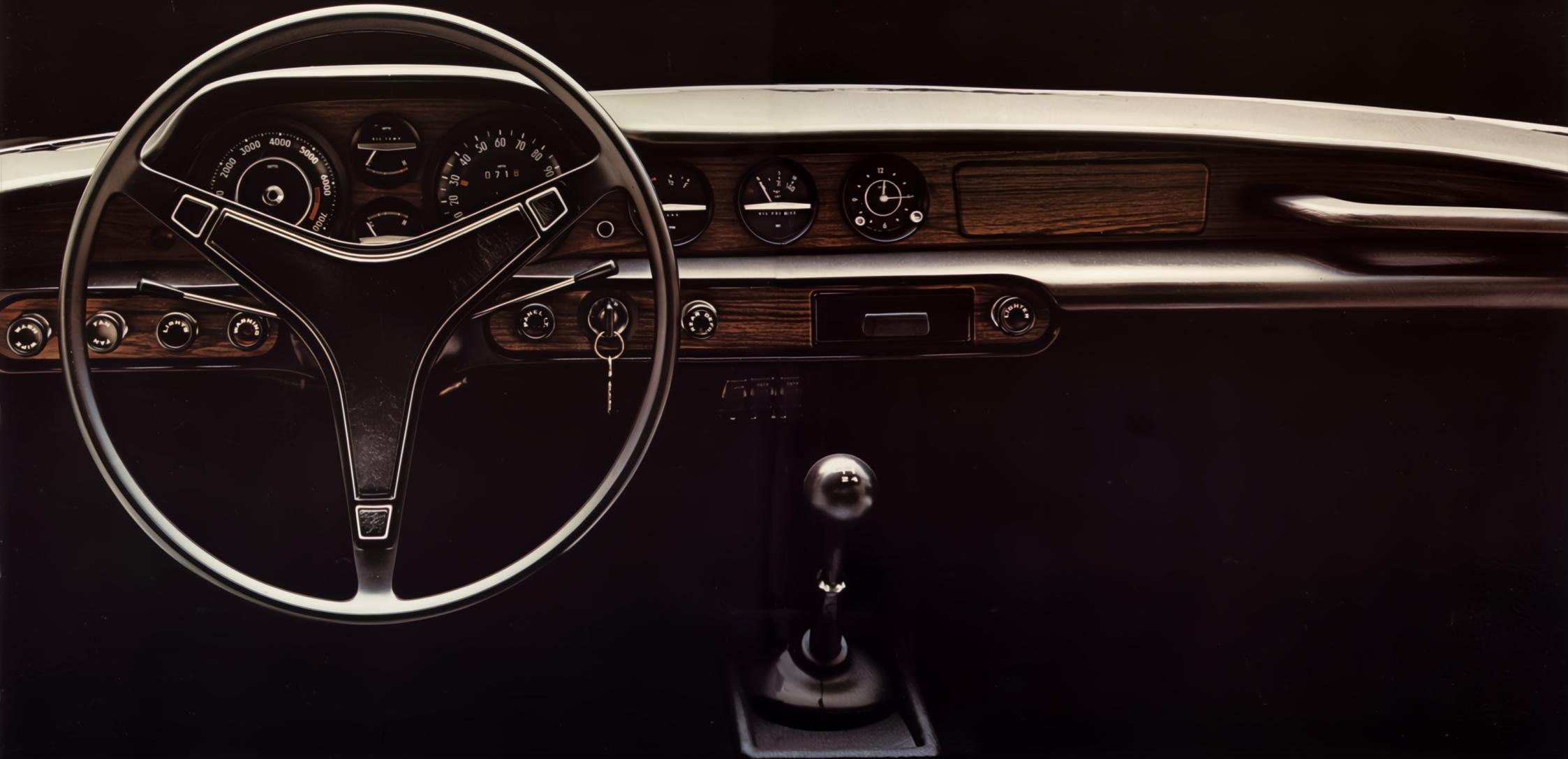
The cooling system too is special. It's sealed and has a transparent expansion bottle to inspect the coolant level.

Now you have a choice of transmissions. Four-on-the-floor or a three-speed automatic. Our four-speed with unbeatable synchromesh is coupled to an electrically operated overdrive unit. The optional automatic, though new to the 1800E, is not new to Volvo. We've been catering to two-pedal sedan owners for years.

Complementing all this go is a lot of stop. Oversize disc brakes on all four wheels. They're power assisted too. With rear wheel hydraulic pressure limiting valves for straight line emergency stops. Plus Volvo's exclusive dual brake system that has three wheels operating on each circuit, not just two.

Keeping Volvo's sports car firmly planted on the road is a really rugged suspension system. It's at home on rough Swedish gravel as it is on smooth American macadam. And the 1800E is fitted with high speed radial tires on stylish mag-type wheels. Because in a sports car that goes so well and stops so well, you'll also want it to handle well.





Driving isn't bad for it.

Unlike some fancy, frilly sports cars that are more show than go, the Volvo 1800E is meant to be driven.

So the controls and gauges are what you expect and where you expect to find them. This attention to the features you can see gives you an idea of those features you can't see.

Like unitized construction. The interior of an 1800E is surrounded by boxed steel supports that are welded, not bolted together.

Even after the 1800E has gotten you out from under car payments you'll have a rattle free, solid sports car. So you'll keep driving it, reassured by the fact that you own it, it doesn't own you.



The trunk holds 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.



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



Styled wheels have cast aluminum hubs welded to 15-inch safety steel rims.



Disc brakes on all four wheels, 83-square inches of pad area and power assist too.



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

Many people who fell in love with a sports car quickly learned how short a romance can be.

What looked so good on the showroom floor turned out to be so bad on the road.

The Volvo 1800E, on the other hand, is designed to be driven. All day, anywhere, by anyone.

The seats are truly comfortable, orthopedically designed and covered with leather. Car and Driver magazine noted, "The front bucket seats are probably the best in the world—totally adjustable, for ex-

tension in the rear, back rake and for degree of firmness. They are unsurpassed."

Since the 1800E is a Volvo it has a heating system designed to compete with Swedish winters. There's also an electric rear window defroster and a flow-through air ventilation system. Tinted glass is standard too.



A locking console is standard with either the 4-speed manual or the 3-speed automatic.



Electric rear window defrosting dries up mist and melts ice. With 150 watts of power.



Flow-through ventilation for comfort and a locking gas cap for security are 1800E features.

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

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 3.13:1
2nd 1.99:1
3rd 1.36:1
4th 1.00:1
Reverse 3.25:1

Overdrive

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

Ratio: 0.797:1.

Automatic (Optional)

Three-speed automatic transmission. Remote control shift. Illuminated selector quadrant.

Rear Axle

Hypoid type

Ratio: (Overdrive) 4.30:1
(Automatic) 4.1:1

Electrical System

Voltage 12
Battery capacity 60 amp. hr
Alternator rating 35 A
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 10.7 in. discs
pad area 27.0 sq. in.
Rear: Self-adjusting 11.6 discs
pad area 14.4 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 cast aluminum alloy wheels with steel rims: High speed radial tires.
Rim size: 5J×15"
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 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 2 1/2 gallons. Transparent expansion tank.

Fuel Tank

Tank capacity: 11 1/4 gallons. Gas evaporation control.

Instrumentation

Speedometer, odometer, tripmeter. Tachometer. Fuel, water temperature, oil temperature, oil pressure gauges. Alternator, headlight beam, directional signal, hand brake, overdrive warning lights. Electric clock. Tool kit and jack. Covered spare tire.

Optional equipment

Includes: Air-conditioning. Radios and stereo tape player. Luggage rack. Limited slip differential. . . . 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.	2,541 lb.

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

