

VOLVO 1800 ES



The four-day week is coming. But a car for the three-day weekend is already here..

The Volvo 1800ES sports car was designed as an instrument of pleasure.

It's intended for two people who want to get away from it all quickly and with all the luggage they need to take their time about coming home.

In building this car, we successfully resisted the temptation to impose our 145 station wagon design on it. Instead, we refined the shape of our 1800E sport's car.

By extending the roof line backward and adding a glass tailgate, we created two things: more-than-ample luggage space and a handsome car.

Of course, the enjoyment of owning an 1800ES doesn't have to be confined to long weekends. You should even find it pleasurable making short trips to the supermarket. And counting the heads that turn.



On a long-distance haul, your position at the finish should be comfortable and relaxed.

The surfaces of your bucket seats are leather upholstered. And the seats are built so that at the end of a long drive, you can still look forward to the pleasure ahead. Rather than the pain behind.

They were designed by orthopedic surgeons who know the human form takes many shapes. So the seats are adjustable in a multitude of ways.

They travel forward and backward. Both front seats can be raised to three different elevations. The tilt of the seat cushions can be changed.

Finally, the seat backs

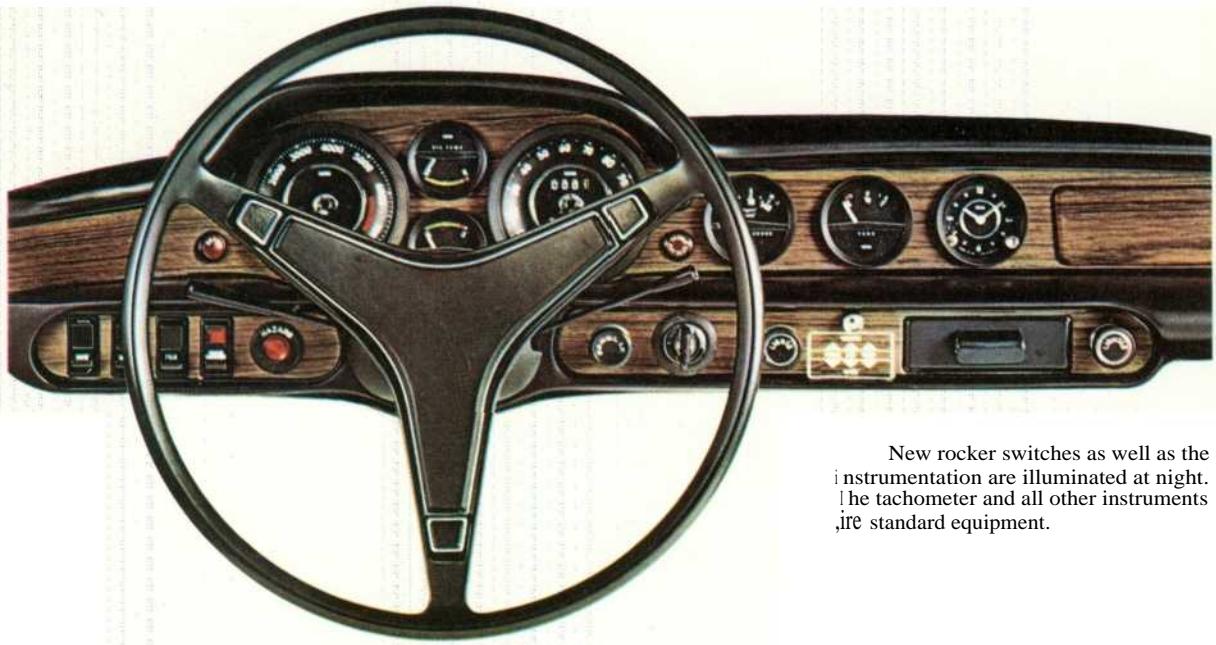
adjust all the way from vertical to a sleeping position. So you can fly past motels while your navigator naps on a seat that *Car & Driver* magazine called "...the most hospitable in the business."

For the driver's comfort, the floor-mounted, 4-speed gear shift is close at hand. His left foot rests on a support plate. Tinted glass all around rests the eyes. The driver's visibility is excellent: a sloping hood to see what's immediately in front; a glass tailgate to see what's tailgating behind.

A thermostatically con-

trolled fresh air heating and ventilation system is standard. It was designed to perform above the Arctic Circle. And is supplemented by a two-speed fan.

Instrumentation includes a tachometer for measuring engine rpm's and a tripmeter which is not only useful on trips but also for measuring miles between stops at the gas station. The 1800ES operates on regular 91-octane gas. Another comforting feature.



New rocker switches as well as the instrumentation are illuminated at night. The tachometer and all other instruments are standard equipment.



How many suit cases you'll pack is no longer limited by the size of the trunk. Only by the size of your wardrobe.

The Volvo 1800ES has a back seat. We haven't mentioned it earlier for this reason: while it has two lap belts and is suited for children, its principal function is to fold out of the way and create the luggage compartment yawning at you in the picture.

There are 35 cubic feet of space in there. Which come in handy, not only at vacation time, but at lawnmower sharpening time. Or bicycle repairing time. Or any time you want to carry something that's no more than five feet long or four feet wide or 22 inches high.

The rear window that leads to the trunk is a tale in itself. You can lift the glass easily because two cylinders of compressed gas assist you. It defrosts through electrically heated wires on the glass. And like all the windows, it's slightly tinted to reduce glare.

All it doesn't do is wash itself. But we're working on it.



About 1 6C1, 1111-11,
21 Cubic feet.



seat down. Luggage straps are built in. The spare tire hides in the floor.



We engineer the 1800 ES like all our Volvos. (Only the shape of the car the engineering comes in is different.)

The engine is our two-litre, computer-controlled, fuel-injected engine. Fuel injection takes the place of carburetors and when it's governed by an electronic computer (see photo), it results in maximum engine efficiency under most driving conditions. So changes in altitude or climate need not send you off to the shop for a tune-up. Fuel injection also

produces a cleaner exhaust.

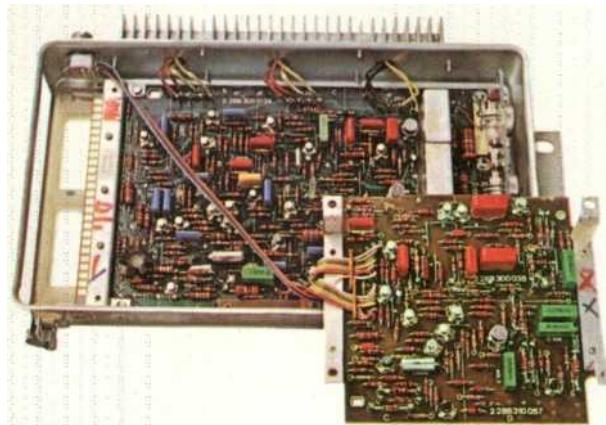
The transmission is our 4-speed manual synchromesh transmission with an electrically operated overdrive standard for the ES. For 1973, we lowered the first gear ratio from 3.13:1 to 3.41:1 for faster starts.

Power disc brakes are standard on all four wheels. The split braking system is

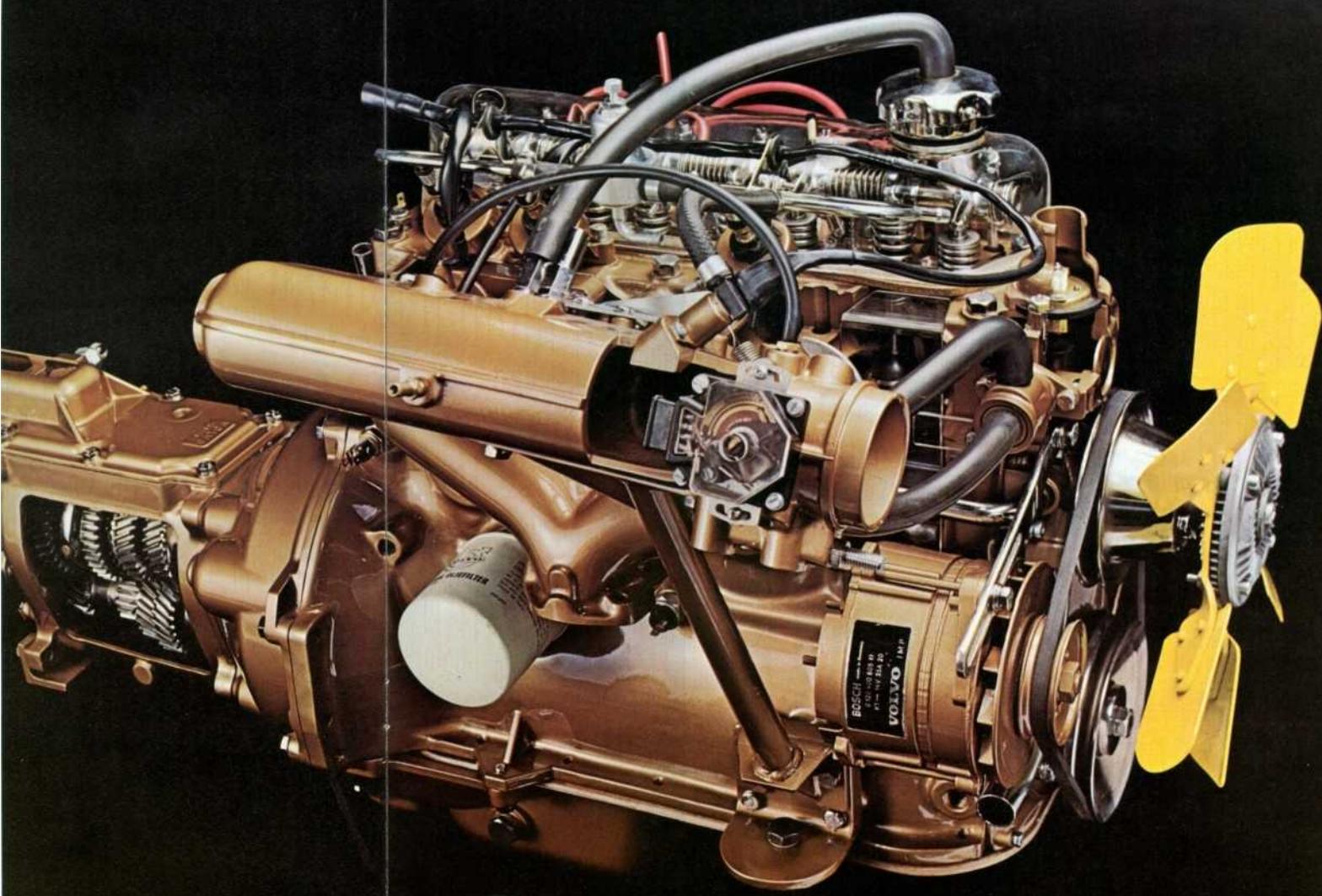
designed so that if one circuit fails, you still retain about 80% braking efficiency.

The body is protected against rust with multiple coats of phosphating, primer and paint. The underside gets two separate undercoats.

So while the Volvo 1800ES was designed for pleasure, we weren't fooling around when we put it together:



111, computer is the brains of our electronic fuel injection system. It has five electronic sensors that monitor air and coolant temperature, air pressure, rpm's and throttle position. From these readings, the computer determines what precise quantity of fuel should be injected into the cylinders. And orders it injected.



An automatic transmission that's optional. And seven features that automatically comes with your 1800ES.



An optional 3-speed automatic transmission with illuminated, floor-mounted gear selector is available.



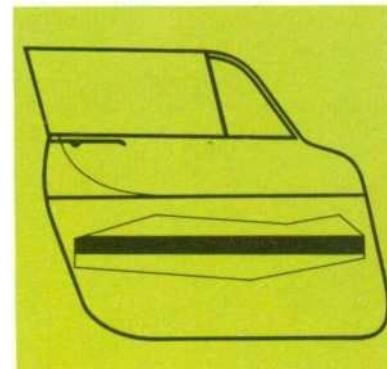
Low profile radial ply tires are standard equipment on all live wheels.



glass tailgate
The *borderless* *tailgate*
keeps it clear so that your hindsight is as good as your foresight.



A disc brake is slow to fade even after repeated stops. When it's power assisted, you don't have to tromp down as hard on the brake pedal. All four brakes on the Volvo 1800ES are power-



Anti-intrusion steel tubes are anchored in the doors to protect against side-swipes. A boxed steel pillar is at each corner of the passenger/luggage compartment to protect against front and rear swipes.



to new bumpers aren't designed to
bump but rather, to take a humping.
They're mounted on oil-filled, hydraulic
shock absorbers and designed to take
impacts at 5 mph (front) and 2.5 mph
(rear).



Longer windshield wiper blades sweep an area 10' larger than before. Which means better visibility than ever before.



A light on the dash reminds you to
buckle up your three-point safety belt.
So does a boiler. Only when you've inserted
the belt in the lock do peace lure quiet
return. And with it, peace of mind.

Specifications

Engine B 20 F

Four-cylinder, electronically-controlled fuel injection. Water cooled. Oil filter of full-flow type. Max. output 112 h.p. SAE net at 6000 r.p.m. Max. torque 115 lb. ft. SAE net at 3500 r.p.m. Displacement 121 cu. in. Compression ratio 8.7:1

Cooling system

Scaled with anti-freeze. Capacity 7.5 Imperial quarts.

Electrical system

Voltage	12
Battery capacity	60 Ah
Alternator	55 amp

Transmission

Diaphragm spring clutch. Four-speed all synchromesh manual. Overdrive on 4th gear. Optional: automatic transmission.

Front wheel suspension

Independent with rubber-mounted control arms. Stabilizer bar. Steering knuckles supported by ball joints. Coil springs with telescopic shock absorbers.

Rear wheel suspension

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.

Brake system

Foot brakes: triangle-split, dual

circuit brake system. Each circuit operates on both front wheels and on the rear wheels. Disc brakes all round. Power assisted.

Wheels

Pressedsteel wheels with 5'/2 J 15" rims. Radial ply tires of high speed type: 185170 HR 15.

Body

Integral all-welded steel. Completely rust-proofed and undercoated. Side-intrusion reinforced doors. Energy-absorbing bumpers front and rear.

Fuel tank

Capacity approx. 10 Imperial gallons.

Instrumentation

Speedometer, odometer, tripmeter, Tachometer. Coolant and oil temperature gauges. Oil pressure gauge. Fuel gauge. Electric clock. Rheostat-controlled instrument and control lighting. Four-way hazard warning lights. Warning lamps for charging, high beam, turn indicators, overdrive, hand-brake applied and possible brake circuit failure. Buzzer gives warning of ignition key left in lock. "Fasten seat belt" reminder lamp and buzzer coupled to both front seats.

Other standard equipment

Three-point automatic seat belts up front. Two-point lap belts at rear. Laminated windshield, tinted glass. Windshield wipers two

speed, large swept area. Windshield washer. Thermostat-controlled heating system of large capacity with two-stage blower. Lockable storage compartment on transmission tunnel. Day/night position rearview mirror of safety type. Grab handle for passenger. Head restraints. Electrically-heated rear window. Towing points front and rear. Luggage straps. The Volvo 1800 ES does not require periodical greasing.

Dimensions and weights

Wheelbase	96.5 in.
Track	51.6 in.
Turning circle diameter	
Between curbs	30 ft.
Between walls	33 ft.
Overall length	176.6 in.
Overall width	67.0 in.
Overall height, unloaded	50.4 in.
Curb weight, approx.	2646 lbs.
Luggage capacity with rear seat folded down	35 cu. ft.

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

VOLVO

AB VOLVO GÖTEBORG SWEDEN

VOLVO 1800 ES

