

# VOLEVO



GLT

**"The GLT sedan  
is a sports car in disguise..."**

The tachometer needle sweeps upwards as you downshift into second, the car settles onto its suspension and you find yourself driving through your favorite curve quicker and smoother than ever before. In your grip a small diameter GT steering wheel quickens the steering response. Close at hand, the four speed stick.

The road straightens; you upshift 3rd...4th...overdrive, the car responds as an extension of yourself.

The Volvo GLT...A car designed for the performance minded individual.

Volvo engineers have made the GLT suspension taut, using high-rate springs and firm, gas-filled shocks, front and rear. Heavier front and rear stabilizer bars add the roll stiffness a sports car should have. Running on five-spoke, alloy rims fitted out with Pirelli P6 tires, the GLT is capable of embarrassing drivers who've paid twice as much for their sports cars.

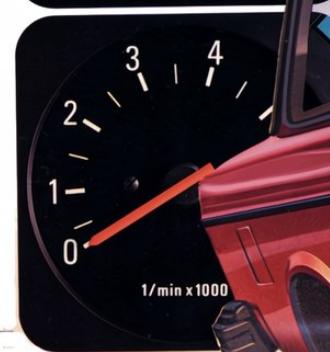
This year, in addition to the GLT powered by the standard four cylinder engine, Volvo offers a special GLT with a turbocharged four cylinder overhead cam 2.13 liter that performs like a 3 liter. This exhaust-driven turbo delivers a torque increase of over 30% through the power range.

To help you monitor the behavior of the engine, a tachometer, turbo boost gauge, oil pressure gauge and voltmeter are standard equipment.

Specially designed seats, covered in a plush silver velour, are exclusive to the GLT Turbo and provide you with additional lateral support for more enthusiastic driving.

Luxury amenities such as power windows, air conditioning, dual remote control power mirrors, and a sunroof are standard on the GLT Turbo.

Turbocharged or not, the GLT is a Volvo for sports car buffs who want more sport *and* more car for the money.



Durability, performance, handling, safety and luxury are included in the sticker price:

- B21F four-cylinder engine, OR the B21F-Turbo, both with continuous fuel-injection, transistorized ignition, and the Lambda Sond® emission control system
- Four-speed manual transmission with overdrive, OR three-speed automatic transmission
- Power-assisted four-wheel disc brakes, with ventilated front discs
- Power-assisted rack and pinion steering
- Energy-absorbing unitized body
- Combination of factory-applied protective undercoatings
- Metallic or enamel paint in selected colors
- High performance Pirelli P6 (Pirelli PB tires on GLT wagon) tires on five-spoke alloy rims
- Firm suspension, with high-rate springs and gas-filled front and rear shock absorbers

- Heavier front and rear stabilizer bars
- Small-diameter GT steering wheel
- Custom interior upholstery
- Front-end spoiler • Electric tachometer
- Engine compartment light
- Halogen high-beam headlights
- Tinted glass, with dark tint band along the top of the windshield
- Trip odometer; light integrity sensor; quartz crystal clock; warning buzzer for key, headlights, and safety belts
- Intermittent windshield wipers; electric rear window defroster
- Dual side mirrors, with remote control levers; day/night rear view mirror
- 12-outlet heating and ventilation system
- Four three-point, self-adjusting safety belts; one lap safety belt

*The GLT wagon has in addition:*

- Plush carpeting, including the cargo area
- Rear seat center armrest
- Rear window washer, with wiper
- Centrally controlled power door-lock system
- Child-proof safety locks for rear doors and tailgate
- Lockable storage space under the floor in the cargo area
- Cargo compartment light
- Wrap around taillights

*Interior*

Silver velour interior with black trim is standard on the turbo.

*Boost Gauge*

A turbo boost gauge monitors the pressure of the turbo.

*Tachometer*

An electric tachometer is standard on all GLT's.



## "The GLT wagon is a wolf in sheep's clothing."

There isn't a sports car driver alive who hasn't, at one time or another, yearned for all the cargo space of a wagon. But to actually own one, instead of a sports car? Out of the question. Or so you think...

The GLT wagon is virtually a GLT sedan, except that its shape creates seventy-six cubic feet of cargo space. If that's not a wolf in sheep's clothing, then at the very least it's a wagon to do a sports car lover's heart proud.

## Volvo. A car you can believe in.

**Every Volvo is a study in the science of ergonomics — making machinery more comfortable, more efficient, and safer for people to use.**

In every Volvo, form follows function: they're designed to fit *you*, rather than requiring you to fit them. In fact, even after they've driven their Volvos for a while new owners keep discovering the fine points of ergonomic design — like the driver's left foot rest, so both feet are on the same plane (to reduce muscle tension while providing a more stable driving position); or, the visibility, which is better than 90-percent *all-around* from the driver's seat.

**A variety of engineering decisions ensure that your**

**Volvo will respond the same way in a crisis as it does normally.**

Many cars that are easy to drive under normal conditions become erratic and unpredictable in a moment of panic. Volvos don't. They're built to do their very best to keep you out of trouble in the first place. For example, all Volvos have power-assisted four-wheel brakes, with Volvo's pioneering dual triangular split brake circuit system. Each circuit controls two front brakes and one rear brake, so that if one should fail, the remaining circuit maintains about 80 percent of the entire system's normal breaking effectiveness. For additional safety, Volvo's exclusive stepped bore master brake cylinder maintains near normal pedal pressure even if one brake circuit should malfunction.

**The longer we make Volvos, the longer they last.**

Volvo has always paid particular attention to protecting its cars against the elements. So much so that the latest Swedish Motor Vehicle Inspection Bureau study has proven that Volvos now last an average of 17.9 years ... not only longer than they used to, but longer than any other car on the road in Sweden today.

**Little wonder that Volvos are cars people swear by. Not at.**

For more details, please read "The Driver's Car," intended to accompany this brochure.

# VOLVO

## 1981 Volvo GLT Sedan & Wagon Specifications.

### Dimensions and Weights

Wheel Base	104.0 in.
Length	192.5 in.
Width	67.3 in.
Height	Sedan 56.3 in. Wagon 57.5 in.
Legroom	Front 39.8 in. Rear 36.6 in.
Trunk Capacity	13.9 cu. ft.
Wagon Cargo Capacity	76.0 cu. ft.
Approx. Curb Weight Sedan	2900-3100 lbs.
Wagon	3129-3162 lbs.

### Engine — B21F (GLT 2 dr GLT Wagon)

Fuel injected overhead camshaft four cylinder
Displacement
2127cc
Compression Ratio
9.3:1
Horsepower
107 @ 5250 (S.A.E.)
Torque
114 @ 2500

### Engine — B21F (GLT Turbo Sedan)

Fuel injected overhead camshaft four cylinder
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with exhaust driven turbocharger

Displacement	2127cc
Compression Ratio	7.5:1
Horsepower	127 @ 5400 (S.A.E.)
Torque	150 @ 3750

### Transmissions

*Manual:* Four-speed fully synchronized with electrically-operated overdrive

*Gear Ratios* (B21F engine) 1st 3.71:1, 2nd 2.16:1, 3rd 1.37:1, 4th 1.00:1, overdrive 0.80:1, Final Drive 3.91:1, wagon 3.73:1

*Gear Ratios* (B21F Turbo Engine) 1st 4.01:1, 2nd 2.16:1, 3rd 1.37:1, 4th 1.00:1, overdrive 0.81:1, Final Drive 3.73:1

*Automatic:* Three-speed with floor mounted shift lever; with illuminated P R N D 2 1 pattern, Final Drive 3.73:1

### Steering System

Servo assisted rack-and-pinion; 3.5 turns lock to lock

### Suspension System

*Front:* McPherson struts with gas filled cylinders and a 23mm sway bar.

*Rear:* Rigid "live" rear axle with heavy duty coil springs, gas filled shock absorbers, and a 21mm sway bar. Wagon has conventional shocks and a 16mm sway bar

### Tires

Pirelli P6 195/60 HR 15 ..... Sedan  
Pirelli P8 185/65 TR 15 ..... Wagon

### Wheels

6" x 15" five spoke light alloy

### Brake System

Self-adjusting four wheel disc brakes with ventilated front discs.

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