

VOLVO

COUPÉ



It takes a great deal more than m



The Bertone Coupe.

Few cars in the world are equaled in unadulterated elegance to the Bertone Coupe. As production will be limited during the 1981 model-year, its inclu-

sion among the elite of classic automobiles is assured.

Anyone with nostalgia for the vanishing art of craftsmanship will appreciate the marriage of Volvo engineering and the skill of one of Europe's most distinguished coach builders; Bertone of Turin, Italy.

Glove-soft leather is hand-stitched

over each seat, trims the door panels, and covers the recessed sun visors. Elm veneer accents the door panels.

Luxuries such as power windows, power door locks, remote controlled power mirrors, power radio antenna, cruise control and heated driver's and front passenger's seats are all standard on the Bertone Coupe.

Alloy Wheel. The distinctive finned-alloy wheels improve brake cooling.

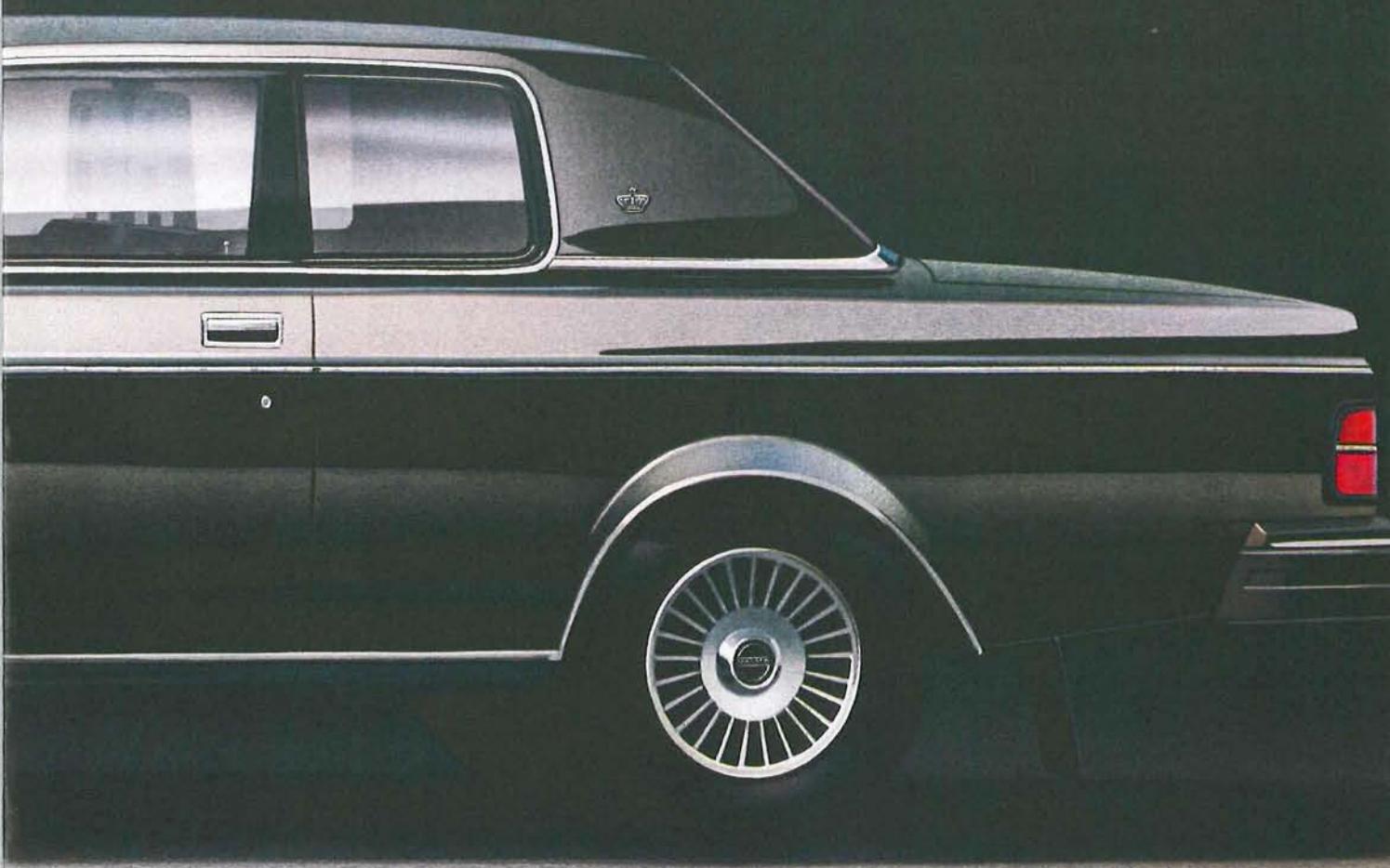
Interior. Soft grade leather is used throughout the interior.

Driver's Arm Rest. Elm veneer accents the leather door panels. The power window controls are set in the driver's arm rest.

Antenna. A power radio antenna is standard on the Bertone Coupe.



Money to own the Bertone Coupe.



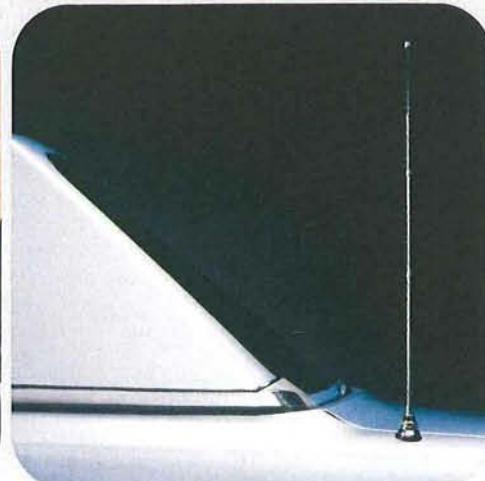
Under the hood, an aluminum overhead cam V6 with your choice of automatic, or four-speed transmission with overdrive, awaits your pleasure.

In every respect, the Bertone Coupe is extraordinary. What a shame its presence is limited. And yet, for the sake of automotive history, better a few, than none at all.

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

- B28F engine 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
- Custom leather and genuine elmwood-panelled interior by Bertone
- Front-end spoiler • Cruise control • Tachometer
- Air-conditioning • Dual map lights • Power windows
- Heated driver's and front passenger's seats
- Metallic or *enamel* paint in selected colors
- Dual side mirrors, electrically operated by remote control
- Map pockets on the back of the front seat
- Rear seat cigarette lighter • Power radio antenna
- Delayed dome light shut-off
- Engine compartment light • Alloy wheels
- Halogen high-beam headlights
- Tinted glass, with dark tint band along the top of the windshield • Steel-belted radial tires
- Trip odometer; light integrity sensor; quartz crystal clock; warning buzzer for key, headlights, and safety belts • Speakers mounted in front doors
- Intermittent windshield wipers; electric rear window defroster • Rear seat center armrest
- 12-outlet heating and ventilation system
- Day/night rear view mirror
- Infinitely adjustable front bucket seats, with adjustable lumbar support
- Four three-point, self-adjusting safety belts; one lap safety belt
- Remote trunk release, and vanity mirror, in lighted glove box • Luggage compartment light



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

Specifications.

1981 Volvo Bertone Coupe.

Dimensions and Weights

Wheel Base.....	104.0 in.
Length.....	192.5 in.
Width.....	67.3 in.
Height.....	53.9 in.
Legroom Front.....	40.2 in.
Rear.....	33.5 in.
Trunk Capacity.....	13.7 cu. ft.
Approx. Curb Weight	3111-3123 lbs.

Engine — B28F

Fuel injected light-alloy overhead cam V-6	
Displacement	2849cc
Compression Ratio.....	8.8:1
Horsepower	130 @ 5500 (S.A.E.)
Torque.....	153 @ 2750

Transmissions

<i>Manual:</i> Four-speed fully synchronized with electrically-operated overdrive
<i>Gear Ratios</i> 1st 3.71:1, 2nd 2.16:1, 3rd 1.37:1, 4th 1.00:1, overdrive 0.80:1, Final Drive 3.71:1
<i>Automatic:</i> Three-speed with floor mounted shift lever; illuminated P R N D 2 1 pattern.
Final Drive 3.54:1

Steering System

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

Suspension System

Front: McPherson struts incorporating coil springs and telescopic shock absorbers; with a 19mm stabilizer bar

Rear: Rigid "live" rear axle located by 5 control arms; with coil springs, telescopic shock absorbers; with a 19mm stabilizer bar

Tires

185/70 SR 14 Michelin

Wheels

5 1/2" x 14" twenty-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.