

Specifications

ENGINES

Volvo 164. Type B30. In-line, overhead valve, with dual induction emission control system, full-flow oil filter and thermostatically-controlled preheating system for air entering the carburetors.

No. of cylinders 6
No. of main bearings 7
Bore×Stroke 3.50 in.×3.15 in.
Displacement 182 cu. in.
Output 145 bhp SAE 5500 rpm
Torque 163 ft. lb. SAE 3000 rpm
Compression ratio 9.3:1

Volvo 140 Series. Type B20B. In-line, overhead valve, with dual induction emission control system, full-flow oil filter and thermostatically-controlled preheating system for air entering the carburetors.

No. of cylinders 4
No. of main bearings 5
Bore×Stroke 3.50 in.×3.15 in.
Displacement 121 cu. in.
Output 118 bhp SAE 5800 rpm
Torque 123 ft. lb. SAE 3500 rpm
Compression ratio 9.3:1

Volvo 1800E. Type B20E. In-line, overhead valve, with electronic fuel injection, electric fuel pump and full-flow oil filter.

No. of cylinders 4
No. of main bearings 5
Bore×Stroke 3.50 in.×3.15 in.
Displacement 121 cu. in.
Output 130 bhp SAE 6000 rpm
Torque 133 ft. lb. SAE 3500 rpm
Compression ratio 10.5:1

TRANSMISSION

Four-speed, fully synchronized with floor-mounted gear shift lever. Standard "H" pattern.

	Volvo 164	140 Series and 1800E
Ratios:	1st 3.14:1	3.13:1
	2nd 1.97:1	1.99:1
	3rd 1.34:1	1.36:1
	4th 1.00:1	1.00:1
	Reverse 3.54:1	3.25:1

Overdrive (1800E). Electrically operated on 4th gear by means of finger-controlled lever mounted on steering column. Ratio: 0.797:1.

Optional automatic. Three-speed with column-mounted shift lever. 1800E has floor-mounted shift lever. Standard P-R-N-D-L illuminated gear quadrant.

Ratios:	1st 2.39:1
	2nd 1.45:1
	3rd 1.00:1
	Reverse 2.09:1

REAR AXLE

Final drive of hypoid type.

Ratios:	164	142/144	145	1800E
(Standard)	3.73:1	4.30:1	4.30:1	4.30:1
(Automatic)	3.31:1	4.10:1	4.1:1	4.10:1

BRAKE SYSTEM

Power assisted four-wheel self-adjusting disc brakes. Twin circuits. Each operates on both front wheels and one rear wheel. Warning light signals if one circuit fails. Single circuit provides 80% of full four-wheel braking efficiency. Special rear wheel pressure relief valves assure stability during emergency braking. Separate mechanically operated rear wheel drum parking brake. Lining area 27 sq. in.

Disc diameter:	Front	10.7 in.
	Rear	11.6 in.
Pad area: (sq. in.)	164 and 1800 E	140 Series
Front	27.0	23.0
Rear	14.4	14.4

STEERING

Volvo 164. Power assisted, recirculating ball and nut.

Turns, lock to lock 3.7
Turning circle 31 ft. 6 in.

Volvo 140 Series and 1800E. Cam and roller.

140 Series 1800E
Turns, lock to lock 4.0 3.25
Turning circle 30 ft. 4 in. 29 ft. 10 in.

COOLING SYSTEM

Sealed with anti-freeze. Coolant circulation by engine driven pump. Transparent expansion tank.

ELECTRIC SYSTEM

Voltage 12
Battery capacity 60 amp. hr.
Alternator rating (164) 55 A
(140 Series and 1800E) 35 A
Starter motor output 1 hp

WHEELS AND TIRES

Volvo 164 and 140 Series. Balanced, pressed-steel with safety rims. Stainless steel hubcaps. White-sidewall tubeless tires.

Rim size: 164 5½×15, 140 series 5×15
Tire size: 6.85 S 15

1800E. Balanced, cast aluminium alloy wheels with steel safety rims. High-speed radial tires with tubes.

Rim size: 5×15
Tire size: 165 HR 15

SUSPENSION

Front: Independent with ball joints and rubber-mounted control arms. 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 support arms and torque rods. Transverse location by rubber-mounted track rod. Coil springs with telescopic shock absorbers.

BODY

Integral all-welded steel. Fully rustproofed and undercoated. Passenger compartment surrounded with boxed steel members.

DIMENSIONS AND WEIGHTS

	164	140 Series	1800E
Wheelbase	107.1 in.	103.1 in.	96.5 in.
Length	185.6 in.	182.7 in.	173.3 in.
Height	56.7 in.	56.7 in.	50.5 in.
Width	68.3 in.	68.3 in.	67.0 in.
Track, front/rear	53.1 in.	53.1 in.	51.7 in.
Curb weight, approx.	2937 lb.	2640 lb.	2541 lb.
	2981 lb.	2695 lb.	2816 lb.

145 cargo compartment.

Volume, approx. 67 cu. ft.
Supplementary space 3.5 cu. ft.
Length, min.-max. 44.5 in. to 74.0 in.
Width, min.-max. 42.0 in. to 52.0 in.
Height 33.0 in.
Tailgate 31.5 in.×46.0 in.

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

VOLVO

142, 144, 145, 164 and 1800 E



VOLVO

AB VOLVO GÖTEBORG SWEDEN

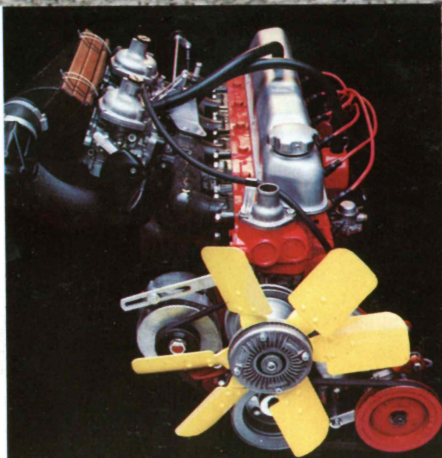
164

Volvo 164. This is our prestigious sedan. It's impressive list of standard equipment includes reclining bucket seats upholstered in leather, deep pile carpeting, power steering, 4-wheel power disc brakes and a 145-hp 6-cylinder engine. Which means exceptional comfort and performance. For people who want a car as solid and sensible as a Volvo, and who want to get out from under car payments elegantly.



The 164's 6-cylinder 145-hp engine has more than a cast-iron disposition. It features a seven-main bearing crankshaft, dual carburetors and develops 163 foot pounds of torque from its 182 cubic inches.

Contoured, leather upholstered bucket seats in the 164 can be adjusted for rake, height and firmness plus fore and aft movement. Come in for a test sit.

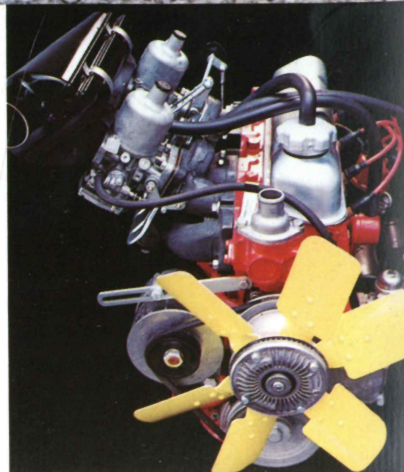


142, 144 and 145

Volvo 140 Series. This year's Volvos are no longer, wider or lower. Instead of making styling changes our attention goes into making hundreds of refinements. So new Volvos offer even more value, performance and comfort than ever before. And because a Volvo is built to outlast the payment book you'll still have value, performance and comfort after you've paid for it.



A dual carburetor 118-hp engine is standard on all 140 Series Volvos. It's coupled to a 4-speed floor shift transmission or an optional 3-speed automatic.



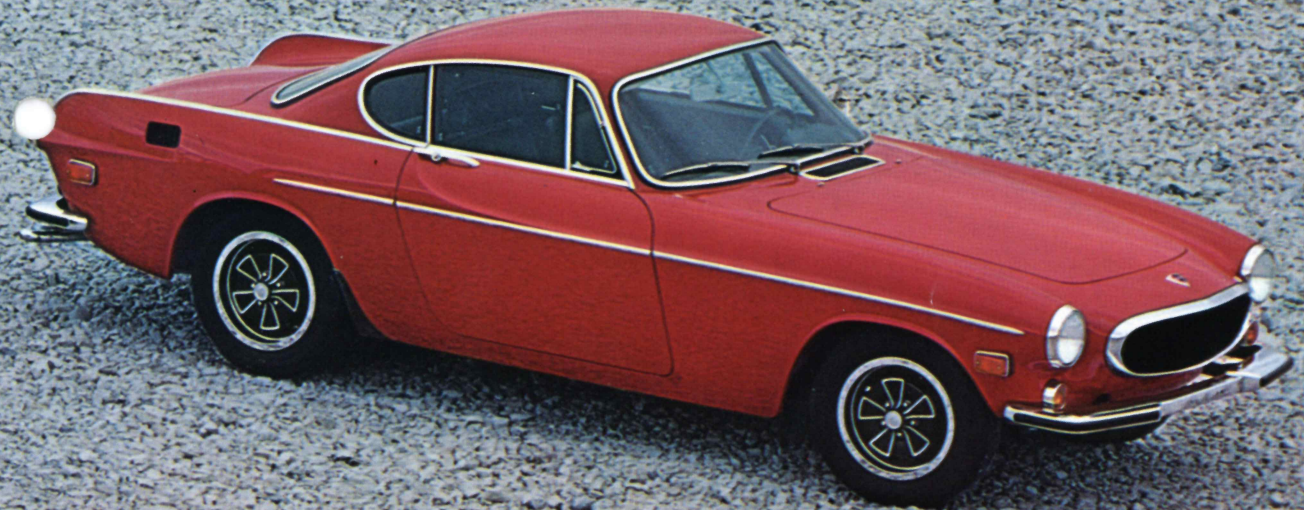
145

Volvo 145. A station wagon without the disadvantages of a station wagon. The Volvo 145 takes up 25 percent less space on the road than the average American station wagon while carrying whatever you want your wagon to carry. But when the 145 isn't carrying 70 cubic feet of anything it isn't any different than a Volvo sedan.



1800 E

Volvo 1800E. Our sports car goes faster, stops quicker, handles better, is more comfortable and gets better gas mileage than any other Volvo. It does all this with electronic fuel injection, 4-wheel power disc brakes, leather upholstered seats and electric overdrive. And unlike other sports cars, the 1800E has a built-in aversion to repair shops. Because it's built like a Volvo.



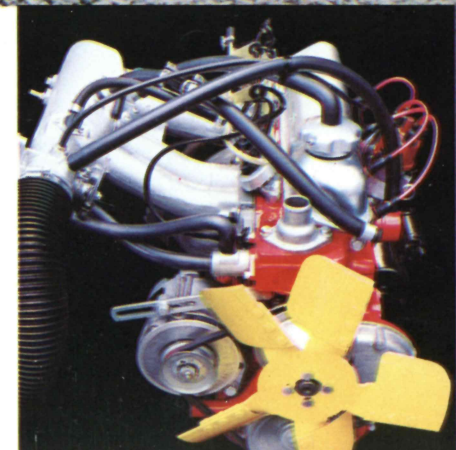
The Volvo 145 features an electrically heated rear window with an electric wiper and washer. And all the glass is tinted. There's also a flow-through air ventilation system.

You don't buy a Volvo 145 for what you can put into it, you buy one for what you can get out of it.

Fully reclining bucket seats are standard on all Volvos. So is passenger safety. 140 Series Volvo now feature automatically adjustable 3-point safety belts. Try one on for size.



The little computer is what makes the Volvo 1800E run so efficiently. It exactly proportions the gas and air mixture for better performance and economy. Now you can match the B20E engine to an automatic transmission.



The 1800E seats are fully adjustable, covered with leather and truly comfortable. "They are unsurpassed", notes Car and Driver magazine.



