

VOLVO

A car you can believe in.



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GL 13490
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Volvo GLE Sedan and Wagon. The comfort, the interior quiet, the ride — or considerably less than a Mercedes.

When you first sit in the driver's seat, close the door firmly — you'll hear a most reassuring sound. If a mood can be set for luxury, then the first chord has been struck. You'll notice that the dome light stays on for an extra fifteen seconds, so you can put on your seat belt and find the ignition when it's dark. The upholstery is leather or velour. There's a sunroof. Instrumentation includes a tachometer. And in addition to amenities such as plush carpeting throughout, power windows, air-conditioning... this thoughtful feature: if the interior temperature drops below 14°C, heating elements below the surface of the seat and the backrest automatically warm up to 16°C.

Under the hood, the Volvo B28F V-6 engine gives you performance that calls into question people's original enthusiasm for gas-aholic V-8s.

Except for a sunroof, you'll find the very same amenities in the GLE wagon that you'll find in the sedan; and, in addition, a rear window washer and wiper. Yet, for all its luxury, the GLE wagon has 76 cubic feet of hauling space, and an automatic load-leveling system that helps maintain the wagon's sedan-like handling characteristics.

Now the choice between a sedan and a wagon can simply be a matter of preference, not sacrifice.

**Bertone Coupe.
A luxury car that offers more for the money.**

Anyone nostalgic for the vanishing art of craftsmanship will appreciate the elegance of the Bertone Coupe.

It is, after all, the product of Volvo's engineering *and* the skill of one of Europe's most distinguished coach builders: Bertone of Turin, Italy.

Glove-soft Italian leather is hand-stitched over each seat; trims the door panels and covers the recessed sun visors. Elm veneer accents the door panels. Power windows, a central door-locking system, map lights, air-conditioning, a power antenna, heated driver's and front passenger's seats — all are standard.

And up front, a Volvo B28F V-6 engine awaits your pleasure — cruise control may be instructed to maintain a constant highway speed.

In every respect, the Bertone Coupe is extraordinary. What a shame time only permits the construction of a limited number of our luxury-class touring cars. And yet, for the sake of automotive history, better a few than none at all.



Volvo GL Sedan and Wagon.
They may provide the most
nearly perfect combination
of luxury and economy.

Glance around the inside. Run
through the luxury you'll hope to
find. Plenty of room for five adults.
Plush interior and upholstery.
Tachometer. Heated driver's seat.
Power-assisted steering. All there!
Even a sunroof on the sedan.
Available options include air
conditioning and power windows.
Where's the economy, then? Under
the hood...

The Volvo GL is a *four-cylinder* car
powered by a new, larger overhead
cam engine. It's a fuel-injected in-line
four that delivers high performance
and good fuel economy.

The B23E engine has a new block
using larger, light-alloy pistons to give
189cc additional displacement. Also
contributing to the 15% horsepower
increase is improved gas flow in the
aluminum head, higher compression
and a special high lift camshaft.

Like its sedan counterpart the new
GL wagon has either an overdrive or
automatic transmission as standard...
...is power-assisted steering.

On the outside, light-alloy wheels
and a front spoiler mark the GL
wagon as no ordinary working
vehicle. On the inside, plush velour
upholstery snugly covers Volvo's
fully-adjustable front bucket seats...
...and an easy-folding rear seat for three.

While the GL wagon has enviable
carrying capacity it shines equally well
as a passenger car. And rides as
smoothly.

Volvo GLT Sedan.
A sports car in disguise.

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

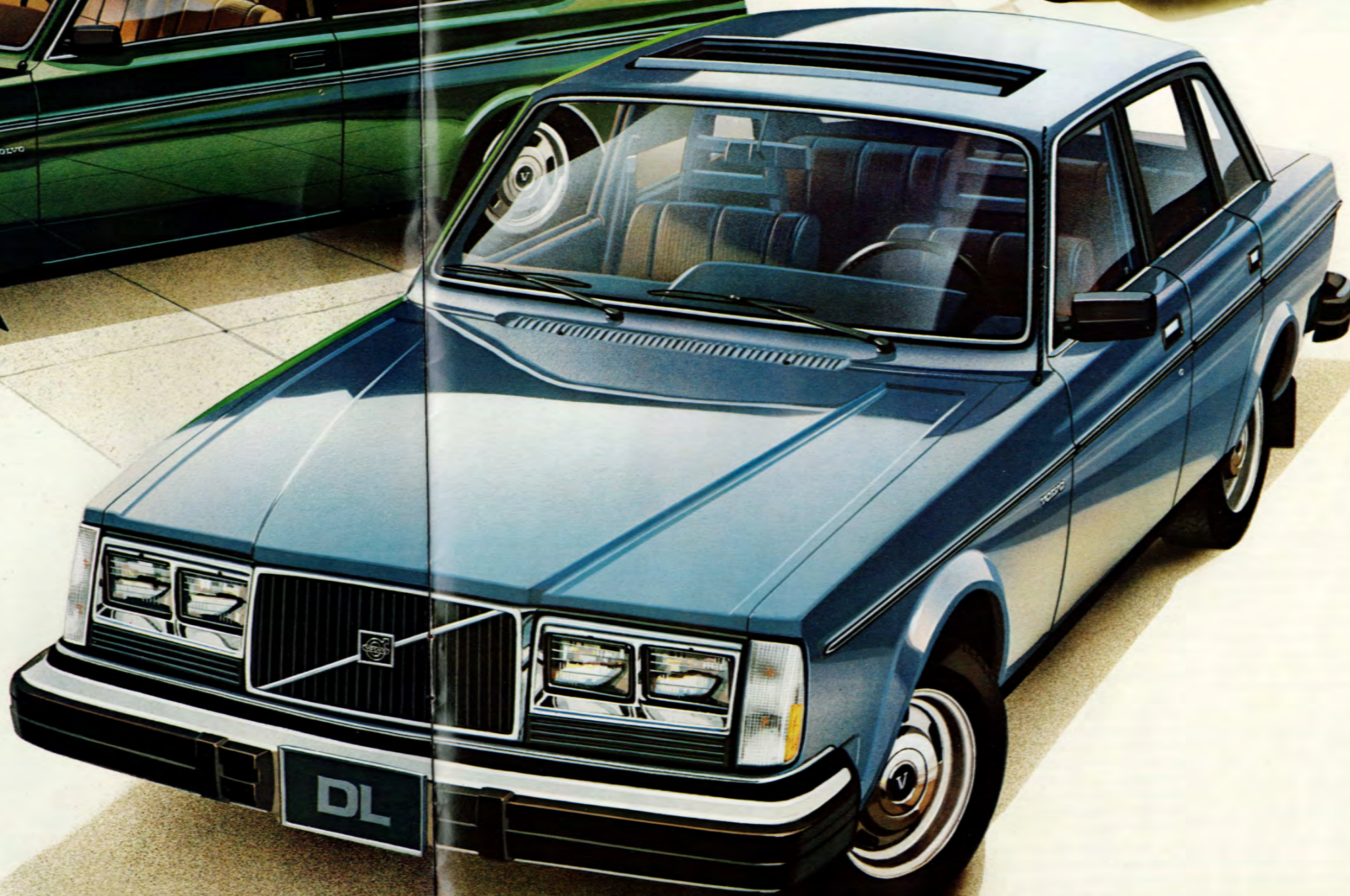
Volvo engineers have made the GLT
suspension taut, using high-rate
springs and firm, gas-filled shocks,
front and rear. Special front and rear
stabilizer bars add the roll stiffness a
sports car should have. Running on
five-spoke, alloy rims fitted out with
Pirelli P6 tires, the GLT is capable of
embarrassing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

That's also true when it comes to
straight-line performance. The GLT is
equipped with a larger, more
powerful 2.3 litre engine that delivers
127 hp at 5500 rpm. The torque curve
is flat and peaks at a healthy 4500 rpm,
so you can get good throttle response
without downshifting.

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

Amenities such as dual remote
controlled power mirrors and a
sunroof are standard. The GLT is a
Volvo for sports car buffs who want
more sports *and* more car for the
money.





**Volvo DL Sedan and Wagon.
Volvos for people who
think they may not be able
to afford one.**

The Volvo DL is a Volvo because nothing that would adversely effect the way it is built, or runs, or drives, or stops is ever sacrificed or left dangling as an option just for economy. In fact, "I don't believe it!" is a common reaction when people realize that their money can buy this much car.

Walk around the DL. Open and close a door. That's how *solid* sounds.

Get in behind the wheel. In the opinion of experts, you're sitting on the best seat offered in a regular production car.

Even in the back seat there's room for three adults to sit comfortably: no knees tucked under chin.

Of course the DL wagon has a

decided advantage over any other wagon around. Except that its shape creates its cargo capacity, the DL wagon is virtually a DL sedan — which only goes to show that a wagon doesn't have to be as big as a boat, or make you feel as though you're floating down the road.

Despite its un-wagon-like characteristics, the DL wagon has an enormous capacity to haul things. With the rear seat down the cargo area measures roughly six feet long, four feet wide, and three feet high — nearly at right angles.

Frankly, the reason such attributes are missing from other wagons remains a mystery to us.

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Volvo Diesel Sedan and Wagon. Diesels that make others seem underpowered or overpriced.



In the past, if you wanted the benefits of a diesel, you had to accept its infamous idiosyncracies: underwhelming power, unforgettable noise, and plenty of shake, rattle and roll.

No longer...

The six cylinders make all the difference, increasing performance, decreasing noise, and smoothing out vibrations.

The in-line six-cylinder configuration also provides the same balance, and, accordingly; the same smooth running characteristics of many V-8 engines.

Naturally, because they're diesels, Volvos get good mileage. As *Auto Sport Canada* mentioned in their road test, "Finding out the fuel consumption... was a pleasure to one's pocket-book." They thought highly of Volvo value too, enough to conclude, "All points considered, the Volvo diesel added up to be a fine automobile, the price and the quality both attractive."

The 1981 Volvos at a glance.

Engine: GLE Series and Bertone Coupe

B28F V-6, aluminum cylinder block with wet steel liners and aluminum-alloy cylinder heads. Valves actuated by chain-driven overhead camshafts operating rocker arms. Induction by continuous flow mechanical injection spraying fuel into cast aluminum inlet manifolds.

Displacement: 2849 cc.
Bore x Stroke: 91 x 73 mm.
Compression Ratio: 8.8:1.
Horsepower SAE net:
130 @ 5500 rpm.
Torque SAE net:
153 ft. lbs. @ 2750 rpm.

Engine: GL Series and GLT

B23E, in-line 4-cylinder, cast iron block with five main bearings, aluminum-alloy cross-flow cylinder head. Valves actuated by belt-driven, overhead camshaft operating directly on bucket-type tappets. Induction by continuous flow mechanical injection; fuel is sprayed into each branch of aluminum inlet manifold.

Displacement: 2316 cc.
Bore x Stroke: 96x80 mm.
Compression Ratio: 10.0:1.
Horsepower SAE net:
127 @ 5500 rpm.
Torque SAE net:
133 ft. lbs. @ 4500 rpm.

Engine: DL Series

B21A, in-line 4-cylinder, cast iron block with five main bearings, aluminum-alloy cross-flow cylinder head. Valves actuated by belt-driven

overhead camshaft operating directly on bucket-type tappets. Induction by single side draught carburetor. Displacement: 2127 cc.
Bore x Stroke: 92 x 80 mm.
Compression Ratio: 8.5:1.
Horsepower SAE net:
96 @ 5250 rpm.
Torque SAE net:
121 ft. lbs. @ 2500 rpm.

Engine: Diesel Series

D24, in-line 6-cylinder, cast iron block, aluminum-alloy cylinder head with swirl chambers. Belt-driven overhead camshaft acts directly on valves. Induction by indirect mechanical injection from a high-pressure, in-line fuel pump. Displacement: 2383 cc.
Bore x Stroke: 76.5 x 86.4 mm.
Compression Ratio: 23.0:1.
Horsepower SAE net:
76 @ 4800 rpm.
Torque SAE net:
98 ft. lbs. @ 2800 rpm.

Transmissions

All models except DL Series and GLT are equipped with either a four-speed manual transmission with overdrive or a three-speed automatic as standard. The GLT is equipped with overdrive. DL Series standard transmission is the four-speed manual, overdrive and automatic available at extra cost.

Manual: Four-speed, fully synchronized with floor-mounted shift lever. Electrically-operated overdrive on fourth gear. Gear ratios: 1st 3.71:1 (4.03:1 on diesel); 2nd 2.16:1; 3rd

1.37:1; 4th 1:1; overdrive 0.80:1.

Automatic: Three-speed with floor-mounted selector, illuminated PRND21 shift pattern. Gear ratios: 1st 2.45:1; 2nd 1.45:1; 3rd 1:1.

Final drive ratios: DL Series 3.91:1 manual, 3.73:1 automatic; all other models 3.73:1 manual, 3.54:1 automatic.

Steering System

Rack-and-pinion gear with five-stage safety column. Variable ratio power-assist standard on all models with overdrive or automatic transmissions. Turns lock to lock: 3.5, 4.3 without power-assist. Turning circle: 9.8 meters.

Suspension System

Front: McPherson strut design incorporating coil springs and telescopic shock absorbers. Stabilizer bar. GLT sedan has thicker stabilizer bar and gas-filled shocks.

Rear: Rigid "live" axle located by longitudinal control arms and torque rods. Lateral location by track rod. Coil springs and telescopic shock absorbers. Stabilizer bar. GLT sedan has thicker stabilizer bar and gas-filled shocks. GLE wagon has automatic load leveler instead of stabilizer bar.

Wheels and Tires

Steel-belted radial tires are standard on wide offset 5.5" J x 14" pressed steel wheels. GL, GLE, Coupe and GLT models have light-alloy wheels, 6" x 15" on GLT.

Tire Size:

DL Series 185/75 R 14 Goodyear
GL Series 185/70 HR 14 Michelin
GLT Sedan 195/60 HR 15 Pirelli P6
All others 185/70 SR 14 Michelin

Brake System

Self-adjusting disc brakes on all four wheels. Tandem type 4:1 power-assist. Pressure relief valves on rear brakes. Dual "triangular-split" hydraulic brake circuits connect both front wheels and one rear wheel on each circuit. Stepped-bore master cylinder to maintain near-normal pedal effort even if one circuit fails. Centre-mounted handbrake operates mechanically on separate rear wheel drums.

Body

Unitized construction with energy-absorbing front and rear ends, central "safety cage." Hot-dipped galvanized steel, zincrometal process, anti-corrosive coating, undercoating, plastic front fender liners and stone chip resistant paint used in rust prevention program. Exhaust system partially aluminized.

Volvo

The factory reserves the right to make changes at any time, without notice, to prices, colours, materials, standard equipment, specifications and models and also to discontinue models or introduce superseding models.

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