

VOLVO

VOYVO

DL
GL

A Philosophy of Service

Every automobile on the road today reflects the philosophy of its maker. Some are flashy. Others feature all the latest gadgets. Still more seem designed with nothing more in mind than an early trade-in—and everything in mind but you.

At Volvo, we've always focused on our concern for people. From the very beginning, when the first OV4 rolled off the assembly line in 1927, we've sought to build a product that would set a world-wide standard for quality and excellence. And, in this day and age, when a car is a long-term investment as well as a way to get around, the Volvo philosophy is more important than ever. That's why, in their level of performance, their durability, their standard of safety, their ergonomic design and their solidity of style, Volvos demonstrate in every way their desire to please—to serve their owners as well and faithfully as they can.

Our commitment doesn't end when you leave the showroom. Volvo maintains an excellent system of service, built upon a detailed warranty and highly skilled service people.

After all...that's what service is all about.





3-YEAR UNLIMITED MILEAGE LIMITED WARRANTY

Of course, the true test of a company's commitment is not the claims that it makes but the services it delivers. With this in mind, Volvo proudly introduces a new, three-year, unlimited mileage limited warranty.* For the first time in the company's history, we're offering the sort of long-term coverage that extends beyond the initial, working-out-the-kinks period that all cars experience into the *real life* of your Volvo.

Part of this, we confess, is pure pride. We work hard, every year, to improve, augment and develop the capabilities of our product. Offering a longer, more comprehensive warranty is one way of showing our confidence in that process. Just as important, however, is developing further our commitment to service. We think you'll be keeping your Volvo for a long time. And we want you to know that we'll be there, every step of the way—applying our training and techniques to its maintenance.

We've tried to include all the troublesome difficulties that can arise within the lifetime of even the best-made cars:

—Even the finest automobiles require repairs, adjustments and alignments to factory fittings and parts. And, often, these little annoyances seem to fall just outside the limits of the 600-1200 mile inspection period. So we've extended it—to a full six months, and 7500 miles.

—Our protection against corrosion of all kinds is one of the strongest in the industry. We warrant that, for 36 months, your Volvo will remain surface-corrosion free. More importantly, it will be devoid of body section perforation for 60 months, and without rust-related structural damage for fully 72 months. *All three levels of corrosion protection are for unlimited mileage.*

—Also, regardless of mileage, Volvo will repair or replace a seat belt system suffering from workmanship or material-related defects for up to five years—another example of our ongoing commitment to your safety.

—Our emission control systems and genuine Volvo replacement parts also have strong warranties.

When you buy a new car, you're buying a company as well. And the nature of that company's commitment can make all the difference in the quality of your driving experience.

At Volvo, we're with you all the way.

I. Dynamic Safety

Predictability of performance is something you don't think about until you need it. A sharp turn, a sudden stop, and all the normal handling characteristics of your car may disappear. That's what "dynamic safety" is designed to prevent. Dynamic safety means predictable handling under difficult or abnormal driving situations, in the areas you need it most: steering, road handling and braking.

Few automakers have demonstrated the patience or ability necessary to determine the ways in which a car's components interact under stress. Fewer still can match Volvo's predictable performance.

You can feel it in the accurate, dependable handling of the power-assisted, rack-and-pinion steering. The whole system's reaction time has also been carefully engineered so that its characteristics are as predictable and constant as possible in different operational situations—even at high speeds. Even the power-assist unit is designed in such a way as to enable you to "feel" contact with the road.

There's more. Volvo selected a "live" rear axle design because it helps provide several important benefits: constant wheel-to-wheel tracking; constant toe-in, caster and camber wheel angles and constant ground clearance. Its simple design interreacts well with Volvo's front suspension, weight distribution and radial tires.

Up front, a MacPherson strut, a construction integrating a coil spring and shock absorber into a spring strut, produces an effective front-wheel suspension: Road shock all but disappears, wheels remain balanced, and steering response is sharp and precise.

The Volvo braking system is one of the world's most sophisticated. It has four-wheel disc brakes, separate rear drum parking brakes, dual triangular-split brake circuitry and a unique stepped-bore master cylinder.

What does all that mean?

Compared to more conventional disc/drum set-ups, four-wheel disc brakes tend to be more resistant to brake fade during panic stops and to maintaining braking effectiveness

in wet weather. Each of the dual triangular-split brake circuits incorporates both front wheels and one rear wheel. Even with one circuit out, a Volvo still has roughly 80% of its total braking capacity. The stepped-bore master cylinder helps ensure that, with one circuit out, the brake pedal will function without the need of additional pedal pressure. Brake proportioning valves modify hydraulic pressure on the brakes to help prevent premature rear wheel lock-up during hard braking.

In the event that something should go wrong, a dashboard warning light is designed to let you know immediately.

Visibility, too, makes an important contribution to the dynamic safety concept. Volvo's almost 90% all-round vision is enhanced by an effective rear demister/defroster and large, anti-dazzle mirrors, adjustable from inside the car. Looking out, the big picture is brightened by wide-ranging halogen lamps.



II. Crash Safety

Today's cars possess a number of safety features that we tend to take for granted—seat belts, padded dashboards, and laminated windshields, to name just a few. In fact, these, like many such features, did not become mandatory in the U.S. until 1968. Yet all three—like many others—were standard equipment in Volvos prior to 1960. You could say that Volvo was in the “safety business” long before it became fashionable. For much of its history, the company has enjoyed a matchless reputation in this regard. This has never been more true than it is today. Not just in terms of handling and responsiveness—dynamic safety—but in the area of crash safety, too.

Our success is based on a three-fold approach: the gradual absorption of impact through the controlled collapse of the body, the protection of the passenger compartment, and an interior design which helps reduce the risk of injury.

Inside a Volvo, you're enclosed in what our engineers describe as a “safety cage.” This unique design concept helps insure that, even in the most devastating crashes, you'll receive a high degree of protection. Strong, box-shaped profiles surround the passenger compartment. These help contribute substantially to keeping the sides and roof intact, in the event of an accident.

Front and rear “crumple zones” are designed to permit your Volvo to absorb the effects of a crash in a scientific fashion, with different body parts succumbing in a measured manner. In the rear, the region above the rear axle has received the sort of reinforcement meant to help keep the body from bending; while, up front, side members shaped in the manner of a rectangular pipe feature characteristics designed to help absorb distortion.

Inside, the fixed front head restraints help lower the danger of whiplash and four patented three-point inertia reel belts with slip-type anchorage help guard passengers.

Even Volvo's steering wheel is designed to absorb impact forces in a controlled manner. The padded surface of the wheel, working in conjunction with the seat belts, helps shield you from a slight bump. During a more serious collision, the column is designed to give way and align with the driver's body, for even distribution of the collision force. In the most extreme circumstances, the entire unit is designed to collapse, disengage, and telescope neatly into a sleeve.

The “behavior” of different components during crash testing also influences design. For example, the fuel tank has been care-





fully placed to help minimizing the chance of fuel leakage during rear-end collisions or rollovers. The fuel filler inlet features a flexible design, which helps maintain its integrity during collisions.

Nor has the windscreen been overlooked. Constructed of two layers of glass adhered to a vinyl film, it is elastic, and highly impact-resistant.

In keeping with Volvo's traditional concern with safety, we ask that you and all your passengers use seat belts—every time you drive. Seat belts and proper child restraints can help save lives—if they're used. Please remember that most states now have mandatory child restraint laws which hold the driver responsible for compliance.

III. Value for Money

While the effects of a crash can be devastating, it is a less apocalyptic threat—rust—that finally does in most cars. In addition to ruining the looks and shortening the life of many vehicles, rust and corrosion substantially lower their resale value.

Unless the car is a Volvo.

For most exposed body parts, zinc-coated sheet metal is exclusively employed; the exhaust is aluminized. To insure that those areas most prone to rust attack will be that much better defended, Zincrometal^{®*}—sheet steel treated with a zinc-rich primer, then baked—is used for many body parts.

Another standard rust-preventive treatment protects Volvos from the inside. On the assembly line, a thin, penetrating, anti-corrosive gel is sprayed into closed body sections through 45-50 holes. This includes the insides of the roof pillars, doors, rocker panels, etc.



The underside, of course, remains especially vulnerable to corrosion. Mindful of this, Volvo treats it with a variety of protective coatings. Between the front and rear wheel housings, the floor is coated with an abrasive-resistant polyester paint, on top of which is added a thick asphalt compound. The wear surfaces of the rear wheel housing are protected by a special "armed" bitumen coating. And a rustproofing oil is sprayed on the underside of the engine components, providing a crucial extra measure of protection.

As the simplest solution to a problem often remains the best, Volvo has removed dirt and moisture from those impossible-to-reach places simply by eliminating them, with a body devoid of meaningless enclosures or crevices. And the use of stainless steel, durable plastic, aluminization, and copper alloy in trim, detailing, exhaust and brakes further extend Volvo's commitment to eliminating rust.

Nor have the roles of the paint process—and the paint—been neglected. Before assembly begins, critical joints receive an

application of zinc welding primer; these are further protected during assembly by a sealing compound of caulk. When the process is completed, a thorough cleansing procedure finishes the job. A zinc phosphate spray, designed to permit each coat of paint to better adhere, follows. An all-encompassing "primer bath," and a rigorous oven-baking, follow that. It is at this point only that each Volvo is deemed ready to receive its four-coat paint process above the beltline—and a five-coat process, including special stone chip resistant paint below the beltline where the paint is especially vulnerable to chipping.

Protection is not limited to the finish. In the doors, slip-stream ventilation helps inhibit moisture from collecting. Moreover, because of the dings, dents and chips that invariably find their way through even the most resistant surfaces, Volvo has added an all-round rubber molding—just to be safe.

*Zincrometal is a registered trademark of the Diamond Shamrock Corporation.



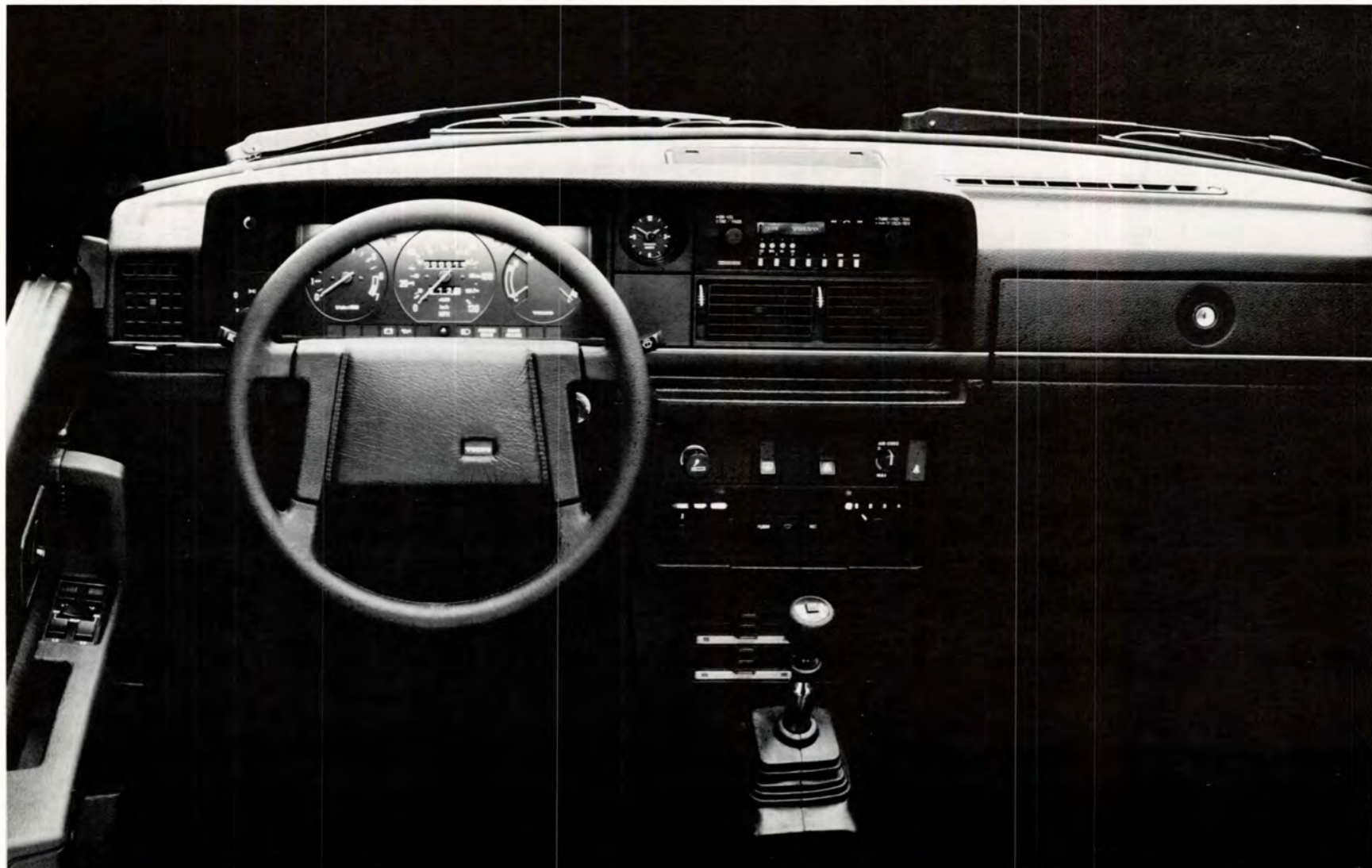
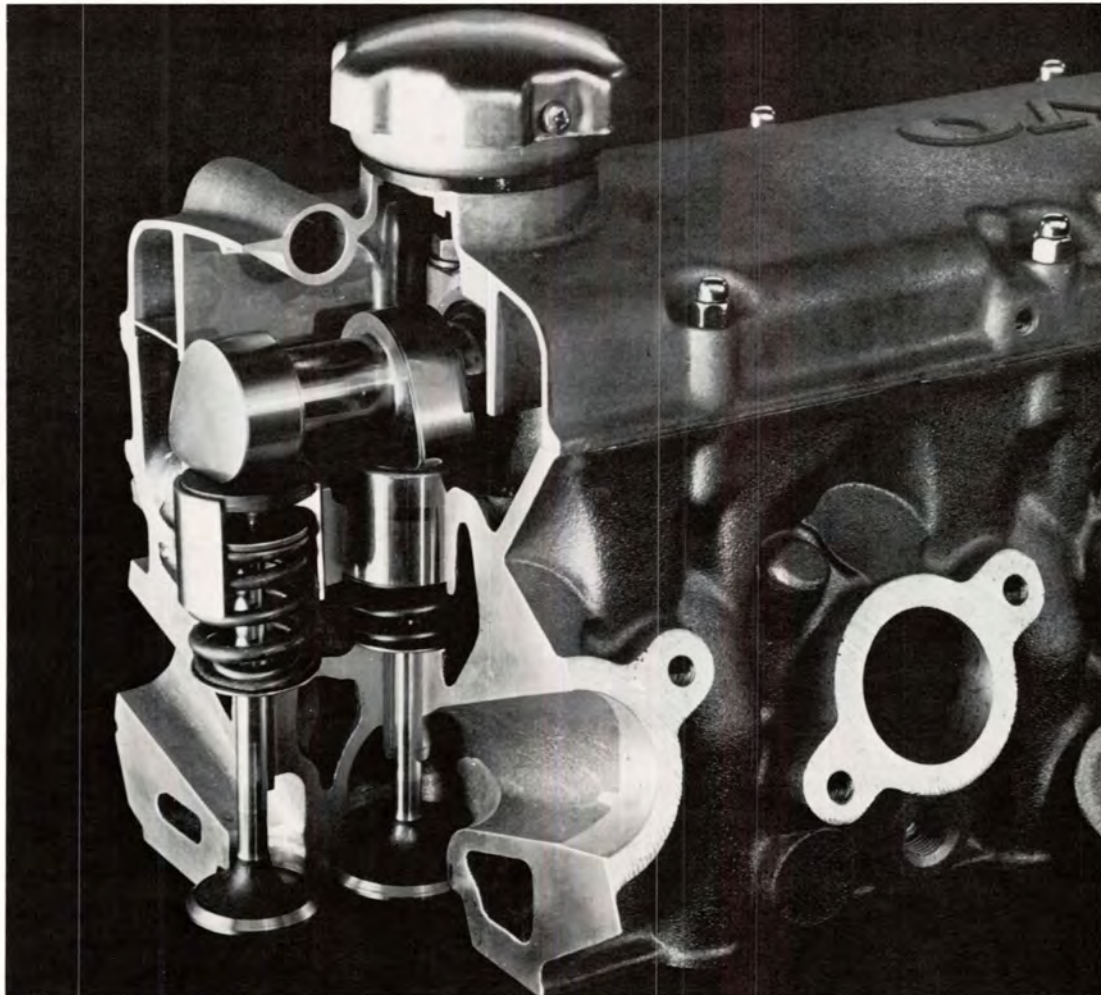
IV. Under the Hood

Though Volvo engines have long set a standard in the automotive industry, ongoing testing and research enable us to continue reinforcing our success.

The new B230F four-cylinder gas engine is available with manual and automatic transmissions, both with overdrive. It is standard on both DL and GL models.

This year, a new crankshaft with eight counterweights, shorter and lighter pistons, and longer and lighter connecting rods have helped reduce internal engine friction. These and other developments have resulted in the smoothest, quietest four-cylinder gas engine Volvo has ever produced. Electronic fuel injection, electronic breakerless ignition, and Volvo's award winning Lambda Sond® Emission Control are all standard.

Often, when we say "power," what we mean is torque; and, in this regard, our four-cylinder delivers at those critical times when most needed, and (in most cars) least expected: the lower and middle ranges of speed. No longer need you downshift so frequently to gain the extra pulling power you need. The torque's effectiveness across the full range of the speedometer provides you with impressive and immediate response.



V. Ergonomics

It's one of those words we've heard a lot in the last few years. It means... comfort and convenience. That's all. But, in a Volvo, that's a lot. When you pass through the doors, you're entering a cocoon of comfort that raises the science of ergonomics to an art.

The result of extensive and elaborate research, Volvo's front seats support the entire body, maximizing relaxation while minimizing fatigue. They are movable throughout the fore-aft range, cushion angle and height. The lumbar support may also be adjusted. If the temperature drops below 10 degrees Centigrade (50°F) on a GL sedan or wagon, heaters in the driver's seat cushion and backrest automatically activate, shutting themselves off again at approximately 35 degrees (95°F)—which is matched closely to normal body temperature.

The ability to see with ease and without strain remains a fundamental element of

comfort (though we might not always think of it as such), and Volvo has sought to insure that, not only is your vista always panoramic and clear, but that you can be seen with equal ease. Toward this end, the external lighting, in addition to illuminating your way, renders you immediately visible to others. Inside, the cable-driven windshield wipers offer three speeds—normal, fast and intermittent—as well as a wash cycle with an automatic sweep. The dual mirrors, featuring glass that is both tinted and distortion free, incorporate a wide-angle section, meant to double your field of vision, and a selective light reflection capacity. A rear window defroster eliminates the need for scraping ice off the glass—or stopping to wipe off mist. The defroster turns itself off, too!

Air conditioning is standard. Volvo's combined heater/AC unit includes a main temperature control, an "air mix" (for a

better balance between interior and exterior environments), as well as front windshield and front side window defrosters (which can also help dry up mist). There are 12 outlets in all—including separate channels to the rear seat occupants. The system provides an environment that is moderate and fresh, rather than merely hot or cold.

Moreover, there are a variety of amenities which make driving more pleasant: central locking (including trunk or tailgate), front door panel storage, a quartz crystal clock, rear center armrest, a shift indicator light on DL and GL models with manual transmissions, an illuminated glove box with a vanity mirror, an ample trunk with an automatic courtesy light on sedans and...

We've tried to think of everything. So relax. You're in for the ride of your life.



DL

There's no reason why a relatively inexpensive car cannot also be possessed of merit and substance: dependable, touched by automotive sophistication; a car whose quality you can both see and feel.

That's why we created the Volvo DL.

The DL is possessed of all the comfort, dependability and performance you'd expect from a Volvo. Not to mention the solid styling. In addition to the outstanding engineering features mentioned on the previous pages, such amenities as power-assisted brakes and steering, a centrally controlled door locking system, air conditioning, an electric rear window defogger, adjustable front bucket seats, a rear center armrest, tinted windows all around, an illuminated vanity mirror—and more—are all standard on the DL sedan. Yet all this is belied by its surprisingly modest price.

Of course, you know that quality needn't be strictly a function of money—for those who take pride in their work, quality is a given.

The Volvo DL is the proof.



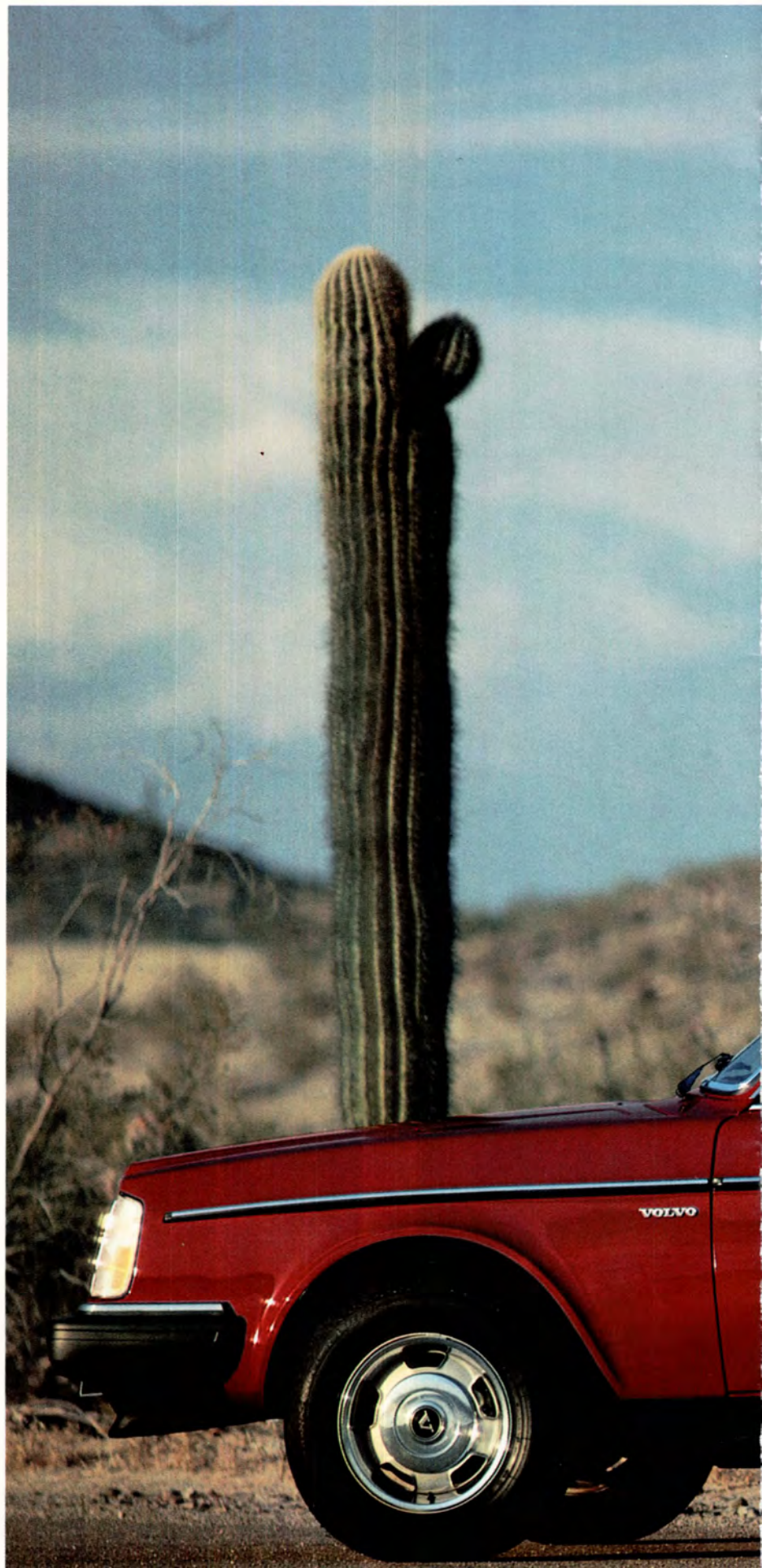


The DL Wagon

The DL wagon enhances the features of the sedan by heightening its practicality without the least loss of merit elsewhere. In fact, that's the beauty of *all* Volvo's wagons: The almost square shape of the rear compartment offers room enough for a substantial and sizable load yet the length and width of the vehicle remain exactly the same as those of the sedan. That means the same handling, power and ergonomic sophistication, intact.

The convenience of the cargo area is made truly functional with six tie-down rings to help keep your cargo in place, a lockable storage compartment beneath the cargo area floor, a rear compartment light, and a rear window wiper/washer to help maintain excellent rear visibility. Sturdy vinyl upholstery is standard; the rear is fully carpeted. The creature comforts that are standard on the DL sedan—power-assisted brakes and steering, air conditioning and such—are also standard on the DL wagon.

If this sounds too good to be true, remember: A station wagon needn't be a burden to carry one.





GL

The Volvo GL proves that just because a car looks as though it would go well with an attache case and a pin-striped suit, it needn't be obvious or stuffy. A dressier, more highly-appointed edition of the DL, its plush interior and elegant styling give the GL a subtle rakishness unusual in a car of its class, and all the more welcome for it.

In addition to the DL's long and respectable list of standard equipment, the GL sedan features distinctive twenty-five spoke alloy wheels, a sliding steel sunroof with a wind deflector, power windows, a thermostatically controlled heated driver's seat, a small diameter steering wheel, power trunk release (in the glove box), and a tachometer. With its coolly comfortable velour upholstery (leather is optional), conveniently-angled instrument panel and seductive appointments, the GL sedan caters to your wants and needs in a way that matches its remarkable automotive performance.

You demand a great deal, of yourself and of life. With the GL, you needn't settle for less on the road.

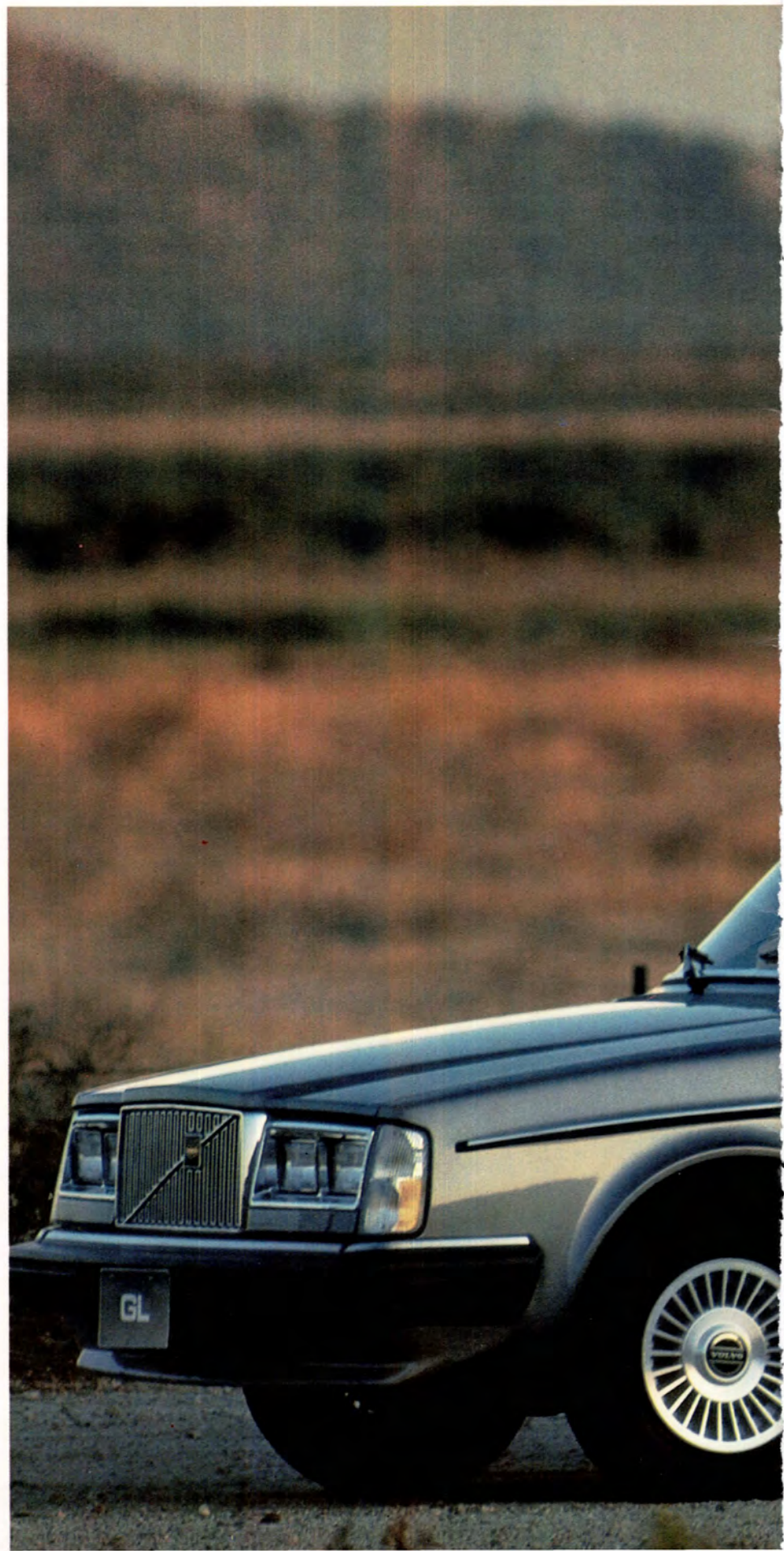




The GL Wagon

For the uninitiated, the notion of a luxury station wagon may seem a contradiction in terms. Nothing belies this attitude more completely than the GL. Except for the sunroof, all the features of a GL sedan can be found in a GL wagon: from its gleaming enamel or metallic paintwork and distinctive twenty-five spoke alloy wheels to its tight turning circle. We've added supple leather upholstery, cargo tie-down rings and a rear wiper/washer with an intermittent cycle for fine mist. We think you'll find that it retains the understated sophistication of the sedan—and at the same time provides utility and space.

If an aspect of luxury is convenience, then the GL wagon is nothing less than the definition of luxury.





Standard on All Volvo 240 Models

Dimensions and Weights

Wheelbase	104.3 in.
Overall length	189.4 in.
Overall height,	
sedans	56.3 in.
wagons	57.5 in.
Overall width	67.3 in.
Track,	
front	56.3 in.
rear	53.5 in.
Headroom, front	37.9 in.
rear, sedan	36.1 in.
rear, wagon	36.8 in.
Legroom,	
front	40.1 in.
rear	36.4 in.
Shoulder room,	
front	54.3 in.
rear	53.1 in.
Trunk capacity,	
sedans	13.9 cu. ft.
Cargo capacity	
with rear seat up	41.1 cu. ft.
with rear seat down	71.0 cu. ft.
Towing capacity,	
all models	3,300 lbs.
Approximate curb weights:	
DL, four-door	2912-2917 lbs.
DL, wagon	3034-3042 lbs.
GL, four-door	2935-2939 lbs.
GL, wagon	3034-3042 lbs.

Engineering Features

Unitized Body

Central passenger safety cage with energy absorbing front and rear ends. Rust-proofing includes use of galvanized steel in susceptible areas; anticorrosive coating inside doors, rocker panels, etc.; extensive undercoating and special chip resistant paint. Aluminized tailpipe and muffler.

Power-assisted Rack and Pinion Steering

Power-assisted rack and pinion gear, 32'2" turning circle, 3.5 turns lock to lock.

Power-assisted Four-wheel Disc Brakes

Self-adjusting four-wheel disc brakes, tandem-type power-assistance. Each circuit of the dual triangular split hydraulic brake system connects both front wheels and one rear wheel. Stepped-bore master cylinder maintains nearly normal pedal effort if one circuit fails. Hand brake operates mechanically on separate rear wheel drums.

MacPherson Front Suspension with Live Rear Axle

Front Suspension has MacPherson struts incorporating coil springs and telescopic shock absorbers. Stabilizer bar. Rear Suspension includes a rigid, live rear axle located by longitudinal control arms and torque rods. Lateral location by track rod. Coil springs and telescopic shock absorbers. Stabilizer bar.

Product Features and Equipment

Front spoiler
 Halogen high and low beam headlights
 Tinted windows, with dark tint band along the top of the windshield
 Dual, anti-glare outside mirrors
 Electric rear window defroster with timer
 Integral front side window defoggers
 Intermittent cycle on the front windshield wipers
 Rear fog lights*
 Centrally controlled door locking system including tailgate or trunk
 Power-assisted brakes and steering
 Air conditioning
 Four three-point, inertia reel seat belts; one lap belt for rear-center passenger
 Adjustable front bucket seats
 Adjustable lumbar support on front seats
 Full interior carpeting, including trunk/cargo area
 Rear center armrest
 Warning buzzer for headlights, key, seat belts
 Illuminated, lockable glove box with vanity mirror
 Instruments: 120 mph (220 km/h) speedometer, odometer, trip odometer, quartz crystal clock, fuel gauge, temperature gauge
 Luggage compartment light
 Spare wheel cover
 Wagons have in addition:
 Rear window wiper/washer
 Cargo compartment light
 Cargo tie-down rings
 Lockable storage compartment beneath the cargo area floor

*Subject to state and local laws.

DL

DL 4-door sedan and wagon

Engine

In-line, four-cylinder B230F gas engine with single overhead camshaft, breakerless electronic ignition system with computer-controlled spark advance, electronic fuel injection and Lambda Sond® emission control.

Displacement: 141 cu. in. (2.32 litres)

Compression ratio 9.5:1

Horsepower, SAE-net 114 @ 5400 rpm

Torque, ft. lbs.,

SAE-net 136 @ 2750

Fuel tank capacity 15.8 gals (60 litres)

Battery/Alternator 60 amp-hr/55 amp

Transmissions

Manual: Fully synchronized, four-speed with electrically operated overdrive and shift indicator light. Gear ratios: 1st, 4.03:1; 2nd, 2.16:1; 3rd, 1.37:1; 4th, 1.00:1; overdrive, 0.79:1. Rear axle ratio: 3.31:1. Automatic (optional with charge): four-speed with overdrive fourth gear; floor-mounted shift lever. Rear axle ratio: 3.73:1.

Tires and Wheels

Low rolling resistance, steel-belted radial tires. Size: 185R14. Steel wheels and trim rings.

Color and Upholstery

Sedan: cloth upholstery and solid (enamel) exterior paintwork. Wagon: vinyl upholstery and solid exterior paintwork. Metallic paintwork is optional with charge on both the sedan and wagon.

GL

GL 4-door sedan and wagon

Engine

In-line, four-cylinder B230F gas engine with single overhead camshaft, breakerless electronic ignition system with computer-controlled spark advance, electronic fuel injection and Lambda Sond® emission control.

Displacement: 141 cu. in. (2.32 litres)

Compression ratio 9.5:1

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Tires and Wheels

Low rolling resistance, steel-belted radial tires. Size: sedan, 185/70R14; wagon, 185R14. Twenty-five spoke alloy wheels.

Additional Standard Equipment

Power windows, heated driver's seat, small diameter steering wheel, engine compartment light, interior light delay (on opening or closing one of the doors), and tachometer.

The GL sedan also has a sliding steel sunroof with a wind deflector and a power trunk release (in the glove box).

The GL wagon also has an intermittent cycle on the rear washer/wiper.

Color and Upholstery

Sedan: velour upholstery, solid (enamel) or metallic paintwork. Wagon: leather upholstery, solid or metallic paintwork. Leather is optional with charge on the sedan.

Volvo 240 Accessories

Audio Systems

Component type digital cassette/tuner deck with separate high power amplifier (4 x 20 watt) for upper dash location mounting, analog AM/FM stereo cassette, AM/FM stereo, graphic equalizer, twenty watt speakers, power antenna...

Comfort and Convenience Accessories

Cruise control, leather steering wheel, power windows, electric trunk lock release...



Weather Accessories

Engine block heater, sunroof wind deflectors, grille covers, side window wind deflectors...

Performance Accessories

A variety of monitoring gauges, adjustable rear deck spoiler, GT steering wheels, alloy wheels, fog lights...



Safety and Security Accessories

Child cushion, child guard, bracket for locating top tether anchorage strap for child seat, adjustable shoulder belt anchorage, lockable gas cap, lockable wheel nuts, anti-theft alarm...



Towing, Load Carrying, and Travel Accessories

Trailer hitch and wiring harness, a variety of load-leveling systems, steel cargo guard, lockable ski rack, removable and permanent wagon luggage racks...



Sedan and Wagon Care and Maintenance Accessories

A variety of protective floor and trunk mats, service manuals, touch-up paints, car-care products...

Please ask your dealer for a Volvo accessory brochure.

Some of the information in this catalog may be incorrect due to product changes which may have occurred after we went to print. Some of the equipment described or shown may now be available only at extra cost. Before ordering, ask your Volvo dealer to bring you up to date.

The manufacturer reserves the right to make changes at any time, without notice, to prices, color, materials, equipment, specifications and models.

