# The 1983 Volvo Turbos



Two-door sedan Four-door sedan Wagon Four-cylinder Turbo Four-cylinder Turbo Four-cylinder Turbo

Automotive writers still find themselves groping for an apt description: "Spectacular." "A blast." "Like cutting in an afterburner."

According to CAR AND DRIVER's Rich Ceppos, "The turbocharged version of the venerable 2.1-liter B21F four-cylinder engine is enough to transform a pleasant car into one that suggests joie de vivre...Actually 'refined' is a word that comes to mind as you wheel the Turbo down the road. Everything seems to work with a fluidity, with a harmony, that's lacking in most other cars. No small detail has been left unpolished.

"The Turbo is one of those cars that just flat feel good to drive. Almost everything about it seems to have been carefully developed. The driving position is a perfect example. The small, padded steering wheel, the pedals, and the shifter all seem perfectly and naturally placed. The chairlike driver's seat, one of the most supportive touring seats in any car, offers an adjustable lower cushion, a lumbar support, and a reclining backrest.

"The controls, too, operate with satisfying precision. The shift linkage is crisp and jewel-like. The clutch takeup is velvety and linear. And the steering is sensitive, direct, and accurate.

"The Turbo arrows down the highway, solid and stable. The ride is Mercedes-taut. The body is drum-tight and rattle-free.

"After all these years, Volvo has scienced-out every nook and cranny, and the result is a big sedan that does a whole lot of things awfully well."

As MOTOR TREND puts it: "You keep hoping for a stray Saab 900 Turbo, or even a BMW you can sniff out, and then send scrambling to the roadside while you blow its doors in."

D. K. Hyde-White adds his perspective in *AUTO SHOWCASE*: "From afar,

the Volvo Turbo appears as just another load-up-the-wife-kids-dogs-cats-and-barbecue utility vehicle, but *vis-a-vis*, it becomes apparent that it is indeed a glamorous movie star merely hiding out in working man's clothes. Here I was in a vehicle that is absolutely the antithesis of the sports cars I have come to know and love, and I actually *enjoyed* driving it. Not only that, mind you, but this particular station wagon can be flung around corners more quickly than some British sports cars of the not-too-distant past."

Of course, part of what Mr. Hyde-White enjoyed is attributable to traditional Volvo design. Like all Volvo wagons, the Turbo's overall size and turning radius are virtually the same as those of the Turbo sedan - very unwagon-like characteristics, to be sure. About that sportscar handling, specifically, the Turbo wagon comes equipped with a small-diameter steering wheel, to quicken the steering response, and a deliberately taut suspension. It's balanced by special front and rear stabilizer bars and runs on five-spoke, alloy rims fitted out with steel-belted radial tires.

Now, on those occasions when you're not out hunting Saabs and BMWs, remember you can also enjoy the practical side of this wagon. "There's a very human amount of space inside the thing," as Larry Griffin points out in CAR AND DRIVER, 'nice ergonomics, good visibility, and a big, flat floor in the back that lies beneath a skyscraping amount of vertical space. Space for youthful brood, some middle-aged rubber plants, or an aging Airedale." Most importantly, notes CROSSROAD, "beyond the high-tech engine, the bun-warmer driver's seat, the power windows...the Volvo Turbo wagon is still a Volvo—strong, heavy, solid, and designed first and foremost to get its owner from A to B for years to come."



# The 1983 Volvo Turbos at a glance

#### STANDARD EQUIPMENT

#### **INSTRUMENTS**

Clock (quartz crystal); fuel gauge; odometer (six-digit); speedometer (200 km-h); temperature gauge (coolant); trip odometer, tachometer, turbo boost gauge, turbo warning light, oil pressure gauge, voltmeter.

#### WARNING BUZZER

Headlights; key; safety belts.

# HEATING AND VENTILATION SYSTEM

Twelve-outlet, high-capacity, with four-speed fan.

### **HEADLIGHTS**

Halogen low- and high-beam.

#### **WINDOWS**

Tinted, with dark tint band along top of windshield; electric rear window defroster; front windshield wipers with intermittent cycle; wagons also have rear window wiper with an intermittent cycle.

#### INTERIOR

Front seats: adjustable bucket seats with adjustable lumbar support. Rear seats: three-passenger; center armrest. Seat belts: four three-point, self-adjusting; one lap belt for rear-center passenger.

#### **CARPETING**

Full interior, and trunk or cargo area.

#### DOOR-LOCKING SYSTEM

Centrally controlled including tailgate on wagons. Childproof rear door locks.

# POWER-ASSISTED BRAKES AND STEERING

#### ADDITIONAL EQUIPMENT

Heated Driver's Seat Velour Upholstery Dual Electric Mirrors Power Windows Sliding Steel Sunroof on Sedans Metallic Paintwork

### **DIMENSIONS AND WEIGHTS**

Wheelbase	264 cm
Overall length	489 cm
Overall height, sedans	143 cm
wagons	146 cm
Overall width	171 cm
Track, front	143 cm
rear	136 cm
Legroom	
Front, all models	103.5 cm
Rear, sedans	93 cm
wagons	92 cm
Headroom	
Front, all models	95 cm
Rear, sedans	92 cm
wagons	93.5 cm
Trunk capacity, sedans	0.4 m <sup>3</sup>
Cargo capacity, wagons	$1.2  \mathrm{m}^3$
Rear seat down	$2.2  \mathrm{m}^3$

#### BODY

Unitized. Central passenger safety cage with energy absorbing front and rear ends. Rustproofing includes use of galvanized steel in susceptible areas; anti-corrosive coating inside doors, rocker panels, etc.; extensive undercoating and special stone chip resistant paint. Aluminum tailpipe and muffler.

#### **B21F-T ENGINE**

Fuel injected in-line four; cast iron block with light-alloy "cross-flow" cylinder head. Overhead camshaft. Lambda Sond emission control. Exhaust-driven turbo-compressor.

Displacement: 2127 cc

Compression

ratio: 7.5:1

Horsepower,

SAE-net: 127 @ 5400 rpm

Torque, ft. lbs.,

SAE-net: 150 @ 3750 rpm

Sealed cooling

system

automatic: 9.2 litre manual: 9.4 litre

Fuel tank: 60 litres, regular unleaded

#### ELECTRICAL SYSTEM

12 V. solid-state ignition. 70 amp alternator; 60 amp-hour battery.

#### DRIVETRAIN

Manual: Four-speed fully synchronized transmission. Electrically operated overdrive automatically releases when you shift from 4th to 3rd gear. Gear ratios: 1st, 4.03:1; 2nd, 2.16:1; 3rd, 1.37:1; 4th, 1.00:1; overdrive, 0.80:1. Final drive ratio: 3.73:1.

Automatic: \* four-speed with overdrive fourth gear; floor-mounted shift lever, with an illuminated PRND21 pattern. Final drive ratio: 3.91:1.

#### STEERING SYSTEM

Rack-and-pinion gear. Servo-assist is standard on all models. Turning circle: 9.8 m. Turns lock-to-lock: 3.5.

#### SUSPENSION SYSTEM

Front: McPherson strut incorporating coil springs and telescopic shock absorbers, large-diameter stabilizers 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. Turbo sedans have large-diameter stabilizers and gas-filled shocks.

Tires: Steel belted radials, 195/60HR15. Wheels: 6" x 15" alloy, five-spoke.

## **BRAKE SYSTEM**

Self-adjusting disc brakes on all four wheels. Tandem-type power assist. Ventilated front discs. Each circuit of the dual triangular split hydraulic brake system connects both front wheels and one rear wheel. Steppedbore master cylinder maintains nearly normal pedal effort, if one circuit fails. Handbrake operates mechanically on separate rear wheel drums.

# **VOLVO**

The factory reserves the right to make changes at any time, without prior notice, in prices, colours, materials, standard equipment, specifications, and models; also, to discontinue, introduce or supersede models. The quotes in this brochure may refer to 1982 Volvos or to earlier models. The bumpers depicted in this brochure are not available in Canada.



<sup>&#</sup>x27;Two-door available with manual transmission only