

VOLVO 245
265

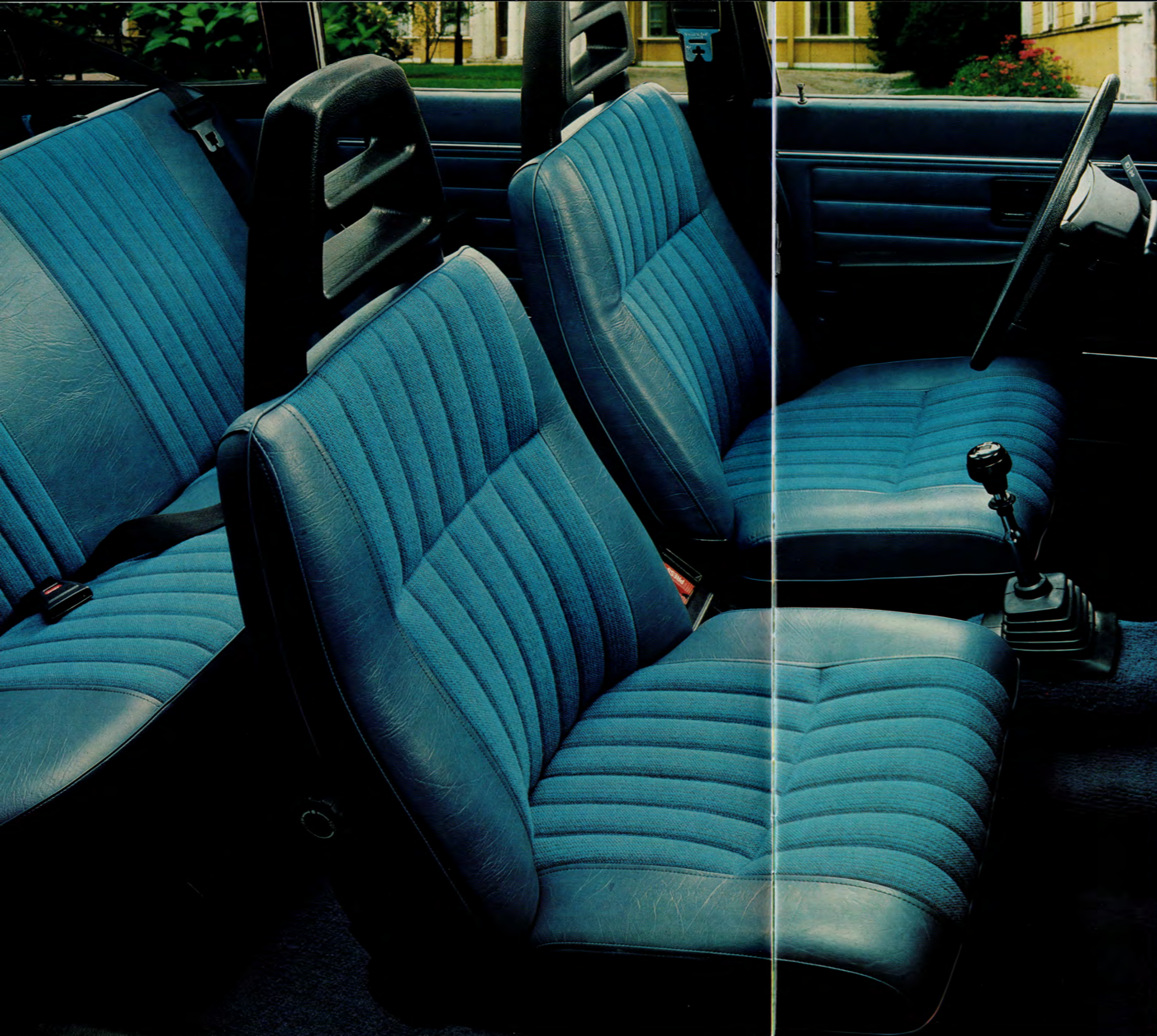


The new Volvo 265 and 245 station wagons are logical alternatives to Volvo's sedans.

The luggage space of Volvo's sedans is considerable, to be exact there's 13.8 cubic feet of trunk space. But there are times when some owners require additional space and versatility. For those people and for those times, Volvo offers its wagons – the efficient, practical 245 and the distinctive 265 – a unique vehicle, for Volvo is the only manufacturer of luxury cars which offers a station wagon variation of its top model.

In either model you'll find the same degree of comfort and passenger space as in the sedan versions. But Volvo's station wagons provide room for five passengers and more than 50 cubic feet of cargo space – with the rear seat folded, there's a remarkable 67 cubic feet of useable space. Still, the most astounding feature of all may be that neither station wagon model is any longer or wider than its sedan counterpart. Thus, while providing an exceptional amount of storage capacity, Volvo station wagons are the same maneuverable size as Volvo sedans.



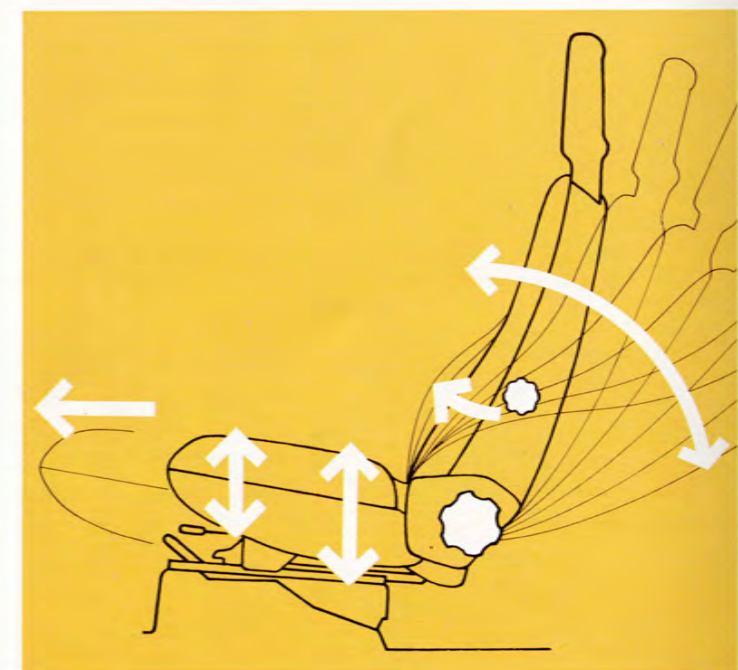


Volvo comfort and safety (plus utility).

The same famous, reclining individual front seats of the Volvo sedans are standard in the 245 and 265 wagons. Designed in cooperation with orthopedic specialists these seats feature adjustable lumbar support, plus an infinite range of other individual adjustments. For example: the height and pitch of the driver's seat cushion may be set in nine different positions. An anatomically correct seat provides comfort and, just as importantly, it minimizes driver fatigue, which helps to insure the safety of the family or that Chippendale chest.

The full-width rear seat, which folds easily to permit a perfectly flat storage area, is also carefully engineered for maximum comfort and support.

In the 245, supple vinyl is used exclusively for the seat covering materials. In the 265, however, the leather-like vinyl seats may be specified with woven inserts, depending on exterior color choice. The fibers of the fabric material are specially treated to resist soiling before weaving and, of course, all upholstery, trim, carpets and fittings are fire resistant.

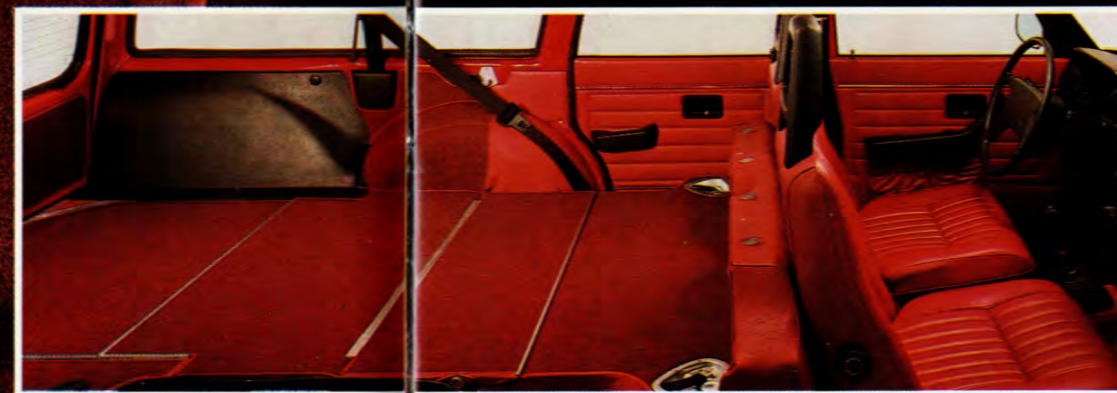
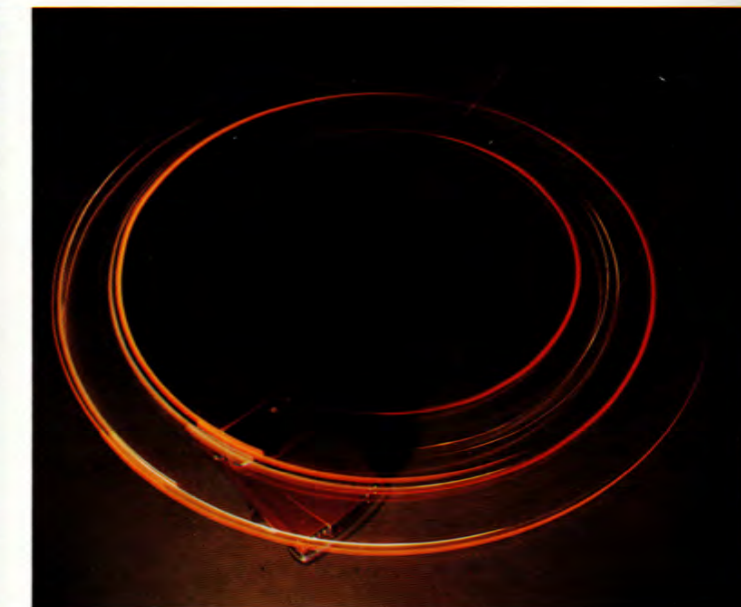




The 245 and 265 wagons: working cars for the leisure class.

Empty, Volvo's wagons weigh only slightly more than its sedans. But with the rear seat folded, there's an enormous load space which, when full, can account for a considerable amount of weight. So, Volvo engineers have made appropriate compensations and have skillfully maintained the typically fine Volvo ride and handling.

Higher load carrying capacity steel-belted radials have been fitted. And while the benefits of higher rated tires are many, they can also mean slightly heavier steering, so Volvo makes its fine power-assisted steering standard. Spring rates are also increased to handle additional loads, but Volvo has carefully matched rear shock absorbers to the stiffer springs to dampen out any harshness. The sum total: Volvo wagons are a pleasure to drive and are easy to handle. Not surprisingly, the turning circle for the 245 and 265 wagons is a tight 32 feet, 2 inches – exactly the same as its nimble sedans.





Volvo's are designed to make driving a pleasure.

Everything a driver needs to see is in clear view, beginning with Volvo's impressive instrument display. In addition to the large, easy to read speedometer, temperature and fuel gauges, Volvo provides a unique system of warning lamps. Included is a bulb integrity sensor — a lamp which lights if a low beam headlight, tail or brake lamp should fail.

Controls for Volvo's advanced thermostatic heating system are located in the central console as are those for air conditioning (optional on the 245) and stereo radio or tape deck. (Radio and tape systems are optional on both models, but 1976 245 and 265 Volvos are pre-wired for audio systems and have two stereo speakers already installed). Located above the console is a highly accurate quartz clock.

For safety, both the instrument panel and console are well padded and all surfaces are non-reflective.

For easy opening, the large rear door is equipped with a gas-cylinder lift mechanism. All rear doors have child-proof safety locks to help prevent accidental opening from inside. To keep the rear window clear, it's electrically heated and has a washer and wiper as standard equipment.



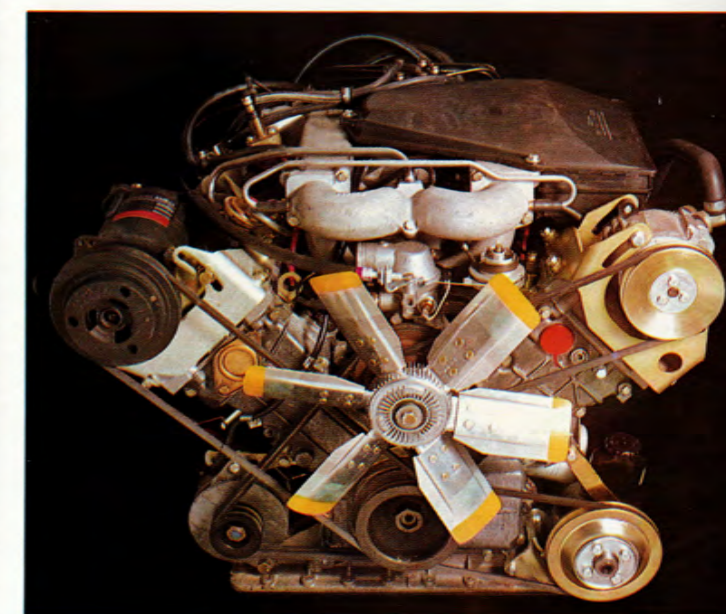


Volvo's new fuel injected, light-alloy V-6 provides the spirit for the distinctive 265.

Both the block and cylinder heads of Volvo's new fuel injected V-6 are cast light-alloy aluminium, which permits a considerable weight savings over the less costly type of cast-iron construction common to most passenger cars, let alone station wagons. The light weight of the compact, low-profile V-6 engine means better handling and fuel economy.

Volvo first began equipping its cars with electronic fuel injection in 1970. This system was then a vast improvement over standard carburetion. But now, after six years of fuel injection experience, Volvo has developed a system which it feels is even better — Continuous Injection. Additionally, the Volvo 265 is equipped with a solid state ignition for crisp performance and less maintenance.

Complementing the 265's responsive V-6 are two new transmissions — a silky-smooth three speed automatic and a full-synchromesh four-speed with an extra economy feature — an electrically-activated overdrive which operates on fourth gear. The automatic will kick-down into low-gear at speeds as high as 40 mph. This can be very beneficial when driving in the mountains and particularly if your 265 is used to tow a boat or camper.





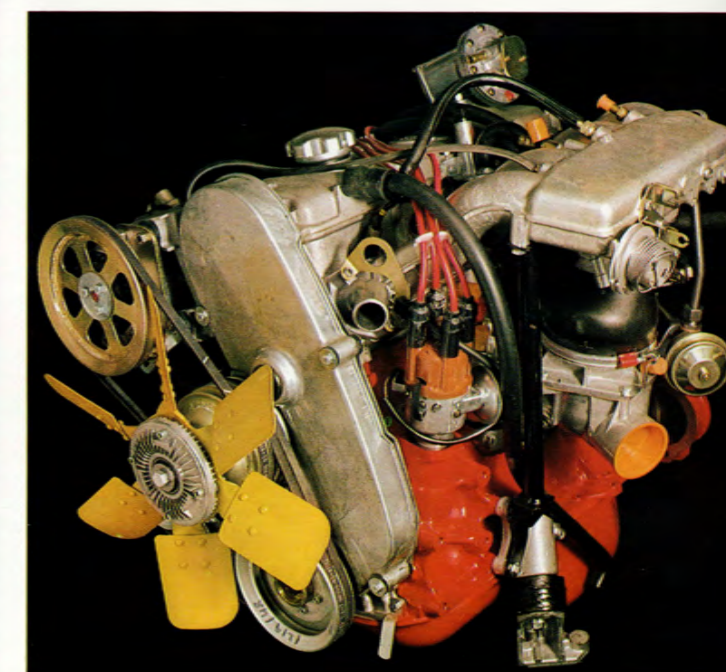
A new, more powerful and efficient four-cylinder engine for the practical 245.

A light-alloy cross-flow design cylinder head tops Volvo's sporty new 2.1-liter Four. A cross-flow design, which places the intake on one side and the exhaust on the other side of the head, is an efficient layout — since the fuel system is well isolated from the hot exhaust.

The new Volvo 245 engine features a belt-drive overhead camshaft which is also highly efficient. No pushrods or rocker arms are employed, which means quieter running and fewer valve-train adjustments.

In the interest of performance and fuel economy, the 245 is equipped with Volvo's Continuous Fuel Injection system and a solid-state ignition system — together these features provide greater all around performance, and improved fuel economy for 1976.

The standard transmission offered in the 245 is Volvo's rugged new full-synchromesh four-speed with overdrive. The overdrive is like a fifth gear, but you don't have to use the clutch to engage it. Just a flick of the switch provides a 20% reduction in engine speed — which can mean substantially improved economy in highway driving. Also available is Volvo's excellent new three-speed automatic. Both the automatic and the manual transmissions are the same units used in the more powerful 265, so you know they're tough.



Specifications 245 and 265

Engines

245 - Overhead camshaft, cross-flow engine model B21F featuring a continuous injection fuel delivery system. 130 cubic inches. Compression ratio 8.5:1.
 265 - Light alloy V-6 model B27F featuring a continuous injection fuel delivery system. 162 cubic inches. Compression ratio 8.2:1.

Fuel System

15.8 gallon tank with expansion chamber for evaporation control. Electric fuel pump. Gas filler on models with catalytic converter designed for unleaded gas.

Cooling System

Sealed system hold 9.9 quarts 245, 11.5 quarts 265, of anti-freeze coolant. Fitted with a transparent expansion tank.

Electrical System

12-volt system features transistorized ignition, a 55A rated alternator and 60 amp hour 245, 70 265, battery. Starter motor output 1.1 hp.

Transmissions

Manual: Four-speed, fully-synchronized transmission has remote linkage and a floor-mounted gear shift. Electrically-operated overdrive with a shift lever switch. Ratios: 1st 3.71:1, 2nd 2.16:1, 3rd 1.37:1, 4th 1.00:1, reverse 3.68:1, overdrive 0.80:1. Final drive ratios: 245 - 4.10:1; 265 - 3.73:1.

Automatic: Three-speed automatic standard on 265, optional on 245, has a floor-mounted shift lever and an illuminated quadrant with a PRND21 pattern. Final drive ratios: 245 - 4.10:1, 3.91:1 for California; 265 - 3.54:1.

Steering System

Rack and pinion type with a safety column. Power-assist standard. Ratio: 17.1:1. Turns lock to lock: 3.5. Turning circle: 32'2".

Suspension

Front: Spring-strut type incorporating coil springs and double-acting telescopic shock absorbers. Stabilizer bar.
 Rear: Rigid axle carried by longitudinal control arms and torque rods. Lateral location by a track rod. Coil springs and double-acting shock absorbers.

Wheels and Tires

Steel-belted, white sidewall radial tires fitted on 5.5"x14" pressed steel wheels. Tire size: DR78-14.

Brake System

Self-adjusting disc brakes on all four wheels. Tandem type 4:1 power assist. Pressure relief valves on rear brakes. Dual hydraulic system, with stepped-bore plunger to maintain low pedal effort even if one circuit fails, connects both front wheels and one rear wheel on each circuit. Center handbrake operates mechanically on separate rear wheel drums.

Body

Unit construction with energy-absorbing front and rear ends. Galvanized steel panels in rust susceptible areas. Two separate undercoats. Partly aluminized exhaust system.

Instrumentation and Operating Controls

Dashboard: Speedometer with six-digit odometer and separate tripmeter. Fuel and coolant temperature gauges. Warning lights for alternator charging, oil pressure, high beams, overdrive, parking brake, foot brake failure, and to inform if a low beam, brake or tail light burns out. Audible and visible signals for turn indicators. Fully padded dashboard has four adjustable fresh air outlets and front door window defogging outlets. Electronic clock. Illuminated, locking glove compartment.

Steering Column: Combined levers for high and low beam operation, turn and lane changing signals, windshield wipers (with single sweep position) and washer.

Center Console: Switches for the electrically-heated rear window and its wiper and

washer. Hazard warning lamps. Temperature and fan speed controls for the heating and air conditioning system standard on 265, optional on 245. Cigarette lighter and ashtray. Rheostat switch for instrument and controls lighting.

Heating and Ventilation System

Fully-integrated system for fresh air or heated air through 12 outlets to the windshield, front door windows, front and rear floors and along the dashboard. Two-stage, three-speed fan. Air conditioning uses the same outlets and fans and has recirculation and dehumidifying features.

Seating

Reclining bucket seats with adjustable lumbar support in front, a bench seat in the rear. Driver's seat has levers for front and rear height adjustment. Upholstery is vinyl or vinyl with a cloth insert in the 265.

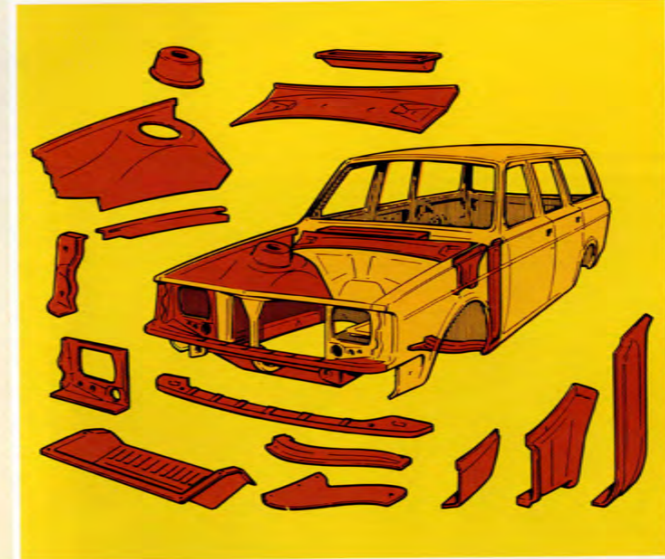
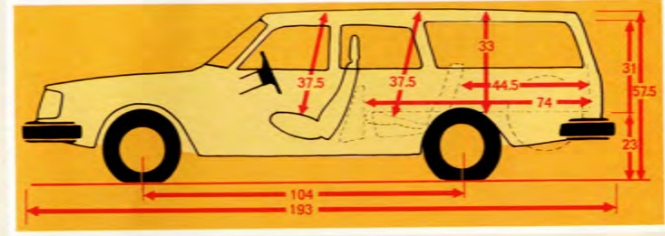
Other Standard Equipment

Three-point self-adjusting safety belts with illuminated center mount. Rear seat has two three-point belts and a lap belt. Rear seat lighting and ashtray. Tinted glass. Radio antenna built into windshield. Front door stereo speakers. Day/night position rear view mirror. Storage pockets in front doors. Towing points front and rear.

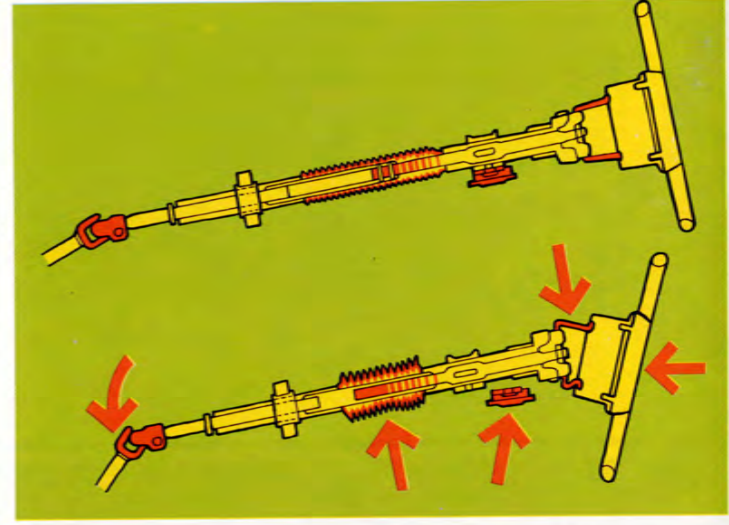
Accessories

Volvo has a wide variety of accessories, including roof racks and stereo radios and tape players, designed to tailor-make a Volvo to your individual requirements.

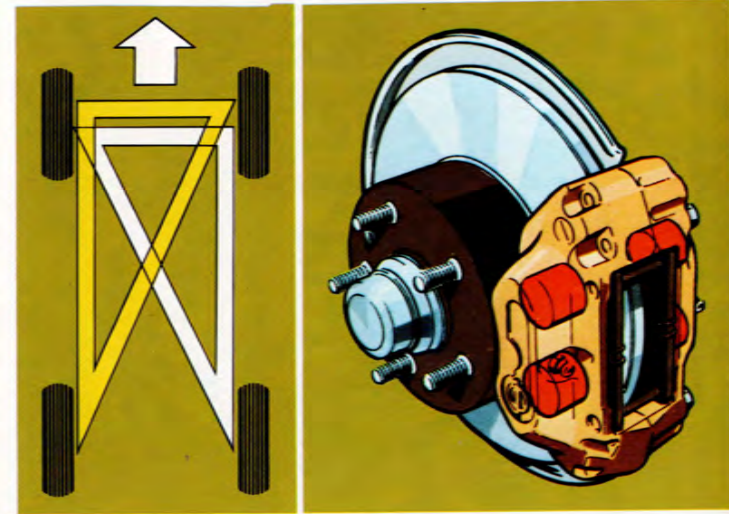
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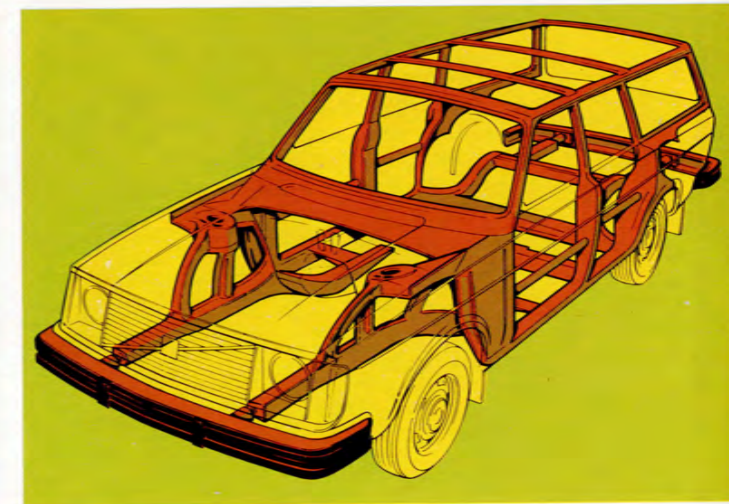
Volvo's are designed to last. Galvanizing and the application of rust proofing fluids and compounds are used extensively on all models. Before a body is finished in enamel, it is etched, electro-dipped in primer, sanded and spray primed.



The Volvo steering column offers multiple stages of protection. First there's the padded, deformable wheel housing. Then the steering column, which is designed to collapse in two stages. Finally, a universal joint allows the column to fold like a penknife.



With Volvo's unique triangle-split brake system, both front wheels and one rear wheel are served by two independent circuits. Should one circuit fail, a Volvo will still retain about 80% of its full braking power. Power disc brakes at each wheel are also standard.



Structural strength and torsional rigidity of the rugged unit-body of Volvo's wagons forms the basis for overall passenger protection, but surrounding the passenger compartment itself is a protective "cage" of closed box-section pillars.





VOLVO

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