

VOLVO

AB VOLVO GÖTEBORG SWEDEN

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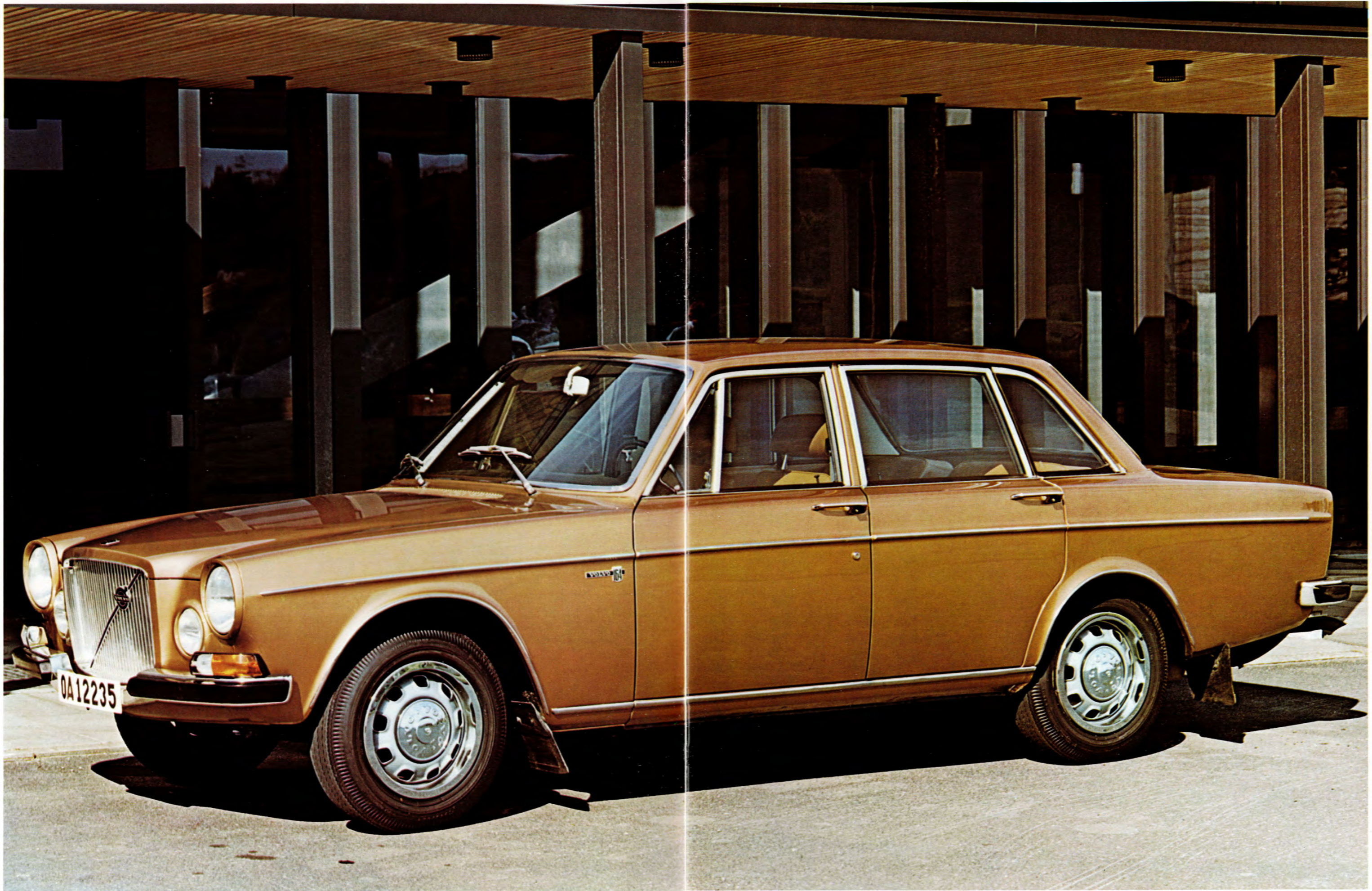
VOLVO
164



The 1971 Volvo 164. Agelessly elegant. Free from changes for changes' sake. And yet new and exciting.

Superb finish, Swedish quality. Luxurious comfort. Safe. The reflection of your personality. A car for the man with money to spend, not burn. For the man who appreciates a car with power. Six-cylinder, three-litre power. For the man who realizes the value of Volvo reliability. The Volvo 164. A pleasure to own, a delight to drive.





The distinguished aristocrat. Clean of line. Functional elegance.



Generously spacious and full of comfort. Large front seats. Deeper and wider than most car seats! Or armchairs! And more comfortable! Deep and wide, the rear seat swallows two and sits three grown-ups comfortably. It is just as wide at shoulder and hip height as the front seats. And that's saying a lot. Genuine leather upholstery. Smells good, feels good, and the soft squeak of high-quality leather sounds good! The summit of automotive comfort!

The Volvo seat! Praised by those fortunate enough to have tried them. No end of adjustment . . . Fore or aft, up or down. Driving seat height is easily altered. The seat backrests are variably adjustable down to a fully reclining position.

Support for the small of the back can be adjusted to your individual requirements by means of a simple knob. Height-adjustable head restraints on both front seats. A standard fitting, for safety's sake!

Volvo was the first car manufacturer in the world to offer three-point safety belts as standard. The front seats feature automatically retracting inertia safety belts. They adjust to size without your help and allow you to move when you wish to—but not when you shouldn't! Anchorages are provided for rear seat safety belts.

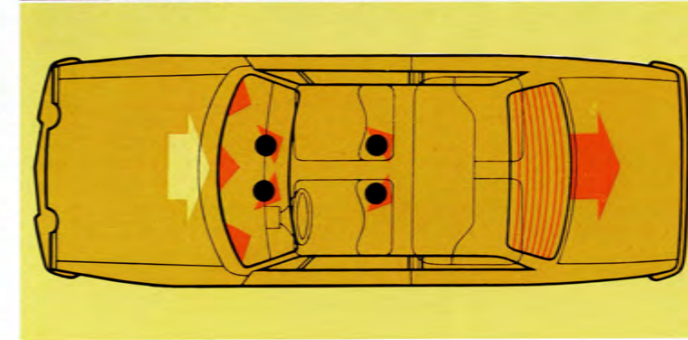
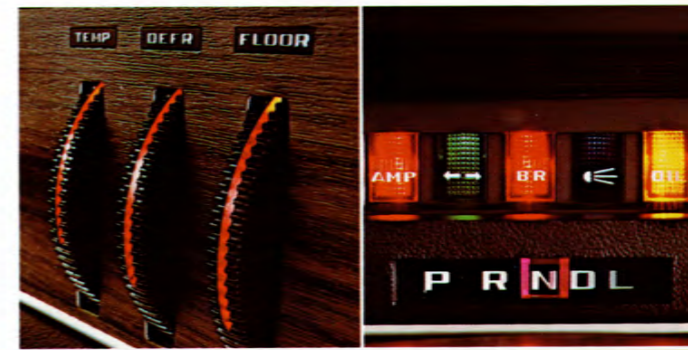




Thermostatically-controlled heating system. Select the temperature you want. The controls feature concealed lighting. Two-speed heater fan.

Warm air is distributed to all parts of the car by means of seven different heater ducts. Three defrost the windscreen. Two keep your feet warm. And two keep your rear seat passengers comfortable. The rear window is electrically defrosted. Volvo's through-flow ventilation system keeps the windows clear and the air fresh. Draughts and fumes are prevented from entering by means of a check valve in the extractor vent unit. Below the dashboard on each side of the car is an extra air intake. You can also specify a sliding sun-roof on some models. Keep cool, keep fresh, no matter what the weather.

The Volvo 164 has lots of room for oddments. To the right below the dashboard is housed a glovebox. It's large. Because it's used mostly for things other than gloves. It also has a lock and interior lighting. The front seat back-rests carry net holdalls.



Why not a Volvo 164 with a fully-automatic transmission? A pure relaxation. Especially in the city. The hydraulic torque converter gives silky-smooth changes and ratio adaption. Which also gives extra-large tractive effort when starting from stop. For really fast acceleration you just kick-down and the transmission does the rest. A special feature is the part throttle change-down which, as the name implies, provides the same advantages in the lower speed ranges when you motor out of a corner for example.



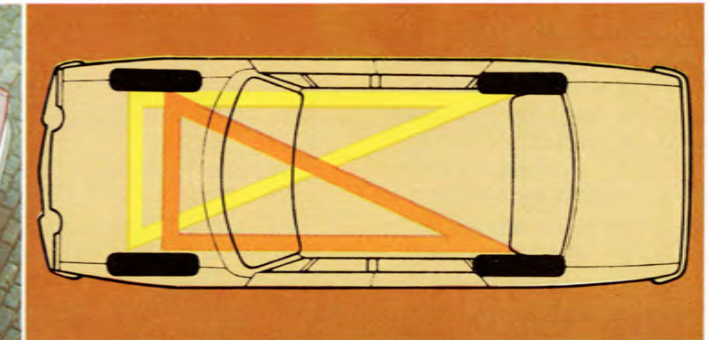
There is also a centre console. With an electric clock. And room for the little but vital things you need at hand on the road. Convenient and practical.





The Volvo 164—a mobile conference room. Representative comfort. “Drop-of-a-pin” sound deadened. Quietly running engine. The possibilities of working undisturbed must be tempting for many.

Four doors. Large and wide. Opening angle—no less than 80° . . . Getting in and out of this car is done with elegance and ease. The door stopper also has a half-way provision which proves its value when your car is parked tight or you have to alight in a busy street. The high door aperture and well-located courtesy handles make it just as easy for your rear seat passengers.



Large wheels—15". To keep you going and get you there even on very bad roads. Big wheels also give room for big and well-cooled disc brakes. New 5½" rims for better road holding. And they are newly designed. As are the hub caps. High speed radial tyres. capacity to spare.

The Volvo 164. Which isn't only a fast and comfortable long-distance limousine. It's also a city carriage or a town run-about. That's adaptability! These claims are based on the tight turning circle of only 31ft. 6in. and the ease of use. The steering column is of safety type. In a collision it collapses. The steering gear is of variable-ratio type. Which means that when driving straight ahead the ratio is small and the steering direct but when the wheels near their full-arc angle the ratio is larger—which takes the weight off your arms when parking.

The body safe! Because the front and rear ends are impact absorbing. The entire passenger compartment is embraced by a protective framework of robust reinforcing members. This safety mindedness ensures that the passenger area remains in shape and intact even in a serious collision. The doors, of course, have burst-proof safety locks which keep secure even during severe impact. Thorough rust-proofing. From the ground up. Exposed body sections are hot-dip galvanized. Examples of this are the front surrounds and the undersides of the door sills. The entire passenger area is generously blanketed by layers of noise and temperature insulating material. Every Volvo 164 has

When discretion is the better part of valour, and you want to stop in a hurry, the 164 is unique. Power-assisted disc brakes on all four wheels. Relief valves prevent the rear wheels from locking-up prematurely in emergency situations. The handbrake is even better than before. It operates on separate drums which are integral with the rear wheels. A tell-tale light on the dashboard gives warning when the handbrake is applied or if one of the twin circuits should be damaged or faulty.

Volvo's triangle-split brake system is one of the world's safest. Dual brake circuits. Similar to other cars. Each circuit of Volvo's system, however, brakes both front wheels and one each of the rear wheels. Which is quite different to all other cars. Should one circuit be damaged you still have three-wheel braking provided by the other . . . thus about 80% of the total braking effect is retained. That's safety!

a shiny coat of paint on top of a coat of paint on top of a coat of paint! With two undercoats to start with! And meticulous inspection at every stage. You couldn't travel safer. The passenger area is generously crash-padded. The windscreen is of a specially tough high-impact laminated glass. It doesn't craze when damaged and make things worse. Believe it or not it stretches to lessen the risk of injury.

Volvo's B 30 engine. Six-cylinder, three-litre. Performance to spare. A vital quality for safety-fast overtaking. Quick response and smooth operation at mile-eating speeds on long trips. The high degree of torque at even moderate engine speed ensures excellent pulling properties. Makes the gear lever almost redundant. Which is especially advantageous in city traffic. Quiet, reliable Volvo power. And exhaust emission control. A Volvo innovation giving complete combustion and better mileage. If we can't convince you, then try this wonderful power unit yourself — now!



Engine

Type B 30. Six-cylinder overhead valve engine with seven-bearing crankshaft. Oil cooler. Displacement: 2.98 litres

(182 cu.in.)
Bore: 88.9 mm (3.50 in.)
Stroke: 80.0 mm (3.15 in.)

Exhaust emission control. Twin horizontal carburetors.

Max. output: 130 b.h.p. DIN at 5000 r.p.m. 145 b.h.p. SAE at 5500 r.p.m.

Max. torque: 21 kpm DIN/152 lb.ft. at 2500 r.p.m. 22.5 kpm SAE/163 lb.ft. at 3000 r.p.m. compression ratio: 9.3:1

Cooling system

Sealed. Water cooling with pump and thermostat. Capacity approx. 13 liters (11.5 qts.). Frost-proofed. Slip-coupling cooling fan.

Electrical system

Alternator 55 A — 770 W. 12 volt system. Battery capacity 60 Ah. Starter motor output 1 hp.

Transmission

Four-speed fully-synchronized with remote control. Four-speed with overdrive. Ratios:
1st 3.14:1
2nd 1.97:1
3rd 1.34:1
4th 1.00:1
Overdrive 0.797:1
Reverse 3.54:1

Automatic transmission

Fully-automatic transmission with part-throttle change down. Steering column gear selector.

Clutch

Single dry plate clutch of diaphragm spring type. Mechanically operated.

Final drive

Final drive of hypoid type. Ratios:
Four-speed transmission 3.73:1
Automatic 3.31:1
Four-speed with overdrive 3.73:1

Steering

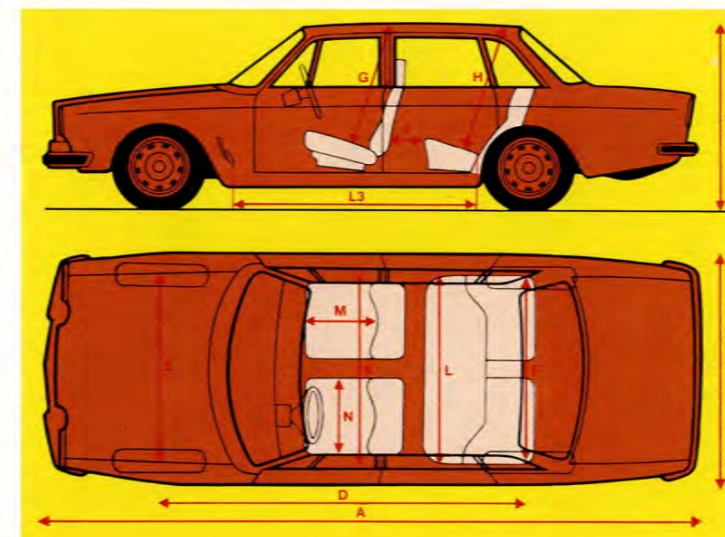
Re-circulating ball and nut. Safety steering column of telescopic type. 4.8 turns of steering wheel from lock to lock.

3.7 turns with power steering. Turning circle diameter 9.6 m (31 ft. 6in.)

Brake system

Foot brakes. Triangle-split dual circuit brake system. Each of the two circuits operates on both front wheels and one each of the rear wheels. Self-adjusting disc brakes all round. Power brake unit of tandem type. A relief valve in each rear brake circuit prevents the rear wheels locking up before the front wheels in emergency braking.

Handbrake. Mechanical. Operating on separate drums integral with rear wheels. Handbrake lever located between driving seat and front door. Warning lamp on dashboard



for application of parking brake and brake circuit faults.

Running equipment

Pressed steel rims, 5.5 J—15" High-speed radial tyres, type 165 SR 15.

Body

Integral, all-welded steel body with impact-absorbing front and rear ends. Reinforcing member profiles around all body openings. Completely rust-proofed and underbody treated.

Fuel tank

Located rear. Capacity 58 litres (12.75 Imp. gallons).

Lighting equipment

Combination lever on left of steering column for operation of turn indicators, main and dipped beams and also headlight flasher. The headlights are adjustable from the engine compartment. Asymmetrical dipped beams. Two fitted Q1 foglights. Automatic reversing lights. Courtesy lights operated by opening either of the front doors. Instrument lighting with rheostat. Glove box lighting. Lighting in engine and luggage compartments. Four-way emergency warning flashers.

Heating and ventilation system

Large capacity heating and

ventilation system with thermostat control. Quietly running two-speed fan. Separate air feeds to both front and rear seat areas. Three defroster nozzles on windscreen. Extra fresh air intakes in cowl sides below instrument panel. Through-flow ventilation extractor vents below the rear window which is electrically heated.

Instrumentation

Safety-padded dashboard with ribbon type speedometer. Six-digit mileometer. Tripmeter. Fuel gauge. Water temperature gauge. Electric clock. Warning lights for charging, oil pressure, main beams, handbrake and also for faulty brake system. Optical and audible turn indicator tell-tale.

Other standard equipment

Three-point factory-fitted inertia belts for front seat. Anchorage for rear seat belts. Leather upholstery. Net holdalls on rear of front seats. Wall-to-wall carpeting. Height adjustable head restraints. Laminated glass windscreen of high-impact type which is bonded to the body. Tinted glass. Two padded sun visors. Rearview mirror with manual anti-dazzle setting and of safety type. Two-speed electrical windscreen wipers, 16" blades. Electric windscreen washer with 1.5 litre (2.5 pts.) reser-

voir. Combined steering and ignition lock. Courtesy and grab handles. Cigarette lighter. Ash tray in dashboard and at rear seats. Mudflaps all round. Tool kit. Jack. Towing hooks front and rear. Spare wheel. The Volvo 164 can also be specified with a sliding sunroof and power steering.

Data

A Overall length 470.5 cm (185.2")
B Overall width 173.5 cm (68.3")
C Overall height 144 cm (56.7")
D Wheelbase 272.0 cm (107.1")
E Track, front 135.0 cm (53.0")
F Track, rear 135.0 cm (53.0")
L 3 Distance, brake pedal — front edge of rear seat backrest 183 cm (72")
G Head height, front (Roof to seat cushion 15 cm/6" from seat backrest) 92 cm (37.4")
H Roof height, rear (Roof to seat cushion 15 cm/6" from seat backrest) 89 cm (35.0")
J Rear seat front edge to front seat backrest max. 36 cm (14.2") min. 17 cm (6.7")
K Front seat width, shoulder height 143 cm (56.3") hip height 143 cm (56.3")

L Rear seat width, shoulder height 143 cm (56.3") hip height 143 cm (56.3")
M Front seat depth 49 cm (19.25")
N Front seat width 57 cm (22.5")

Kerb weight (incl. full fuel tank, oil and water) approx. 1335 — 1365 kg (2937 — 3003 lb.)

The Volvo 164 requires no regular greasing.

The manufacturers reserve the right to modify design and equipment without previous notice.