

# **VOLVO**

## **The Driver's Car**





# In a Volvo, the driver is more than a passenger

Volvo has an established tradition of giving careful consideration to the safety and comfort of its passengers. But Volvo readily admits to giving just a bit extra to the driver.

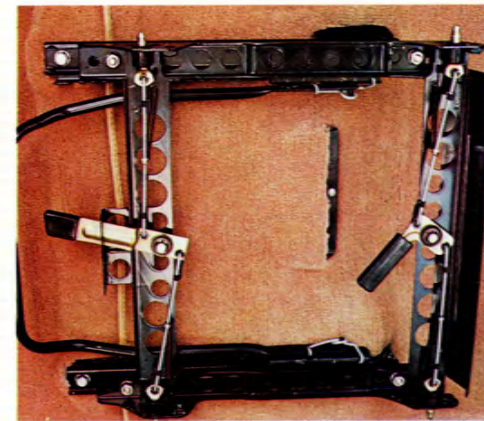
None of which is to say that the passengers are ignored. Far from it. It's just that Volvo feels that it is essential to provide the driver with an extra

dimension of finely balanced performance and control.

This is why Volvos are ergonomically designed. Ergonomics is, simply put, the science of doing work in the easiest, most efficient manner. And no work is as important as that done by the driver of the car. That's why the driver gets extra consideration

from Volvo engineers.

Isn't it comforting to know that, in a day when most auto manufacturers are interested in each other's car designs, that Volvo is interested in how *you* are designed. Volvo designs its cars to fit you, rather than expect you to fit designs selected for looks at the expense of usefulness.



Volvo's front seat frame, securely anchored at four points.



Properly positioned, Volvo's fixed head restraints are see-through.



Door latches have built-in drains; water that gets in runs out.



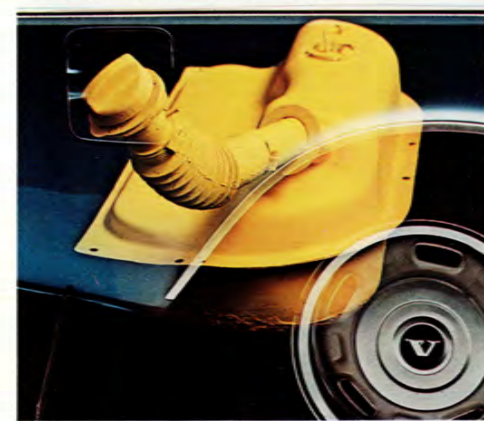
Large exterior mirrors tuned to "daylight" automatically filter headlights at night.



Tinted windshield, three-layer laminated "high-impact" design.



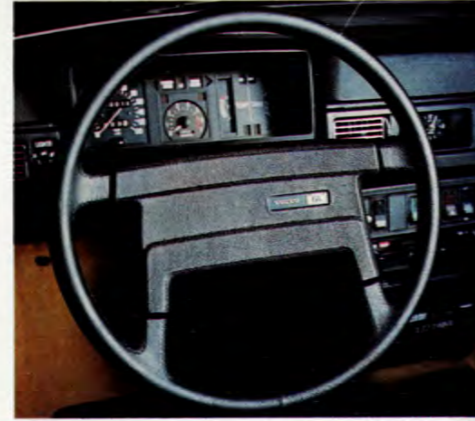
Quad-rectangular headlights.



Safety and weight distribution—fuel tank located well forward of rear bumper.



Full measure of safety: fire retardant seat covering material.



Padded safety steering wheel, variable-intensity illuminated instrumentation.

You need to breathe in seven quarts of air per minute: Volvo's 12-outlet ventilation system keeps air constantly fresh.

The width of each front roof pillar is less than the distance between your eyes—you look around them, not at them.

Volvo's headlight dimmer and windshield washer controls are located on the steering column to facilitate quick, precise operation by the driver's hand.

Because it's probably the single most important control, the precise positioning of the Volvo's steering wheel is based on scientific research findings.

Volvo provides a left foot-rest so the driver's feet are on the same plane. This reduces muscle tension and produces a more stable driving position.

Head restraints are designed to reduce the effects of whiplash, *not* to serve as headrests. Proper positioning is therefore critical. To permit maximum effectiveness with minimum vision interference, Volvo's head restraints are see-through.

Sitting down puts more pressure on lower back spinal discs than standing up. Because of this, Volvo gives you adjustable lumbar support.

Volvo's front bucket seats adjust in nine ways to satisfy the dimensional requirements and comfort needs of most drivers.





## Minimizing distractions for maximum driving pleasure

Many automobiles incorporate "features" whose benefits are dubious at best. For instance, the over-stuffed, improperly dimensioned front seats found in some cars might feel terrific in the showroom but could leave you with an aching back at the end of a six-hour trip. That's not only a discomfort, it's also distracting, and distractions lessen driving pleasure.

What might seem like an innocuous piece of furniture in a car's interior counts as a major distraction if it causes strain—strain that not only causes discomfort, but can also divert your attention from driving.

The seats you find in the 1978 Volvos are the most anatomically correct versions ever produced by Volvo...and that's saying something. The backrests are "dished" for excellent lateral support. The lower seat cushions are designed to assure proper upper leg support. The lumbar support mechanism has been made even more effective for greater comfort on long trips.

Volvo pioneered orthopedically designed seating for passenger cars more than a decade ago. Volvo conducted and sponsored medical research which demonstrated that firm lower back support, along with a properly reclined backrest, can greatly reduce forces on the spine.

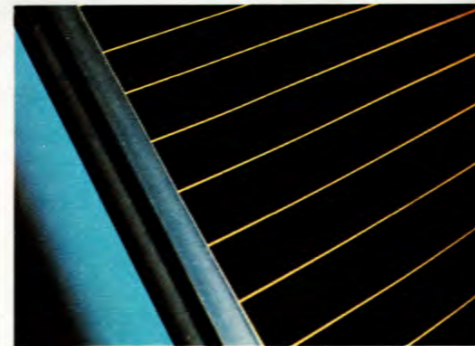
These forces surprisingly, are actually greater when a person is seated. Volvo's individual front seats are full-reclining and the backrests incorporate an important lumbar support mechanism that is adjustable for firmness. Volvo seats adjust *nine* ways, and are designed to properly satisfy the dimensional requirements of 97% of the U.S. adult population.

Correct seating is only one of many areas in which Volvo engineers have minimized distractions. Anything that diverts energy, induces fatigue, or causes a driver to be less than alert can become a dangerous distraction.

That's why Volvos are designed with one thought uppermost in mind: to make your driving experience easy, efficient and uncomplicated. And, most of all, enjoyably safe.

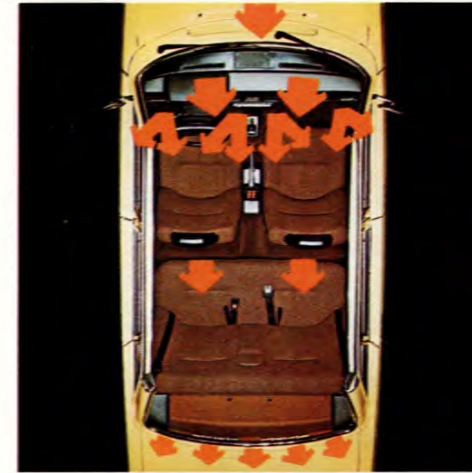


Volvo's automatic adjusting three-point seat belts offer minimum interference and maximum safety. You have complete freedom of movement under normal circumstances, but when Volvo's inertia reels experience a sudden shock they lock instantly.

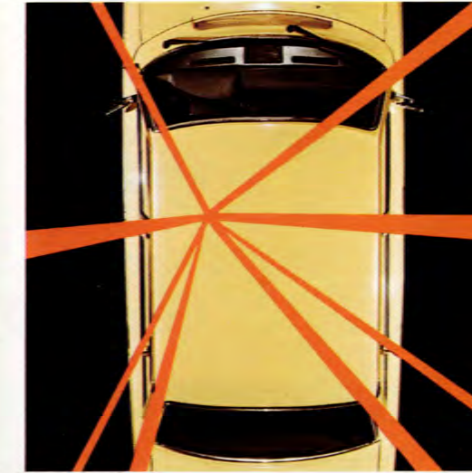


Special heating elements laminated on Volvo's big rear window use 150 watts of current to quickly clear mist or ice, giving the driver unobstructed rearward vision.

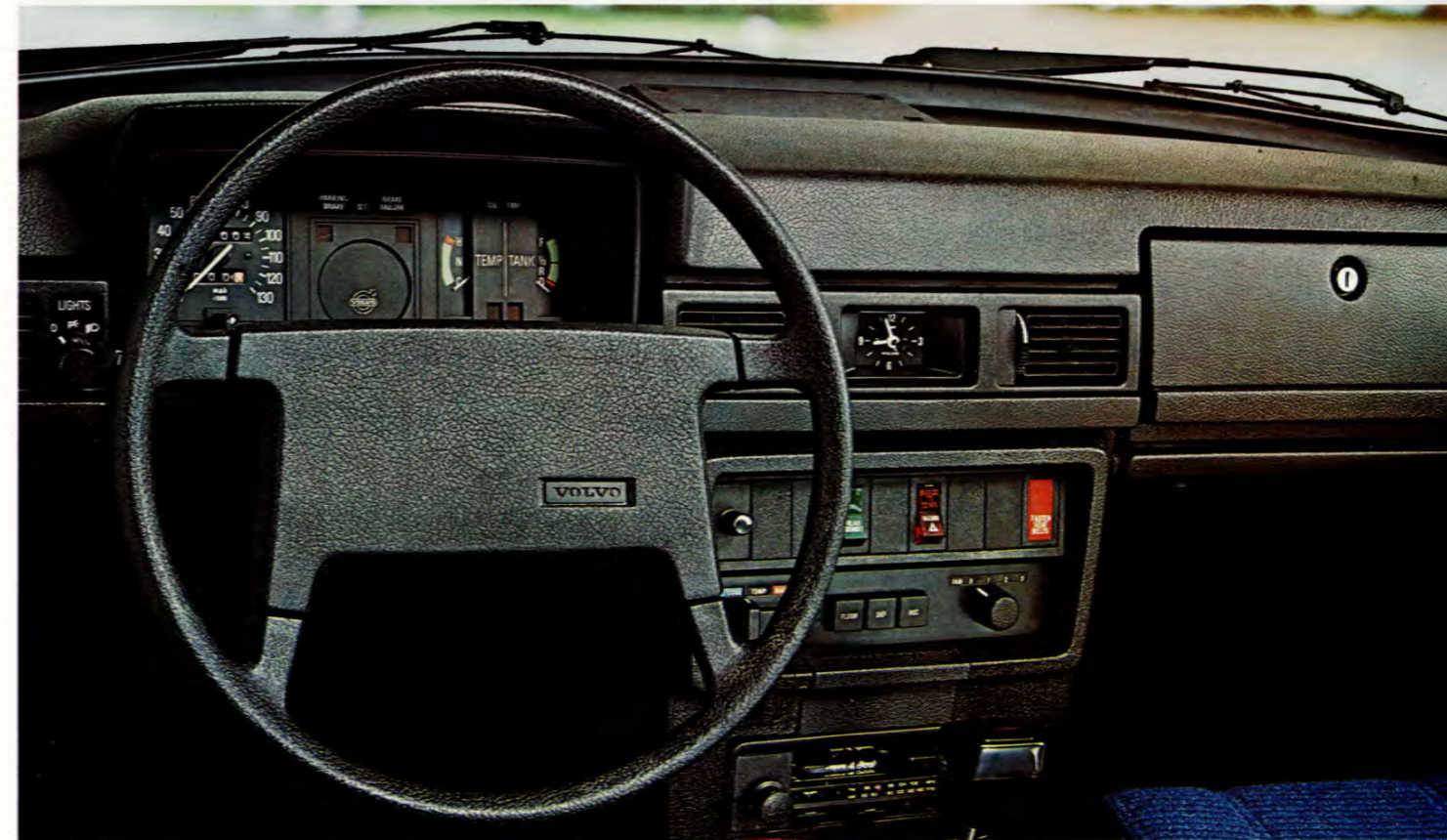
Stale, stuffy air can quickly make a driver drowsy, but the buffeting and noise of an open window can be annoying. So an effective flow-through ventilation system is another key to alert and comfortable driving. Volvo's quiet and effective 12-outlet ventilation system includes demisters for side windows, separate channels to the rear seat and one-way exhaust vents under the rear window.



Limited visibility may be the most serious and dangerous distraction that any driver contends with. Volvo sedans and station wagons offer at least 90% all around visibility. All glass is also lightly tinted to reduce glare and soften radiant heat transmitted from the sun.



Volvo's array of comprehensive instrumentation and warning lights keeps a driver informed with a minimum of distraction. Volvo's light integrity sensor will signal if a main beam headlight, tail or brake light should fail. The central console below Volvo's quartz crystal clock contains the controls to Volvo's heating and ventilation system, and to the integrated air conditioning, capable of producing dehumidified warm or cool air.



The highway offers enough distractions; a car's interior shouldn't add more. Volvo's interior and instrument panel layouts have been determined by careful ergonomic studies. This means that con-

trols are where they can be operated, instruments are where they can be seen, and the total driver environment lends itself to alert, safe and pleasurable driving.



# Positive control where it counts

Much of today's automotive dialogue centers around the subject of "ride." It often seems that isolation from bumps and jars is all one might reasonably expect from a car's undercarriage. Volvo thinks you should expect more. Consider things from the road up, not from the seat cushions down. Consider that all control of a vehicle ultimately begins or ends at the road surface. At the road, that's where Volvo's thinking begins. And so should yours.

Traction for cornering, braking or straight-line freeway driving begins with tires. Volvo equips all models with "European-profile" Michelin XZX steel-belted radials, selected because tires of this type of construction are engineered for optimum road-holding and durability (The 242 GT is equipped with high-performance Pirelli CN36 radials). Tires are mounted on wide-based rims to increase their efficiency. The wheels themselves are centered on lathe-turned hubs to insure true running (most manufacturers rely only on tapered nuts or wheel bolts for proper centering of wheels).

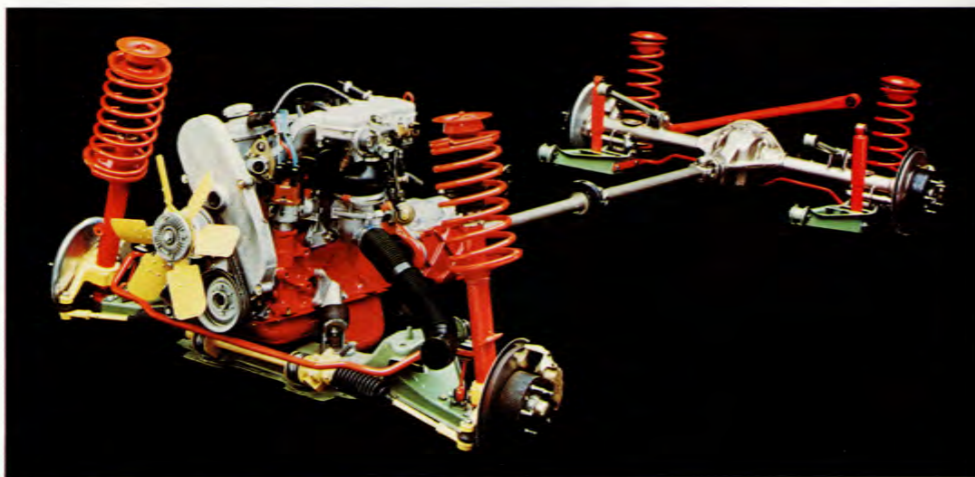
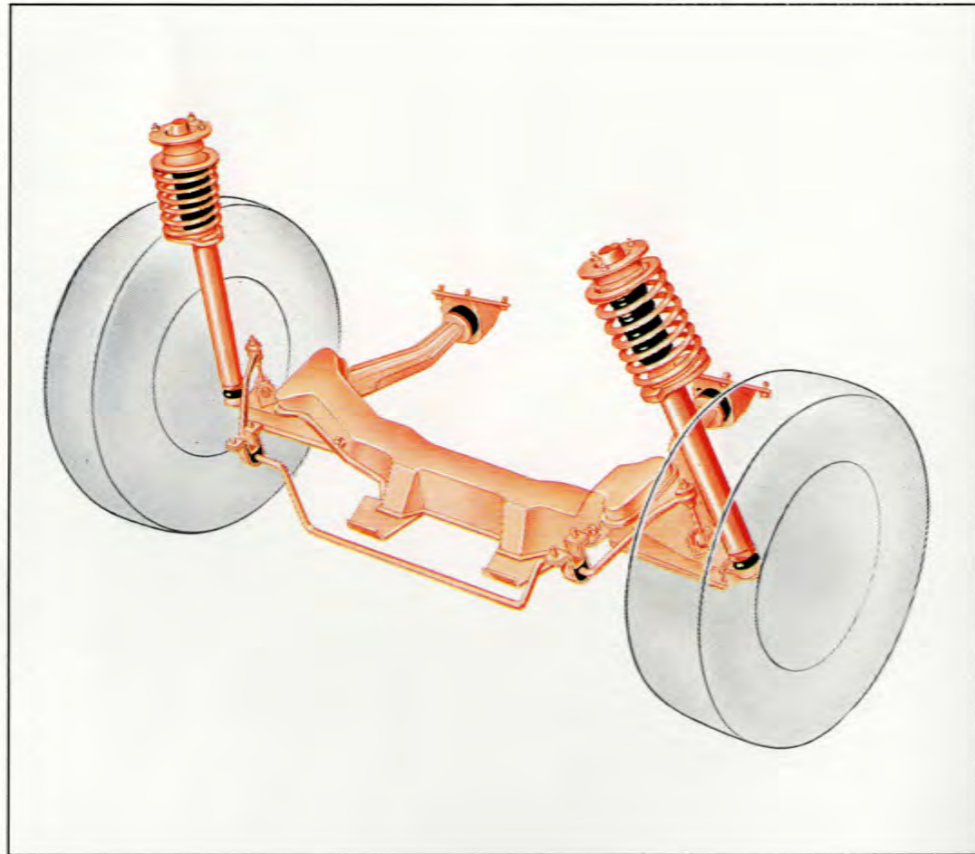
For steering, Volvo utilizes a rack-and-pinion system which has fewer moving parts and joints than most other steering systems. This means less play and, therefore, greater accuracy and more positive response.

Volvo's suspension is engineered to unify all the components that constitute "ride" in a way that can be appreciated by both driver and passenger. At the front, each wheel is independently suspended by McPherson struts incorporating eccentrically located coil springs. Mounting springs in this way counteracts side-loads which in turn reduces friction and makes for a smoother action, more predictable handling and less transmission of road shock to their body-unit mounting points. Shock absorbers are encased within the struts, protecting them from corrosive road salt and dirt. All models are also equipped with a front stabilizer bar which minimizes body roll in cornering.

At the rear, Volvo's "live" axle design assures constant track and wheel

angles. The axle is located by five arms and rods for exact control of wheel travel. Sedan versions are also fitted with a rear stabilizer bar to complement the front bar and further promote flat cornering.

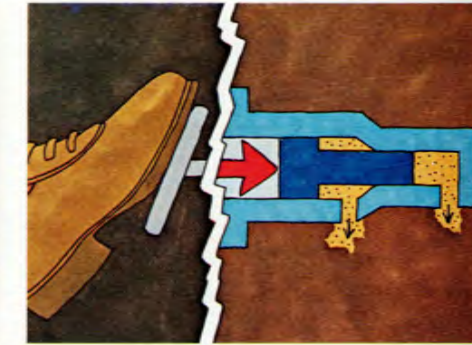
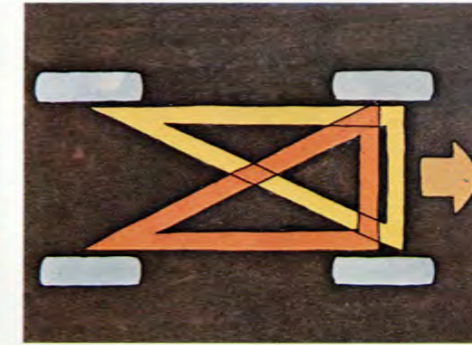
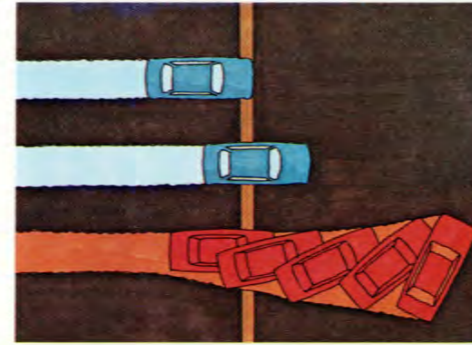
All of these components are designed to aid Volvo's concept of proper handling: The relationship between what the driver does and how the car reacts must be uncomplicated, natural and predictable.



Volvo 240/260 front suspension features wide-based McPherson struts, eccentric coil springs, stabilizer bar and rack-and-pinion steering.

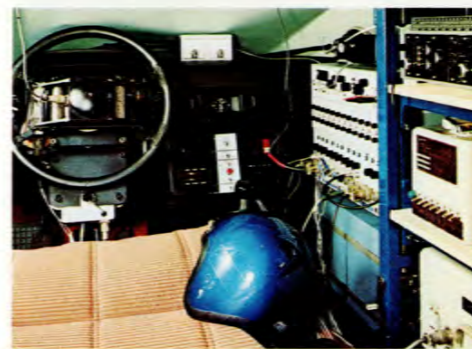
At the rear, Volvo's 240/260 Series "live" axle is located by no fewer than five links and suspended by coil springs.

Stopping power and how a car performs under braking are also important handling features. Volvo puts disc brakes on all four wheels, not just front wheels. Disc brakes absorb and dissipate heat efficiently, making stopping power reliable and predictable even after long or repeated braking. A servo unit multiplies pedal effort 3.5 times for easy stopping, while relief valves maintain proper front-to-rear braking pressure to help avoid rear wheel lock-up in emergency braking situations.

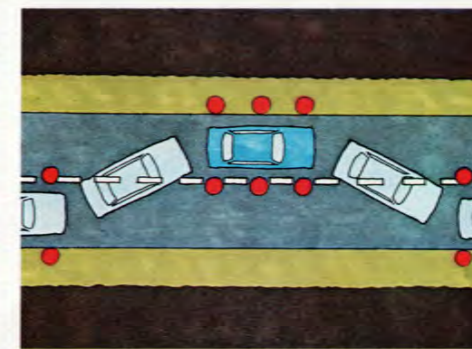


With Volvo's triangular-split safety braking system, the two front wheels and one rear wheel are served by two independent systems. Should one system fail, braking action would be lost only on one rear wheel, meaning approximately 80% effectiveness would be retained. Volvo introduced this design in 1966, and it remains unique (most emergency braking systems protect only two wheels).

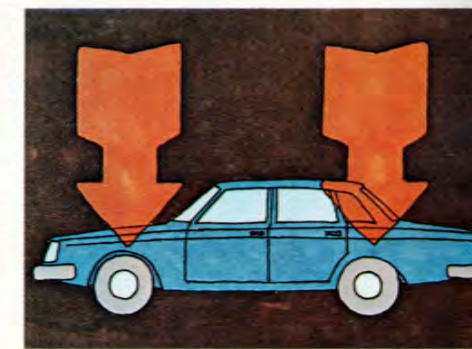
A brake circuit failure, though extremely unlikely, should not dramatically change pedal response. With Volvo's "stepped-bore" master cylinder design, one chamber (see diagram) could be emptied of fluid, but system pressure would be maintained in the other circuit. This means the driver would feel the brakes respond to near-normal pedal effort and position. Should a brake circuit fail, the driver is alerted by a dashboard warning light.



Steering predictability and response are effected by more than the tires and steering system. Front and rear suspensions must work together to produce uncomplicated, natural and predictable reactions to the driver's commands.



Volvo's rack-and-pinion steering is light to the touch without feeling "disconnected" from the road—even though power assistance is provided by a proportional servo system.



Equal weight distribution is a vital factor in handling. The Volvo 264GL front/rear distribution is 51% front, 49% rear with driver only; 45%/55% when fully loaded.



# Of all the things that go into a Volvo the most important are people

Volvo has a long and proud history of promoting safety features. Long before it was required—or even fashionable—Volvo engineers were constantly researching and improving vehicular safety. Volvo has always done more than simply meet standards. Volvo sets standards.

The U.S. National Highway Traffic Safety Administration has established safety regulations that are among the toughest in the world...so strict that a lot of excellent automotive products cannot even be imported to the U.S.

NHTSA safety research studies have shown the Volvo 244 sedan provides the best potential for occupant protection of any car in its size and weight class. NHTSA recognized Volvo's safety engineering to the extent of purchasing 24 Volvos for use in studying proposed safety standards for the next decade.

## VOLVO PIONEER POINTS OF SAFETY

- Volvo's "high-impact" laminated windshield minimizes damage from flying stones and other road hazards. Volvo introduced laminated glass windshields as standard equipment in 1944.

- Three-point inertia reel safety belts with Volvo's patented "slip-joint" coupling distributes force loads evenly between upper and lower parts of the belt. Volvo was the first car manufacturer in the world to introduce three-point belts as standard equipment on one of its products. The year: 1959.

- U.S. Government tests have shown that Volvos have a high potential for providing survivability for properly restrained occupants in frontal barrier impact tests up to 40mph. The current U.S. Standard at which most of these tests are conducted is only 30mph. At 40mph, barrier impact energy is 78% greater than at 30mph!

- For side impacts, Volvo doors are reinforced with tubular guards. The way they're attached is another patented Volvo design.

- Volvo seats are firmly anchored, and lock to adjustment rails on both sides. They exceed all applicable safety regulations by a wide margin.

- Volvo's "triangular-split" dual safety braking was introduced in 1966. This unique system maintains control of three wheels in case of a braking system failure. No other car has it.

- Volvo's "stepped-bore" master cylinder which maintains brake pedal pressure in the event of a brake circuit failure was introduced in 1974. It's still unique in the industry.



Both ends of Volvo's unitized body incorporate zones designed to absorb and dissipate impact energy instead of transmitting it to the passenger

compartment. Parts of the body have been stamped with special patterns which permit them to crumple at a controlled rate, slowing impact force.

Volvo's structurally strong welded unit-body is the foundation for occupant protection. Additionally, a built-in safety "cage" surrounds the passenger compartment. This cage, composed of closed-section box pillars and tubular steel members is incredibly strong. In tests, it has supported seven tons.



Mechanical components that give a driver the chance to avoid accidents are called "active" safety features. These include well-balanced chassis and suspension, responsive engine, four-wheel power disc brakes, quick and precise rack-and-pinion steering. But even beyond these, Volvo provides impressive back-up systems.



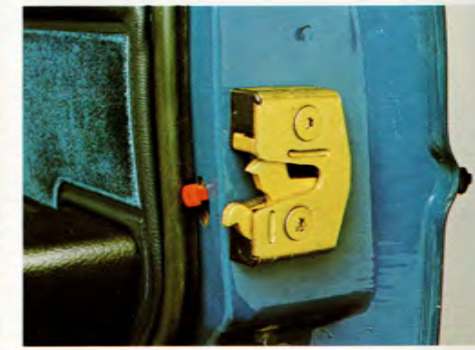
Volvo's steering system has no fewer than five safety devices: 1) retractable telescoping steering shaft, 2) split-joint mounting, 3) crumple zone, 4) impact-absorbing steering wheel, and 5) angled joint that folds under pressure.



Door reinforcement helps protect you in the event of a side collision. Each door is reinforced with strong tubular members attached by a patented Volvo process.



Rear impact members create a safety zone around the fuel tank and combine with Volvo's energy-absorbing rear end to afford protection from rear collision. The fuel tank is located well forward of the bumper, yet safely separated from the interior.



Even stronger crash-proof door latches are new for 1978. In the event of a roll-over collision, Volvo's doors are designed to remain safely and securely closed.



## The 245 and 265GL station wagons: Everything you expect from a Volvo sedan and more

Often, to get what you need you have to give up something you'd like. But with the Volvo 245 and 265GL station wagons, this is not the case. The 245 and 265GL offer more than *five* times the cargo space (with the rear seat folded), or the option of a third seat (completely stowable), without sacrificing a single important feature of a Volvo sedan.

The 245 and 265GL offer the same passenger space, virtually all comfort, convenience and performance features of their sedan counterparts, and are identical in overall length — they even have the same tight 32'2" turning circle.

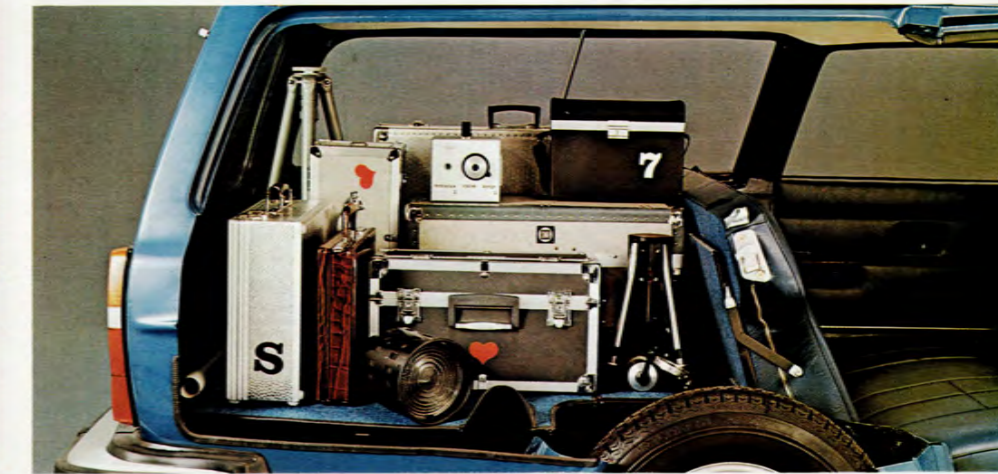
With Volvo, you needn't give up anything when you move from a sedan to a wagon. With a Volvo wagon, you *gain*, not lose.



Access to the spacious, flat-sided cargo area of Volvo station wagons is made easy by the full-width rear door. Hinged at the top it lifts easily, aided by a gas cylinder mechanism. To keep the rear window clear it is electrically heated and has its own wiper and washer. All rear doors also have child-proof safety locks to prevent accidental opening from inside.

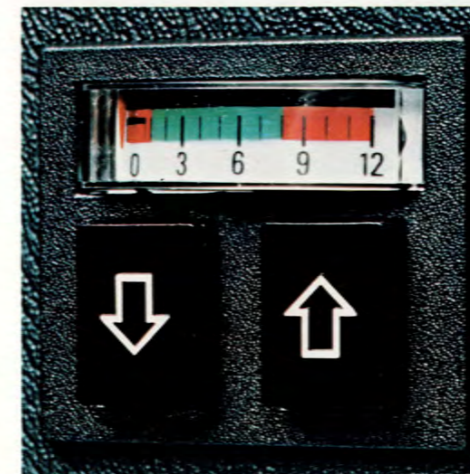
closed, leaves a completely flat floor. It can also be folded 180° to accommodate tall and bulky objects, or things which need vertical stability. Additionally, Volvo has added six lashing points to the cargo area—three per side. These stout attaching rings allow the secure tie-down of most anything that will fit inside so that you can drive fast, safely. Volvo has also made it even more convenient to fold the rear seat on its 1978 models. A new easy-to-reach, easy-to-operate handle in the center of the rear seat back, releases twin latches and allows easy folding.

For 1978 even more usable space has been added with a newly designed cover for the floor-well at the rear of the compartment. The cover, when



Empty, the 245 and 265GL station wagons weigh only a fraction more than their sedan counterparts. So, despite big payload capability, there's little penalty in operating economy. Volvo has also been

able to maintain its traditional high standards in ride and handling with specially selected higher-rate springs, shocks, higher capacity tires, and power-assisted steering — all standard on both models.



Volvo's optional Load-Leveler is an air-activated system that helps your Volvo wagon maintain handling, control and stability even when carrying heavy payloads.



A useful, new-design third seat is now an available option on both the 245 and 265GL wagons. This seat has comfortable fixed armrests, yet is stowable, folding completely flat into the floor compartment.



# In a Volvo, performance is standard equipment

Bewildering. That's what the selection of powerplants can be for even a single model of some manufacturer's cars. The buyer must choose one set-up for economy and sacrifice power, or opt for the "big" engine and forget about reasonable operating costs. Between these extremes lies a range of still more confusing choices of carburetion, final drive ratios, transmissions, and even ignition systems. You won't find this kind of confusion with Volvo.

For the 240 Series there is one engine: the 2.1-liter B21F overhead camshaft Four. For the 260 Series there is also one: the 2.7-liter B27F overhead camshaft, light-alloy V-6. Both are sophisticated designs created for today's driving, with an emphasis on low engine torque (power) characteristics for good acceleration. This design minimizes gear changing, and aids fuel economy. Both engines reflect the most advanced state of the art in all systems including Continuous Flow fuel injection and 100% solid state electronic ignition.

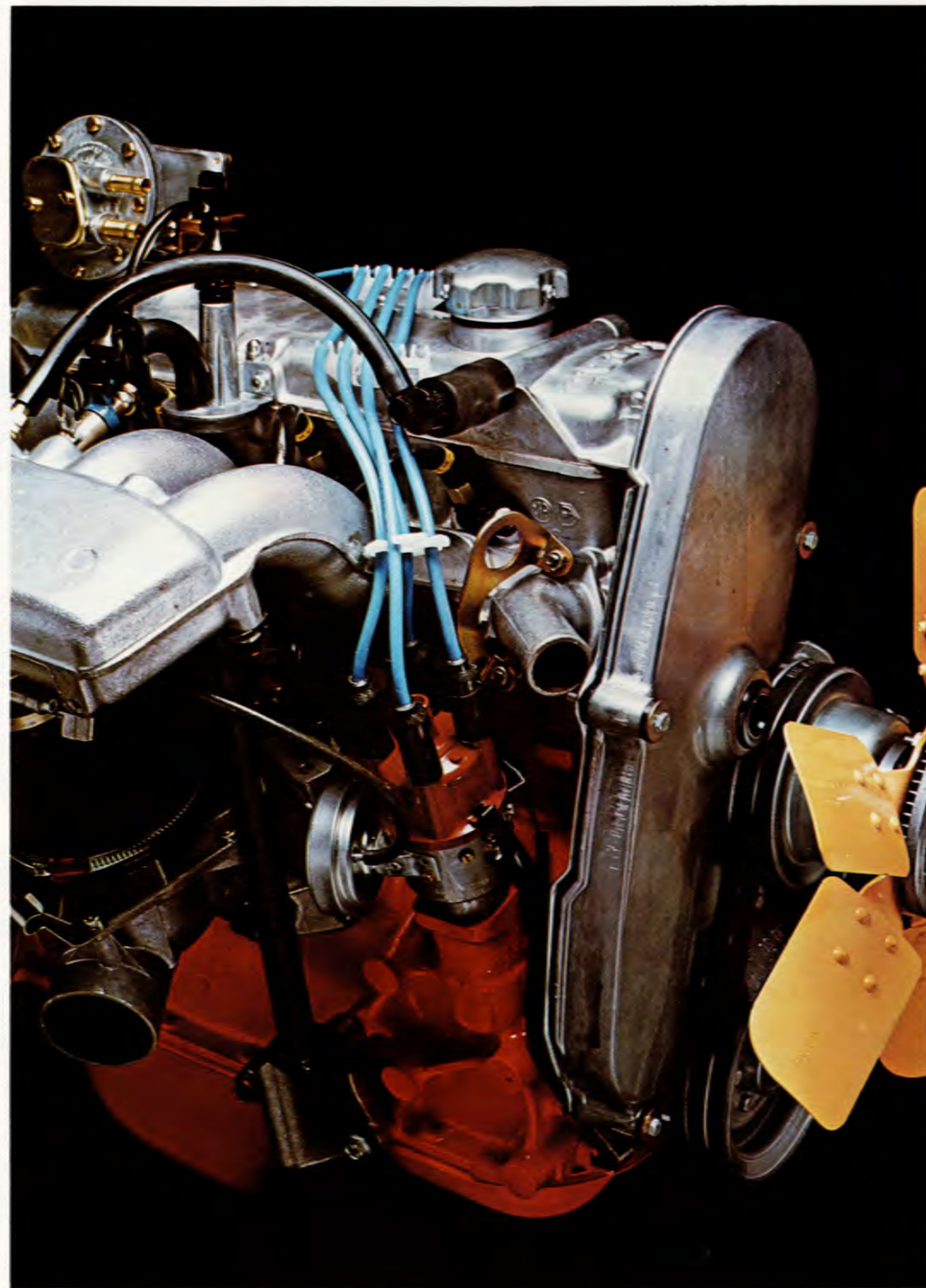
Volvo doesn't think buyers should be expected to *design* cars from an option list, nor should they be expected to give up performance for economical operation. That's why Volvo's power train options are so simple.

The only variations are in those units (262C, 242GT, 242 "California" and all models sold in the state of California and other selected markets) which are equipped with the revolutionary Lambda-sond™ Three-way catalyst emission control—a system which meets all state and federal regulations while maintaining optimum performance and operating economy.

The Lambda-sond™ system senses the oxygen content of the exhaust gases and effectively regulates the amount of fuel injected into the en-

gine. This is done without a power-wasting air pump or exhaust gas re-circulation. The result is increased driveability—at virtually any altitude,

better fuel economy, maximum retention of performance, low emission of pollutants and, best of all, a cleaner, healthier environment.



The 2.1-liter (130 cubic inch) B21F is an engine of advanced design and sporting character. Volvo's light-alloy "cross-flow" cylinder head yields performance benefits because of its free-

breathing characteristics. A belt-driven overhead camshaft eliminates pushrods and rocker arms for quieter operation, fewer adjustments and better performance.

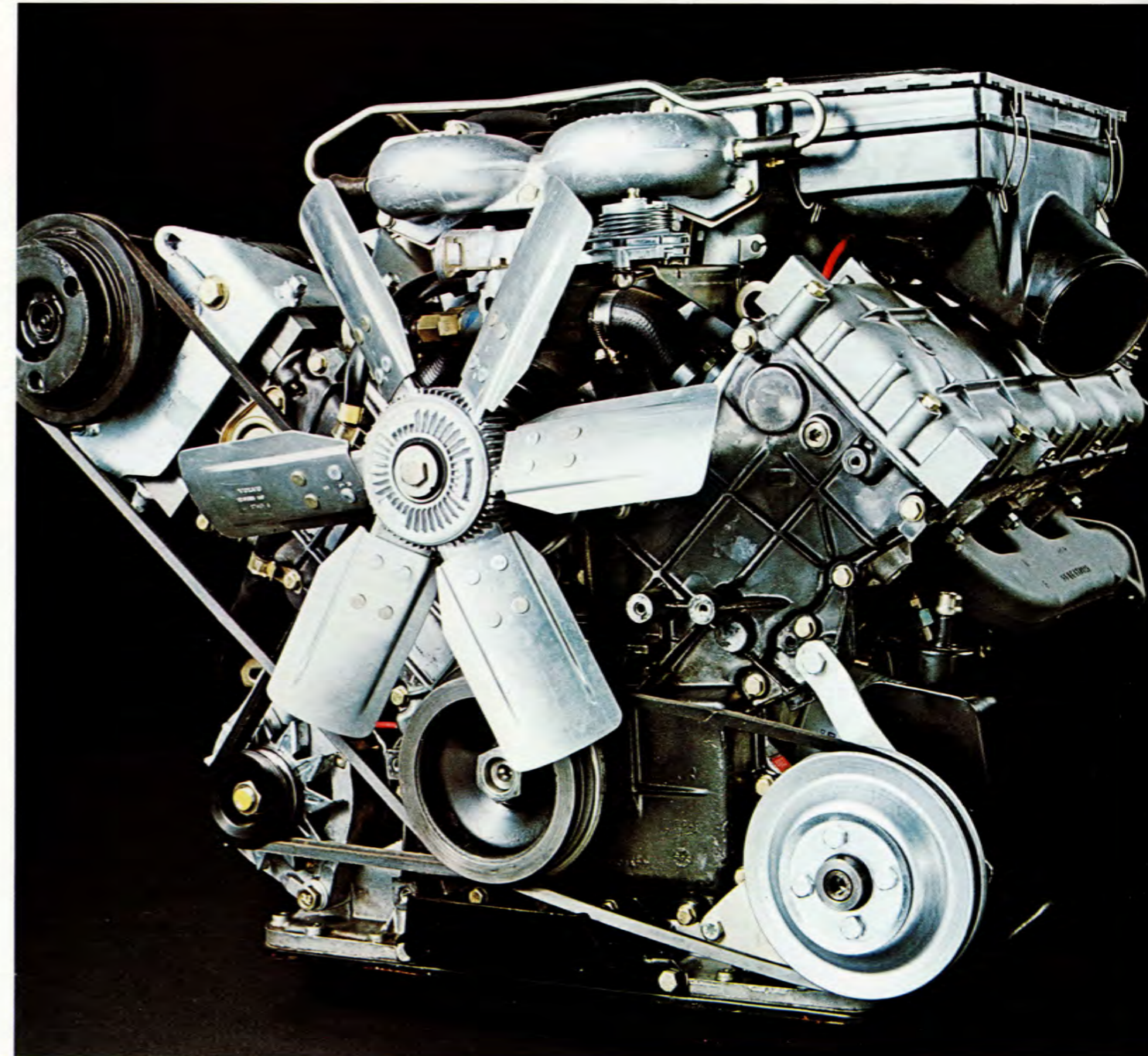
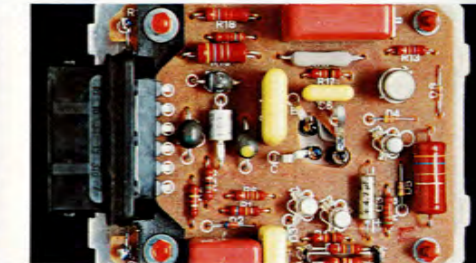
A precise, all-synchromesh four-speed manual is the standard gearbox for 240 models. An electrically activated overdrive is standard on 260 Series and 242GT models and is an available option on other 240 Series models. The overdrive reduces fourth-gear engine speeds by 20% which can substantially improve fuel economy while lowering noise levels at highway speeds.



Volvo's three-speed automatic transmission uses a hydraulic torque converter to provide smooth starting and variable ratios. Upshifts and downshifts can be selected automatically or manually in this versatile transmission—and even first gear can be used for quick acceleration or added engine braking.



Volvo's solid state electronic ignition system provides a high quality ignition pulse and exact timing for efficient combustion. This means easy starting, good fuel economy and better emission control. Volvo's solid state system also extends the life of spark plugs and substantially reduces maintenance to the ignition by eliminating contact points.



The 90° V-6 B27F is an engineering masterpiece. The cylinder heads and block of the compact, overhead cam engine are cast in light-alloy aluminum giving it a highly favorable power-to-weight ratio.

All around tractability is an important performance characteristic of the B27F. High torque is consistently available at relatively low engine speed, a feature that allows good acceleration but does not ignore the need for fuel economy.

Continuous Flow fuel injection delivers optimum performance under any climate condition automatically compensating for barometric pressure, temperature and humidity.

Lambda-sond™ is a trademark of Volvo of America Corporation.



## Volvo comfort and convenience: Enjoying every mile

From the outside Volvos are handsome automobiles characterized by economy of line and tasteful restraint of trim. But it is inside the car, the part of an automobile an owner sees most often, where Volvo engineering and design truly excel.

From Volvo's wide opening doors and high roof line, which permit easy entrance, to the exceptional knee and leg room of the rear seat, a Volvo is a comfortable, hospitable place.

Volvo's front seats are a new design and a new, thicker padding material — cold-formed polyurethane foam — appears both front and back. This firm material insures even better seating comfort on long drives and is designed to resist "settling," a common cause of support deterioration in seats.

There are also new seat covering materials: 240 Series sedans feature a comfortable knitted fabric with a corduroy texture — cool in summer, warm in winter, and flame retardant. The 245 has supple, easy-cleaning leather-like vinyl seats. The coverings for the redesigned seats of the 260 Series feature fine-grain leather-faced upholstery and plush velour (available on the 264GL only). The 262C is fitted with a glove-soft all leather interior. The see-through safety head-restraints are color-matched to the upholstery in all 260 models.

Comfortable and correct seating combines with Volvo's finely engineered chassis and suspension to offer a superb, quiet ride (95% of the floor surface is covered with sound insulating material). But a lot more than that goes into making Volvo a car that you can appreciate and enjoy from within even more than from without.



Volvo rear seats offer maximum comfort. Seat back wraps around at edges for lateral support and upholstery, padding and springing are of the same high quality as Volvo's anatomically-designed fully-adjustable front seats. All Volvo sedan rear seats have a folding armrest.



Volvos have big, useful trunks, box-shaped for optimum use of every cubic inch of cargo space. The spare tire is stowed vertically at the side and can be removed without unpacking the entire trunk. The 262C and 242GT models are equipped with a space-saver spare tire and an electric air compressor.

Color-coordinated door panels feature a new two-section utility compartment in the lower portion of the front doors. The compartment's front section provides space for large objects, such as bottles or soft drink cans. The rear section is designed to hold maps and books.





# The longer we make Volvos the longer they last

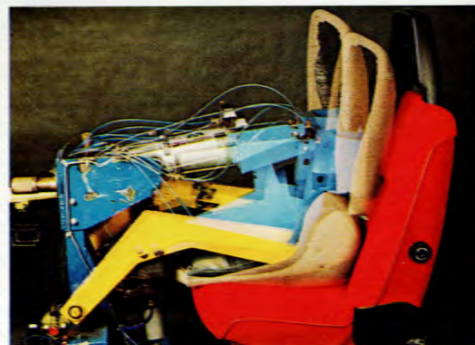
Quality isn't an easily acquired characteristic. There's no quality guarantee simply because a car is made in a certain country or by a specific manufacturer. That's why, in the last two years alone, Volvo has invested nearly \$17-million at just one of its assembly plants on measures associated with making better Volvos, not making superficial changes.

In one instance, to insure the best possible quality, consistency and strength in the 2- and 4-door body construction, a new multi-million dollar automated welding line was put into service. Another example: Volvo's renowned paint and finish was improved because of another substantial investment in new techniques and processes. The lower half of the body sides of all models are now sprayed with a special "stone chip" paint that has greater adhesion than cohesion—if nicked, the damage occurs only *within* a paint layer. Underlayers still adhere to and protect the primer and metal surfaces. Below the trimline Volvo finishes now consist of five coats (or layers) of paint, including a sealer. Above the trimline—four coats are applied. (Most manufacturers use only a three-coat system *overall*, with no sealer.) This, plus Volvo's other extensive steps and treatments—such as the injection of special rust protective fluids into nearly 50 closed body-sections—helps Volvos to endure.

In the years that the Swedish Motor Vehicle Inspection Company has compiled durability statistics, Volvo has always been the make with longest life expectancy. The latest figures from Sweden indicate the average Volvo lifespan there is now an impressive 16.5 years!



Volvo builds cars that must stand up to the desperate conditions encountered in markets around the world—markets ranging from the arctic to the tropics. What that means is Volvos are tough—in all kinds of conditions.



To maintain its consistently high reputation for quality and durability, Volvo invests heavily in testing and quality control. This machine, which can put years of stress and miles on a seat in a matter of days represents a part of that investment.

Steel-belted radial tires, in addition to possessing outstanding handling qualities, are the most durable of popular designs. They offer low rolling-resistance, hence they can reduce fuel consumption as well as offer an extremely long tread life.



Volvo bumpers are designed to take normal parking lot bumps without damage to themselves or the car body. The rubber-faced bumpers are made of extruded, high-tensile aluminum alloy, backed with gas-filled impact absorbers. In tests they have taken a 5mph barrier impact with no damage.



Mufflers and other "cool" parts of the exhaust system are particularly susceptible to rust. In Volvos, these components are aluminized. In addition, the entire underbody receives two separate rustproofing treatments and a rust-inhibiting agent is injected into closed body sections.



There are approximately 4,000 spot-welds in the body of a Volvo. Each individual weld is strong enough to support the weight of an entire car. That's strength.



Fighting rust to maintain the structural integrity of the unit body structure is far more important than just making a car look new. That's why Volvo uses "slipstream" ventilation to keep moisture from collecting in door sills, thus preventing rusting from the inside.



Areas of the body most susceptible to rusting, including those to which safety related components are mounted, receive a thick layer of zinc. Zinc protects against corrosion by an electrolytic principle which makes corrosion attack the zinc, which will not rust instead of the steel, which will.



# The 1978 Volvos at a glance

## Engine: 262C and 260 Series

Model B27F V-6 cast aluminum cylinder block with wet steel liners and aluminum-alloy cylinder heads. Valves actuated by chain-driven overhead camshafts (one per cylinder bank) operating rocker arms. Induction by Continuous Flow mechanical injection spraying fuel into cast aluminum inlet manifolds.

Unleaded (91 RON) regular fuel required. Model B27F V-6 Lambda-sond™ version, available in California and other selected markets, features a 3-way catalyst for lower emissions with excellent driveability and fuel economy. Unleaded (91 RON) regular fuel required.

Displacement: 163 cu. in. (2673 cc). Bore x Stroke: 3.46 X 2.87 ins. (88 x 73 mm). Compression Ratio: 8.2:1. Horsepower (SAE-net) 125 @ 5500 rpm, Lambda-sond™ version 125 @ 5500 rpm. Torque (SAE-net) 150 ft. lbs. @ 2750 rpm, Lambda-sond™ version 148 ft. lbs. @ 2750 rpm. 262C is available in the Lambda-sond™ version only.

## Engine: 242 GT and 240 Series

Model B21F in-line four cylinder, cast iron block with five main bearings, aluminum-alloy "cross-flow" cylinder head. Valves actuated by a belt-driven, single overhead camshaft operating directly on bucket-type tappets. Induction by Continuous Flow Fuel Injection. Fuel is sprayed into each branch of aluminum inlet manifold.

Unleaded (91 RON) regular fuel required. Model B21F Lambda-sond™ version, available in California and other selected markets, features a 3-way catalyst for lower emissions with excellent driveability and fuel economy. Unleaded (91 RON) regular fuel required.

Displacement: 130 cu. in. (2127 cc). Bore X Stroke: 3.62 x 3.15 ins. (92 x 80 mm). Compression Ratio: 8.5:1. Horsepower (SAE-net) 104 @ 5200 rpm, Lambda-sond™ version 99 @ 5200 rpm. Torque (SAE-net) 114 @ 2500 rpm, Lambda-sond™ version 111 @ 2500 rpm. 242GT and 242 "California" are available in the Lambda-sond™ version only.

## Exhaust Emission Control

Lambda-sond™ system includes 3-way catalyst and evaporative emission control. Federal system includes catalyst, proportional exhaust gas recirculation and evaporative emission control.

## General Data:

Legroom, Front (All) ..... 41.3 inches  
Legroom, Rear (All) ..... 37.7 inches  
Trunk Capacity, Sedans (SAE) ..... 13.8 cu. ft.  
Cargo Capacity (245/265 GL) .....  
Rear Seat Up (SAE) ..... 42.9 cu. ft.  
Rear Seat Down (SAE) ..... 74.9 cu. ft.

## Fuel System

16.4 gallon tank, Electric fuel pump.

## Cooling System

Sealed "tropic" system holds 11.5 quarts (9.9 in 240 Series) of Anti-freeze coolant. Fitted with a translucent expansion tank.

## Electrical System

12-Volt system features solid-state ignition without contact points, a 55A rated alternator and 70 amp hour battery (60 amp on 240 Series). Starter motor output 1.1 hp.

## Drivetrain: 260 Series

Manual: Four-speed, fully-synchronized transmission has remote floor-operated gear shift. Diaphragm spring clutch. 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. Overdrive: 0.80:1. Final drive ratio 3.73:1. The 262C, manual, has a special "short throw" gear shift lever.

Automatic: Three-speed with a floor-mounted shift lever and an illuminated quadrant with a PRND21 pattern. Ratios: 1st 2.45:1, 2nd 1.45:1, 3rd 1.00:1. Final drive ratio 3.54:1.

## Drivetrain: 240 Series

Manual: Four-speed, fully-synchronized transmission, has remote floor operated gear shift. Dia-

phragm spring clutch. Optional 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. Overdrive 0.80:1. Final drive ratio 3.91:1. The 242 GT is equipped only with a four-speed manual with overdrive with a special "short throw" gear shift lever.

Automatic: Optional three-speed automatic has a floor-mounted shift lever and an illuminated quadrant with PRND21 pattern. Ratios: 1st 2.45:1, 2nd 1.45:1, 3rd 1.00:1. Final drive ratio 3.91:1. The 242 "California" is available with automatic only.

## Steering System

Rack-and-pinion type with a safety column. Power-assist standard on all models except 242/244 with manual transmission. Ratio: 17.1:1. Turns lock to lock: 3.5. Turning circle 32'2". Smaller diameter GT steering wheel on 242GT; leather-covered on 262C.

## Suspension

Front: Spring-strut type incorporating coil springs and telescopic shock absorbers. Stabilizer bar.

Rear: Rigid axle carried by longitudinal control arms and torque rods. Lateral location by track rod. Coil springs and telescopic shock absorbers, plus a stabilizer bar on sedans.

Note: 242GT is equipped with heavier stabilizer bar in front, special coil springs and GT shock absorbers.

## Wheels and Tires

Steel-belted radial tires, Michelin "European Profile," fitted on wide-offset 5.5" J x 14" pressed steel wheels. Special light-alloy road wheels on 262C and light-alloy GT wheels on 242GT. "Space Saver" spare tire with electric air compressor on 242GT and 262C.

## Tire Size:

264GL/262C ..... 185/70-SR14  
265GL/245 ..... 185-SR14  
242/244 ..... 175-SR14  
242GT/Pirelli CN36 ..... 185/70-HR14

## Brake System

Self-adjusting disc brakes on all four wheels. Tandem type 4:1 power assist. Pressure relief valves on rear brakes. Dual "triangle-split" hydraulic system, with stepped-bore master cylinder to maintain low pedal effort even if one circuit fails, connects both front wheels and one rear wheel on each circuit. Special ventilated front discs on 262C, 260 Series and 242GT. Center-hand-brake operates mechanically on separate rear wheel drums.

## Body

Unit construction with energy absorbing front and rear ends with central "safety cage." Galvanized steel in rust susceptible areas. Special anti-corrosive coating is sprayed into closed-section profiles, inside doors, etc. Two separate undercoats. Partly aluminized exhaust system.

## Instrumentation and Operating Controls

Dashboard: Sealed speedometer with six-digit odometer and separate tripmeter. Electronic tachometer on 262C, 260 Series, 242GT and 242 "California." Fuel and coolant temperature gauges. Warning lights for alternator charging, oil pressure, high beams, parking brake, foot brake failure, to inform if a low beam, brake or tail light burns out, and exhaust. Audible and visible signals for turn indicators. Fully-padded dashboard has four adjustable fresh air outlets and front door demisting outlets. Quartz crystal clock. Illuminated locking glove compartment with vanity mirror.

Steering Column: Combined levers for high and low beam operation, turn and lane changing signals and on the 262C, cruise control. Also, intermittent type windshield wipers and washers.

Center Console: Switches for the electrically heated rear window, four-way hazard warning lamps, front powered windows on 262C/260 Series, 265GL/245 rear window wiper and washer, and fog lights on the 242GT. Seat belt reminder light. Temperature and fan speed controls for the heating and air conditioning system (standard on 262C, 260 Series and 242 "California"). Cigarette lighter and ash tray. Radio location. Rheostat switch for instrument and controls lighting.

Floor Console: Illuminated latches for self-adjusting 3-point front safety belts, controls for outside rear-view mirror adjustments (262C/260 Series) and rear power windows (260 Series). Also, rear seat ashtray, light and seat belt reminder light.

## Heating and Ventilation System

Fully-integrated flow-thru system for fresh or heated air through 12 outlets to the windshield, front door windows, front and rear floor and along the dashboard. Two-stage, three-speed fan. Air conditioning, standard on 262C, 260 Series and 242 "California," uses the same outlets and fans and has recirculation and dehumidifying features. Sliding steel sunroof available on 264GL, standard on 242/244 sedans with overdrive transmission, also available with automatic transmission and standard on 242 "California."

## Seating

Orthopedic-designed reclining bucket seats with adjustable lumbar support in front, a bench seat, with folding arm rest, in the rear. Driver's seat has levers for front and rear height adjustment and is electrically heated on the 262C and 260 Series. The passenger seat is also electrically heated on the 262C.

Upholstery: Seats are upholstered with extra soft black leather on the 262C along with leather trim throughout. Seats are leather-faced on the 265GL and leather-faced or velour on the 264GL. 242GT seats are black corduroy with vinyl inserts and red striping. 242 "California" seats are upholstered in orange and white cloth with vinyl trim. 242/244 sedan upholstery is washable, ribbed cloth, 245 seats are covered with vinyl.

## Other Standard Equipment

Three-point self-adjusting safety belts with illuminated center mount, rear seat has two three-point belts and a lap belt. Tinted glass all around. Radio antenna on 240 Series. Power antenna on 262C. Front stereo door speakers. Childproof rear door and tailgate locks. Day night position rear view mirror. Dual outside rear view mirrors, electric

remote control on 262C/260 Series. Convenience pockets in front doors. Automatic luggage compartment light. Automatic engine compartment light on 262C/260 Series and 242GT. Rear door activated courtesy lights on 260 Series. Dual, swivel map lights on 262C. Towing points front and rear. Mystic Silver metallic paint and black vinyl roof on 262C. Metallic paint on 260 Series. Mystic Silver metallic paint with distinctive stripes on 242GT plus black trim and front spoiler. 242 "California" is available only in white. Deluxe, carpeted trunk in 262C/260 Series and 265GL cargo area. Tie-down loops in 265GL/245 cargo area.

## Accessories

Volvo has a wide variety of accessories, including stereo radios, CB radio and tape players, designed to tailor-make a Volvo to your individual specifications.

## Warranty and Maintenance

Volvo offers a 12 month limited warranty without mileage restriction. To help you fully understand your warranties, servicing needs and maintenance schedules, Volvo has prepared a descriptive booklet.

## Leasing

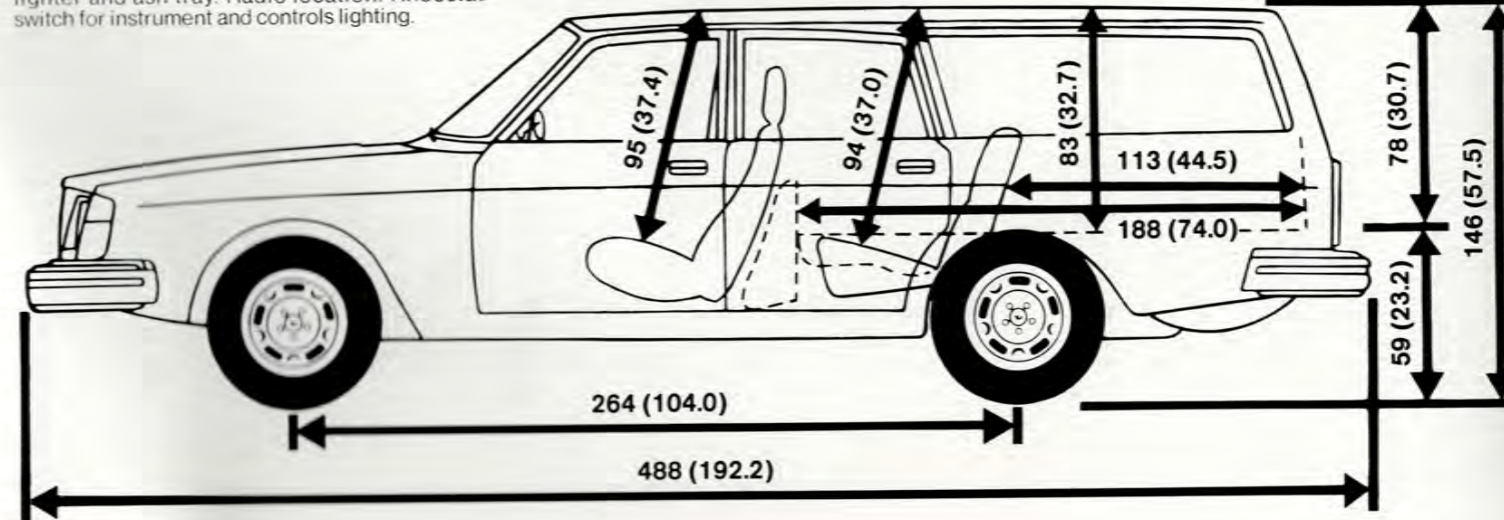
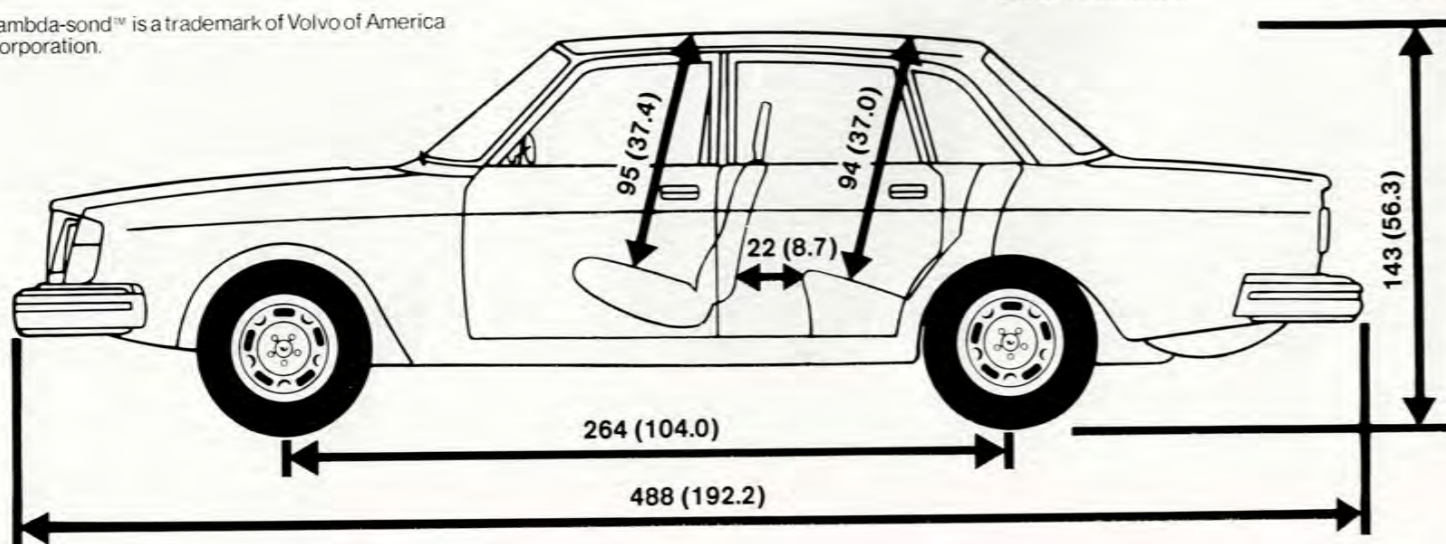
Your dealer can advise you of the possible advantages of leasing. Consider a variety of plans, including full-service leasing with maintenance and insurance coverage, available from 12 to 48 month periods.

## Overseas Delivery

Volvo's comprehensive overseas delivery plan is designed so you can get the most out of your European vacation or business trip. All the details, even complete financing, can be arranged in advance. See your Volvo dealer to develop a plan that accommodates your itinerary and schedule.

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

\*Lambda-sond™ is a trademark of Volvo of America Corporation.





# VOLVO

