

YEATES OF LEICESTER LTD.
31, LONG ST. ROAD.
LEICESTER.
LE2 0PB TEL: 24751

VOLVO

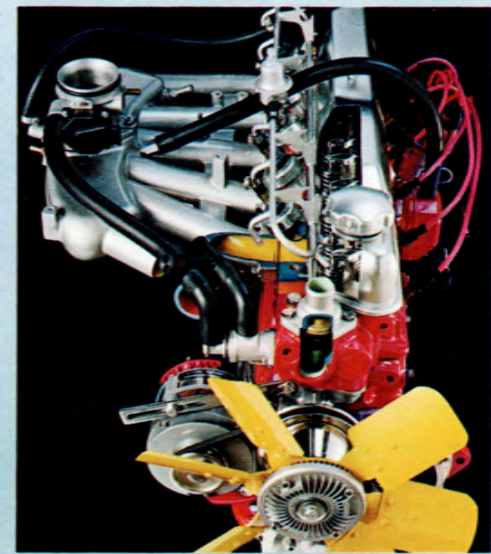
164/164E



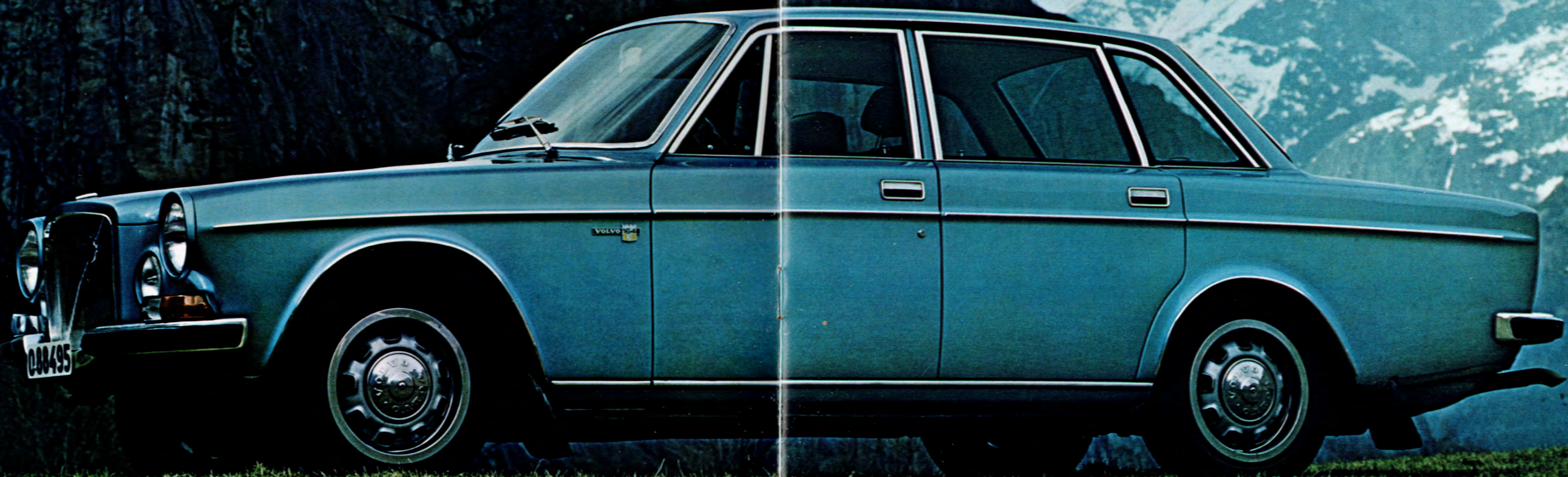
VOLVO
AB VOLVO GÖTEBORG - SWEDEN

Glide into the whispering world of the Volvo 164

The world of a Volvo 164 is certainly that of a car that has everything—a combination of whispering power, limousine luxury and looks to grace any occasion. The power comes from the three-litre, six cylinder engine which develops 145 b.h.p. and this year we're introducing the powerful 164 E engine (175 b.h.p.) for those who prefer the extra power of fuel injection. The comfort comes from the softness of the genuine leather upholstered seats, together with deep fitted carpets, and space to move in, that makes travelling in the Volvo 164 sheer pleasure. The looks come from the elegance of line and impressive front rather than relying on flashy trimmings. Looks which are enhanced by a carefully selected range of colours which include metallic gold and metallic light blue—guaranteed to give it many a second look.



The Volvo 164 is now available with an electronically-injected engine, the B 30 E—output 175 b.h.p SAE.



When it comes to comfort the Volvo 164 is in a world of its own

Take a look at the deep, wide, contour-shaped, soft leather covered seats. What more could you want from a car in the shape of comfort? Nothing! Because over the years Volvo has become a master in perfecting its seating and interior design for your comfort.

Examine the details. The front seats, for example, are deeper and wider than most with fully comprehensive adjustment. Even driving seat height is one-hand adjustable and the backrests are infinitely variable down to a fully reclining position. The unique lumbar support which is a feature of both front seats is easily adjusted by means of a fitted control.

Many of the interior fittings are designed with safety in mind. The factory-fitted three-point front seat belts (which come as a standard feature) are of the concealed automatic type. And for rear seat passengers there are anchorages for three seat belts. The front seat reclining mechanism serves a double purpose. In the case of a rearend collision it allows the seat backrest to control-collapse and thus, together with the head restraints, which incidentally are slightly narrower this year, safeguards against whiplash.

New on the 1972 model are the fully recessed outer door handles. New interior features are the door pockets, the new centre instrument console—behind which you can still find the fuses—the soft control knobs and the four-spoke steering wheel which is of course of the safety type and designed with a two-part collapsible column.



"Let's talk about it in the car"

Whether you're meeting business associates, friends, or as an ambassador of your company the Volvo 164 will do you proud. This well-mannered car will behave whatever the situation or conditions. It will get you to your destination without fuss or frustration in utter comfort. Its whispering power will allow you to carry on a normal conversation at whatever speed you're travelling. You'll arrive fresh and relaxed.

The Volvo seats up front

These are seats which have been acclaimed as the most comfortable and anatomically-correct of any car. You sit well located with just the right amount and length of support under your thighs. The range of adjustment is unusually large. Seat height, rake, front and back movement, head restraint height, lumbar support—all adjustable to your individual needs and the backrests are fully reclining. For relaxing travel at its Volvo best.



Turning circle and doors

The Volvo 164 has a very tight turning circle of only 10.3 metres (33ft. 10ins). Many smaller cars can't manage that. This together with the exact and very well balanced power steering makes the car wonderfully manoeuvrable—especially when parking. The Volvo 164 is a four-door saloon, four doors that are big, wide and welcoming. The doorholds have a halfway position which you'll find convenient on the more crowded car-parks. The high roofline and 80° wide-opening doors, which at the rear feature courtesy handles, allow your passengers to alight elegantly.



The Volvo seats at the rear

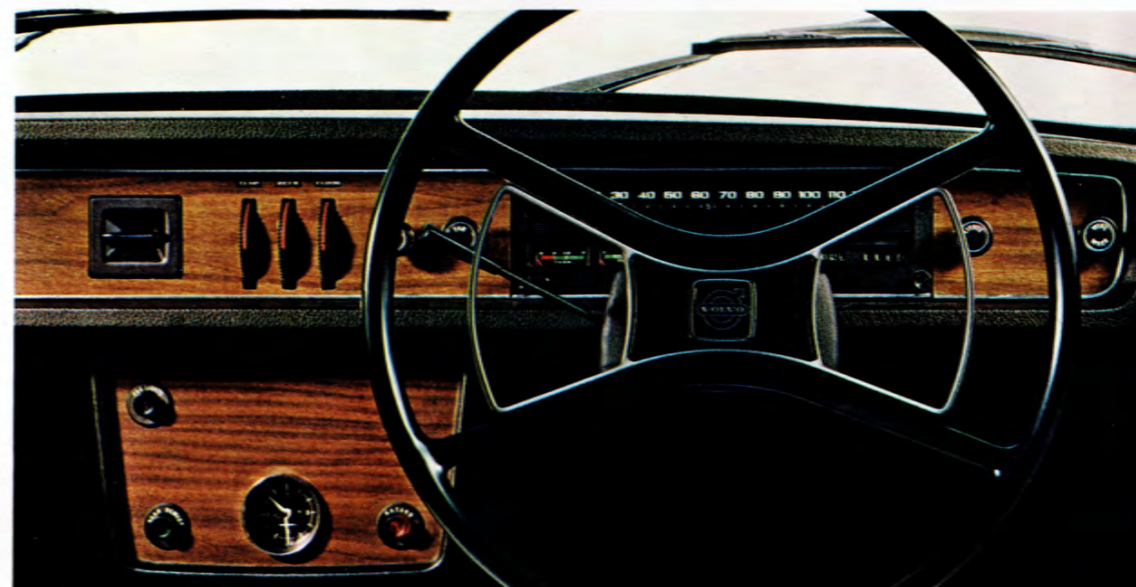
We say seats because this is no park bench. The carefully contoured rear seating is superb. Yet there's still room for three should the need arise since the centre armrest folds conveniently out of the way.





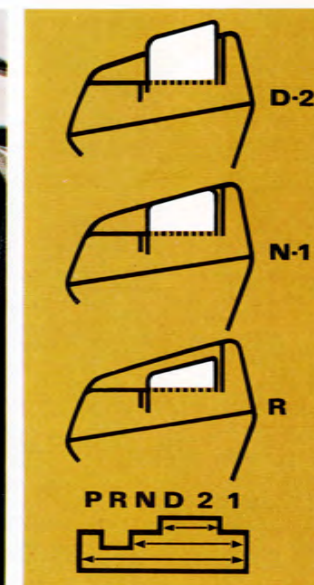
The Volvo 164 is just as easy to drive in the city

In the city, driving conditions are different. Unfortunately, not all cars are built for this. Not all cars have the inherent snappy manoeuvrability and acceleration so characteristic of the Volvo 164 combined with uncluttered spaciousness within a compact overall size. The city isn't a forest of menacing walls in a Volvo. And our power assisted steering system helps you on your way. The distinct and silky-smooth transmission, whether it be manual with overdrive or optional automatic, together with the very tight turning circle, will keep you happy and relaxed in the often aggravated city traffic. And if this doesn't help the exclusive Volvo sliding steel sunroof on your 164 will! It opens up a fresh new world of motoring for you.



A purpose-built dashboard
This year the instruments and controls have a new layout. Below the dashboard we have a new centre instrument console. The new four-spoke steering wheel allows better visual access to the instruments and warning lamps. Also of new design this year are the control knobs. They're softer and they're safer.

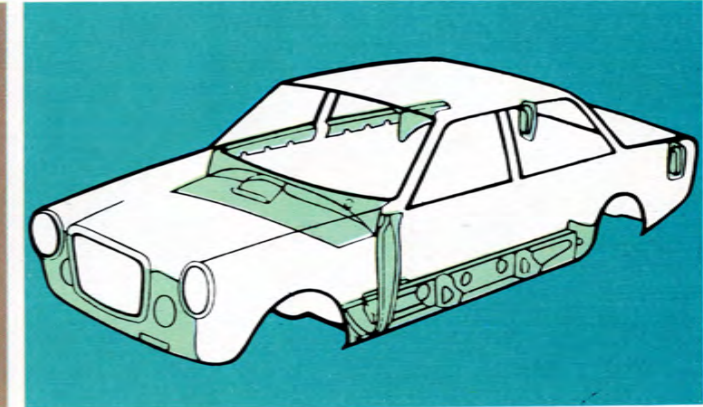
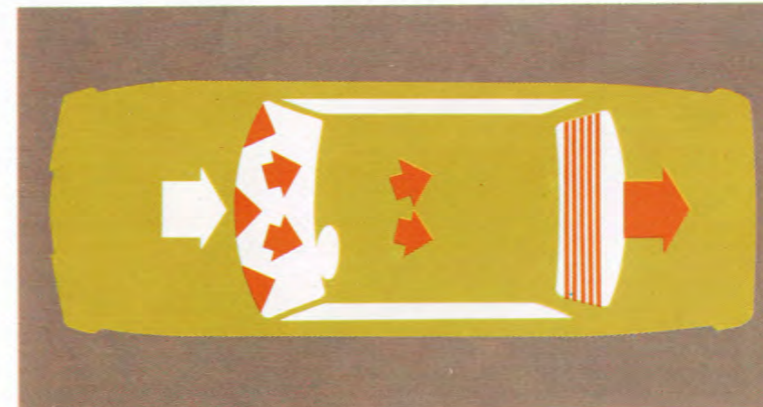
The new instrument console carries the electric clock and those controls which although very necessary you don't need to use very often. It is also the cover behind which you can find the fuses, all clearly marked and out of harm's way. Additions are the choke warning lamp and "fasten seat belt" reminder.



New remote control gear selector
As optional you can choose our automatic transmission, with a PRND21 range. When the selector positions 2 and 1 are used, it gives you stronger engine braking and faster acceleration in the low-speed range. Selection of position 2 in city traffic or on winding roads prevents the transmission from making unnecessary changes.

The Volvo 164 has a zest for living

Weekends and holiday time, the Volvo 164 is a perfect companion. Friends or family can be whisked away in maximum comfort, making travel a pleasure. Its big 3-litre engine soon devours the miles on the long stretches. And when it comes to luggage, and "what has to be left behind?" The answer is nothing! Because the boot of the Volvo 164 is big enough to take everything you'll ever need on a trip.



Heating and ventilation

The 164 has a heating and ventilation system which one can expect from a car built in Scandinavia. But it also has a sliding steel sunroof because Volvos go far. The two-speed fan gives cosy warmth or cooling ventilation through seven different outlets. Three feed the windscreen. Two serve the front passenger area and another two the rear seat area. Convenient operation is allowed by the system's three illuminated controls on the dashboard. Below the dashboard are extra air inlets, one on each side. The rear window is electrically heated for defrosting to ensure clear rearward vision at all times. And below it is the check-valve controlled air extractor vent which gives perfect through-flow ventilation without draughts.

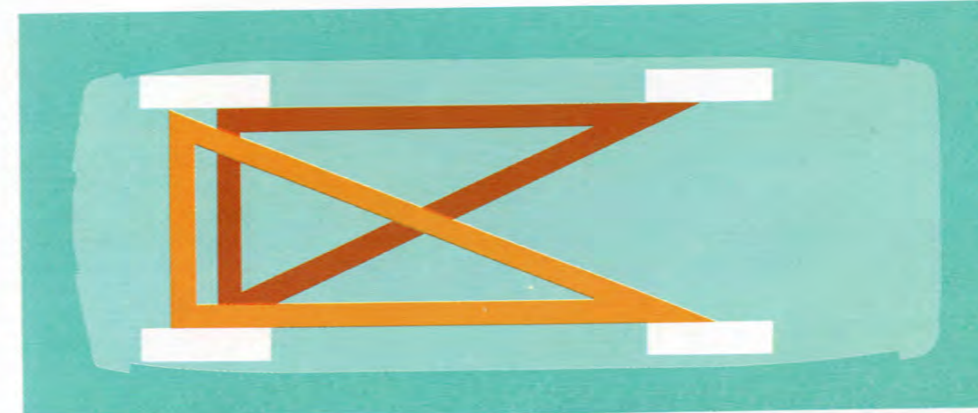
Rust-proofing

To protect the 164 from the ravages of nature every car passes along a four-mile production line where the body is first etched, dried, then dipped in a special rust-proofing paint. The next operation consists of a hand sanding, an undercoat spray and then oven drying. This process is repeated again with a sealer coat before the final hand sanding and then three final colour coats to give that lasting Volvo lustre. That's on the outside. On the underneath we're just as careful. The welded steel body, on which extensive use is made of galvanized sections, gets a comprehensive rust-proofing and an underbody sealer coating. These are some of the reasons why Volvos built in Sweden take to the British climate like a duck takes to water.

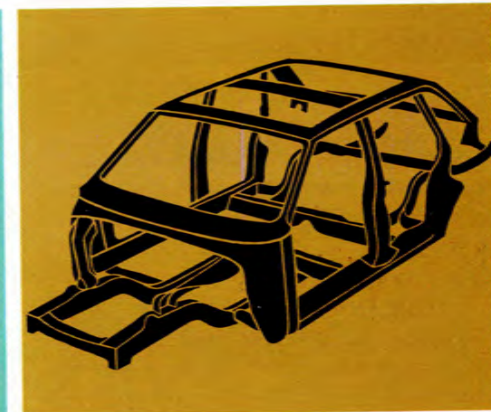
The most enjoyable thing on a long journey, is a Volvo 164

Sometimes a journey's end is quite a way away. Whether you're working or on holiday there's often a good stretch of road between you and your destination. Don't let this worry you; in a Volvo 164 every mile's a pleasure. You're never tempted to take chances in a car like this just to get the journey over.

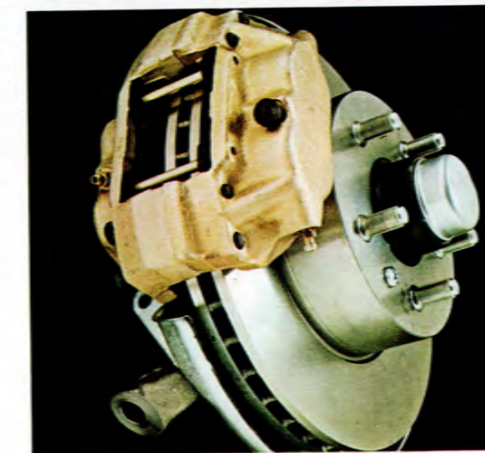
The 164 is built for relaxed, enjoyable driving. With mile-eating power and good economy. And all this in safety. Steering and road holding are something special in this Volvo and the new, wide high-speed radial tyres together with the Volvo disc brakes and other safety features meet requirements which were unheard of less than ten years ago. The comfort and abundance of room make every journey a pleasure. The smooth and quiet pleasure only a Volvo 164 can give you.



Dual-circuit triangle-split brake system
Like most cars the Volvo 164 has a dual circuit system. But unlike all other cars the Volvo 164 has a triangle-split dual-circuit, all-disc and power assisted brake system. Even if one circuit fails completely the other will still provide braking on three wheels giving about 80% of full braking effect. A warning lamp on the dashboard tells you if one of the circuits is damaged and it remains on until you have the fault seen to. The same lamp lights up when you apply the hand-brake. Reassuring isn't it?



Safety body
The all-steel Volvo safety body of integral structure features a very strong framework of steel profiles around all body openings and even across the roof. These give excellent protection as a safety feature to the car occupants. The front and rear ends are specially designed to crumple up and absorb impact. And the windscreen, which is securely bonded to the body is of laminated high-impact type and can't craze into opacity.

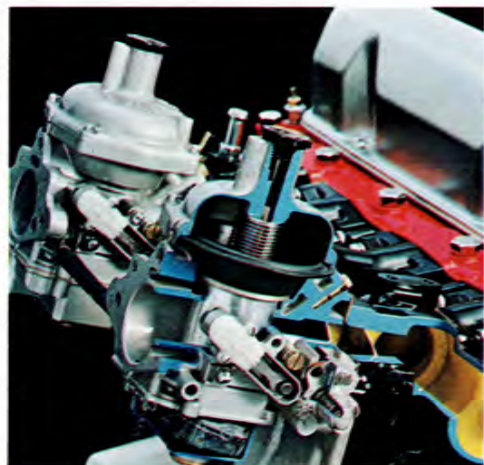


Ventilated brake discs
Our all-disc system features new brake pads and ventilated front wheel brake discs for longer life and better performance. The Volvo 3 by 2 brake system also features relief valves for the rear wheel brakes which prevent them from locking-up prematurely. That's safety for you!

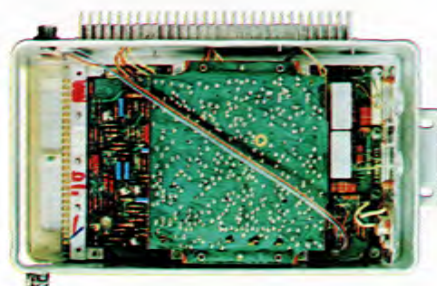


Two engines to choose from

You can now choose between two engines for your Volvo 164. The first is our B 30 A engine which gives an output of 145 b.h.p. SAE. It's a six-cylinder, three-litre job which is fast and responsive yet quiet and smooth. It gives locomotive pulling power from speeds where other cars would stall. As an option you can choose the B 30 E engine which is new this year and gives no less than 175 b.h.p. SAE. Here the same basic construction as on our standard engine is coupled to a computer-controlled electronic fuel injection system giving brilliant acceleration and powerful performance. It goes faster without the carburettors!



The B30A engine has twin horizontal carburetors for perfect control of combustion. The results? Good fuel economy, fast acceleration and locomotive pulling power.



This is the computer unit for our B30E electronically-controlled fuel injection engine. Special sensors and devices tell the computer to compensate for hot or cold engine temperatures, rain or shine weather, changes in altitude, high-speed motorways and congested city traffic. Carburetors can't do this. Practically complete combustion is the result. You also get more power. And better economy. Plus—and we're very proud of this—lower exhaust emissions. That's a lot to ask of an engine—but then this is no commonplace engine.



The high quality of Volvo engines is known throughout the world. Because Volvo engines are designed and

dimensioned for long-life at any speed. And because of the scrupulous quality control. Built by Volvo with all the care in the world.

Specifications

Engines

Type B 30 A. Six-cylinder in-line unit with overhead valves and a seven-bearing crankshaft.

Displacement: 2.98 litres/182 cu.in.
Bore: 88.9/3.50 in.
Stroke: 80.0 mm/3.13 in.

Thermostatically-controlled induction air heating. Exhaust emission control. Twin horizontal carburetors.

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

Max. torque: 22.5 kpm SAE at 3000 r.p.m. 21 kpm DIN at 2500 r.p.m. Compression ratio 9.3:1

Type B 30 E. Six-cylinder electronically-controlled fuel injection unit with seven-bearing crankshaft.

Displacement: 2.98 litres/182 cu.in.
Bore: 88.9 mm/3.50 in.
Stroke: 80.0 mm/3.13 in.

Fuel pressure regulator and overflow sensor. Electric fuel pump. Close circuit crankcase ventilation. Exhaust emission control.

Max. output: 175 b.h.p. SAE at 5800 r.p.m. 160 b.h.p. DIN at 5500 r.p.m.

Max. torque: 24.5 kpm SAE at 2500 r.p.m. 23.5 kpm DIN at 2500 r.p.m. Compression ratio 10.0:1

Cooling system

Sealed. Water cooling with pump and thermostat. Capacity approx. 13 litres/11.5 quarts (50% anti-freeze). Transparent expansion tank. Cooling fan with viscous coupling.

Electrical system

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

Gearbox

Four-speed fully synchronized with remote control.

Ratios: 1st 3.54:1
2nd 2.12:1
3rd 1.34:1
4th 1.00:1
Reverse 3.54:1

Automatic transmission

Fully automatic transmission with P R N D 2 1 selection. Part-throttle change-down. Centrally mounted selector lever of remote control type on transmission tunnel. The selector has a lighted indication of the gear selected.

Clutch

Single dry-plate clutch of diaphragm spring type. Mechanical control.

Rear axle

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

Steering gear

Recirculating ball and nut type. Safety steering column of telescopic type. 3.7 turns from lock to lock. Power assisted. Turning circle diameter: 10.3m/33ft. 10 in.

Front suspension

Independent with coil springs and rubber-mounted control arms. Ball joints. Double-acting hydraulic telescopic shock absorbers. Stabilizer.

Rear suspension

Rigid rear axle carried in longitudinal rubber-mounted support arms and torque rods. Lateral location by means of rubber-mounted torque rod. Coil springs and double-acting hydraulic telescopic shock absorbers.

Brake system

Footbrakes. "Triangle" split dual-circuit brake system. Each circuit power brakes both front wheels and one rear wheel. Self-adjusting disc brakes all round. Ventilated front wheel discs. A relief valve in each of the brake circuits prevents premature lock-up of the rear wheels. Handbrake.

Acts mechanically on special drums fitted to rear wheels. Handbrake lever located conveniently between driver's seat and front door. Warning light on dashboard indicates handbrake application and also a faulty brake circuit.

Wheels and tyres

Volvo 164 with B 30 A engine: 5½ J — 15" pressed steel wheels with safety rims and 165 SR 15 radial tyres. Volvo 164 E with B 30 E engine: Radial tyres of type 165 HR 15 for high speeds.

Body

Integral, all-welded steel body. Reinforced box-section profiles round all body openings. Comprehensive rust-proofing and underbody sealing.

Fuel tank

Located at rear. Capacity 58 litres/12¾ Imp. galls.

Lighting equipment

Steering column mounted turn indicator with high and low headlight beam control and headlight flasher. Headlight alignment is adjustable from the engine compartment. Asymmetrical dipped headlight beams. Courtesy light operated by opening either front door. Rheostat controlled instrument lighting. Automatic reversing lights. Glove compartment light. Lights in boot and engine compartment. Four-way hazard warning flashers. "Fasten seat belt" reminder. Two quartz-halogen foglights.

Instrumentation

Padded safety dashboard with ribbon-type speedometer, six-figure mileometer, tripmeter, fuel gauge and water temperature gauge. Electric clock. Warning lamps for charging, oil pressure, main beam, choke (B 30 A engine), parking brake application and brake circuit failure. Visible and audible turn indicator signals.

Other standard equipment

Three-point automatic seat

belts on front seats. Anchorages for three rear seat belts. Sliding steel sun-roof. Leather upholstery. High impact, laminated glass windscreen. Tinted glass. Two padded sun visors. Rearview mirror with manually operated anti-dazzle setting. Storage pockets on rear of front seat backrests. Two-speed electric windscreen wipers with 16" blades. Electric windscreen washer with 1.5 litre/2½ pint water reservoir. Combined steering wheel lock and ignition switch. Grab handle and courtesy handles. Head restraints. Cigarette lighter. Ashtrays in dashboard and by rear seats. Mudflaps all round. Tool kit. Jack. Towing fixtures front and rear. Spare wheel. Fitted carpets. The Volvo 164 requires no regular greasing.

Dimensions and weights

Overall length 471.5 cm/185.6 in.
Overall width 171 cm/67.3 in.
Overall height 144 cm/56.7 in.
Wheelbase 272 cm/106.3 in.
Track, front 135 cm/53.2 in.
Track, rear 135 cm/53.2 in.
Head clearance, front 95 cm/37.4 in.
Head clearance, rear 89 cm/35.0 in.
Width, front seats hip height 143 cm/56.3 in.
Width, rear seats hip height 143 cm/56.3 in.
Front seat depth 49 cm/19.3 in.
Front seat width 57 cm/22.5 in.

Kerb weight approx. 1355—1400 kg/2985—3084 lb. (depending on type).

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