

BUYER'S GUIDE



Volvo GLT

UNTIL 1981, the word "fast" was not normally heard in association with the name Volvo. Safe, reliable, roomy maybe, but not fast. That all changed when Volvo came out with the GLT turbo, a move that both freshened up that company's slightly stodgy image and provided the enthusiast driver with a choice of three very fast Volvos, 2-door, 4-door or wagon. Imagine it: a turbocharged Volvo wagon. Better yet, all three came with firmer suspension and better tires to give them first-rate handling to match the new-found speed.

This year the pursuit of performance has gone a step further; as a running assembly line change in early 1984, all GLT turbos will be fitted with an Intercooler Boost system, a radiator that cools the incoming turbocharged air and adds 31 bhp to last year's engine, bringing it up to 162 bhp at 5100 rpm. The engine itself is a 2.1-liter sohc inline-4 with Bosch electronic fuel injection, and the turbo is a Garrett TB03 unit. Volvo also makes an intercooler kit, so owners of earlier turbos without the factory installation will be able to update for \$595 plus labor (three hours). The intercooler is a worthy addition; our GLT wagon with the 4-speed automatic transmission tested recently turned 0-60 times in the low 10-second bracket. Not your everyday station wagon.

Outside the engine bay, the GLT gets a distinctive trim package to separate it from other GLs, including an eggcrate grille, color coordinated front spoiler, blacked-out trim and 5-spoke alloy wheels with high performance Pirelli P6 tires. The suspension has also been upgraded with heavy-duty springs, shocks and anti-roll bars. Beyond that, the GLT is pure GL, with all the appointments and luxuries that belong in a fully equipped car.

SPECIFICATIONS

Base price, base model	\$16,540	Engine	turbo sohc inline-4
Country of origin	Sweden	Bore x stroke, mm	92.0 x 80.0
Body/seats	2D*, 4D, wag/5	Displacement, cc	2127
Layout	F/R	Compression ratio	7.5:1
Wheelbase, in.	104.3	Bhp @ rpm, net	162 @ 5100
Track, f/r	56.3/53.5	Torque @ rpm, lb-ft	181 @ 3900
Length	188.8	Transmission	4M+OD*, 4A
Width	67.2	Final drive ratio	3.73:1
Height	56.2	Suspension, f/r	ind/live
Curb weight, lb	2990	Brakes, f/r	disc/disc
Fuel capacity, U.S. gal.	15.8	Tires	195/60R-15
Fuel economy (EPA), mpg:		Steering type	rack & pinion (p)
Federal	20	Turning circle, ft.	32.2
California	20	Turns, lock-to-lock	3.5

*indicates model described in specifications