

VOLVO
780 COUPÉ



VOLVO 780 COUPÉ

Swedish Engineering and Italian Design

"La mana dell 'uomo" — the hand of man. These are the words which Nuccio Bertone, the legendary car-designer and coach-builder in Turin, Italy, uses when asked to express the visions behind the design and building of the Volvo 780: "We wanted to create an elegant and personal car, in which every part would communicate the craftsmanship of man," said Bertone when he launched the car in 1986.

A synthesis of Italian design and Swedish engineering, this exclusive two-door vehicle was designed and built by Bertone for Volvo.

The 780 incorporates a sumptuous interior and a very high level of standard equipment. There is a choice of fuel-injected V6 or turbo-charged and intercooled four-cylinder engines. The car is currently available only in left-hand drive, so cannot be sold in Australia.

The 780 is equipped with Volvo's advanced Multi-link independent rear suspension and the microprocessor controlled electronic climate control.

The Volvo 780 is available with a choice of two engines. The B280F is a smooth and well-balanced V6 with fuel injection. The B230FTX is a high-performance version of Volvo's turbo-charged four-cylinder power plant.

The gearbox is a four-speed automatic with selectable overdrive and cruise control to facilitate and simplify long-distance driving.

The Volvo 780 is also equipped with anti-locking brakes (ABS), an exclusive co-axial speaker audio system, as well as electrically adjustable front seats, windows and rear-view mirrors. For 1990, air-bag for the driver and tensioners on the front seat belts are standard.

The Volvo 780 is a low-volume vehicle, characterised by craftsmanship both in its fine detail and in the overall lines. Fewer than 3000 are produced each year from a total Volvo volume of over 400,000. Assembly is at Carrozzeria Bertone in Turin, Italy, where careful stress has been laid on extremely high quality both in workmanship and materials.

Quality control is extremely strict. According to Chris Costanzo, head of the finishing line at Bertone: "It's not quality Volvo want, it's perfection. We take twice as long to build the 780 compared to other cars we build here."

Leather and high-quality wood trim in combination with thick carpets create an exclusive and opulent interior. The wood panelling comprises eleven layers of beechwood covered with a final layer of elm-root treated with seven coats of lacquer.

VOLVO 780

STANDARD EQUIPMENT

Hand-crafted soft leather upholstery — anthracite grey
Instrument and door panels of beechwood and elm-root
Stainless steel body mouldings
Deluxe audio system with coaxial speakers
Electrically operated sunroof with tinted glass cover
Adjustable lumbar support, front seats
Electrically operated driver's seat
Electrically heated front seats
See-through head restraints, front and rear
Safety belt reminder lights
Electrically heated rear window
Tinted glass
Intermittent wipers
Headlight wipers and washers
Power-assisted disc brakes all round
ABS, non-locking brakes
Warning lamp for brake circuit failure
Engine and luggage compartment lighting
Delayed courtesy lighting
Reading lamps for front and rear seats
Warning light on open doors
Power steering
Cruise control
Tensioner on front belts (1990)
Air-bag (1990)
Tachometer
Electrically operated windows
Electrically operated rear view mirrors
Electronic climate control
Central locking system
Spoked light-alloy wheels
Automatic levelling control
Diagnostic unit in engine bay (1990)
Cabin operated boot lock.



VOLVO

VOLVO 780 SPECIFICATIONS

Engine:	B230FTX*
Type:	4 cylinder turbo-charged and intercooled.
Fuel-system:	Electronic injection
Capacity:	2316
Bore/Stroke	96/80
Power output (kW):	135/5400
Torque (Nm/rpm):	253/2900-4800
Compression Ratio:	9.5:1/91 min oct. (unleaded)
Emission control:	Catalytic converter and Lambda sond.
Drive:	Rear wheel
Transmission:	4 speed automatic incl. OD
Electrical system:	
Battery Capacity:	450 A
Alternator Rating:	100
Ignition system:	Microprocessor-controlled
Fuel Tank (l):	80
Steering:	Power assisted
Rack and pinion (ratio):	16.9:1
Turning circle (dia):	9.9 metres
Radial-ply tyres:	Michelin MXV 205/60 R15
Rims:	6" x 15" alloy
Length (mm):	4795
Width (mm):	1750
Weight (kg):	1433
Price: (estimate only)	\$110,000 (not avail. in Aust)

* Also available with V6 fuel-injected engine developing 108 kW with torque of 235 Nm.