

VOLVO 142/144



Timelessly elegant . . .
outstandingly rational . . .
and now with the two-litre
B20 engine

The Volvo 142 and Volvo 144. Take the model that suits you best out on a trial run. Enjoy the experience of a rational car designed and built for the demands of today. Representative and smart both outside and in. Luxuriously comfortable and generously spacious . . .

Experience the new and powerful two-litre B20 engine. With resources for even faster overtaking. Fitted with the



far-sighted and hyper-effective Volvo system for exhaust emission control.

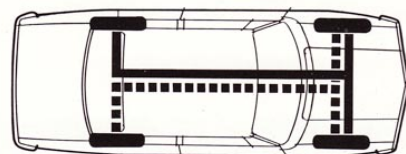
Notice the new surface finish colours — the interior with its new and smart upholstery — soft and strong vinyl material.

Enjoy the outstanding comfort of the seats. The roll-free cornering. The perfect braking. The quiet and smooth running. The excellent all-round vision...

Sit in one of the Volvo seats. Notice the practically unlimited range of adjustments. The conveniently located lumbar support control. Look at the easy-to-read and well arranged instrumentation. The mileometer goes up to 999,999 miles — because a Volvo is really built to last.

The interior is in a class of its own. Feel the material. Warm and comfortable in the winter. Airy and cool in

summer heat. The generous internal dimensions also apply to the rear seat. All safety factors are exceptionally well considered.



Volvo 142/144 cars have dual-circuit brakes. This means that you have about 80 % of full braking effect if one of the circuits should be out of operation.



Outstandingly smart, generously comfortable.

The dashboard has a well padded and energy-absorbing frame. The anti-dazzle rearview mirror collapses under impact. The steering wheel hub is recessed and extra wide. The factory-installed three-point safety belts have easily operated catches and very strong anchorages in the body.

Extremely effective heater and fresh air system with nozzles feeding both the front and rear seats as well as three separate defroster nozzles on the windscreen and two on the rear window.

The rust-proofing is one of the best on the market. Particularly exposed parts of the body are hot-dip galvanized, for example the bottom rails under the doors. These are ventilated the whole time since they are used as ducts in the fresh air system. The underside of the body is also treated with rust-proofing fluid and sealing compound.

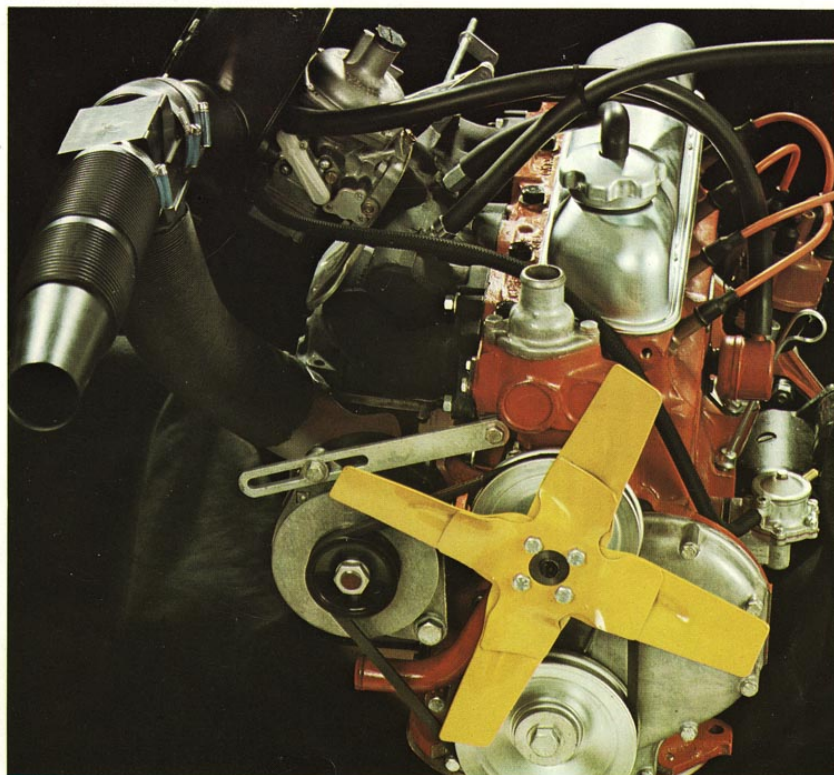
The integral construction safety body has energy-absorbing front and rear sections. Closed section box members enclose all body openings.

The new two-litre B 20 engine is available in two versions with outputs of 90 and 118 b.h.p. SAE. Special design of the induction system provides effective combustion and thus cleaner exhaust gases. At the same time it provides even better fuel economy. A new air cleaner results in lower engine noise (118 b.h.p. engine only).

The cooling fan on the 118 b.h.p. engine has a disengaging device of the fluid type which results in even lower noise level and faster engine warmup.



Easy-to-read gear selector in the case of automatic transmission.



New two-litre B 20 engine with outstandingly good low-revolution performance. Alternative outputs of 90 and 118 b.h.p. SAE.

Specification

ENGINE

Type B 20. Four-cylinder overhead valve engine, five-bearing crankshaft.
Capacity 1.986 litres
Bore 3.500 in. (88.9 mm)
Stroke 3.15 in. (80 mm)
Fitted with exhaust emission control.

90 b.h.p. version

Carburettor Horizontal
Max. output 90 b.h.p. (SAE) at 4800 r.p.m.
Max. torque 119 lb.ft. SAE at 3000 r.p.m.
Compression ratio 8.7:1

118 b.h.p. version

Carburettor Twin horizontal
Max. output 118 b.h.p. SAE at 5800 r.p.m.

Max. torque 123 lb.ft SAE at 3500 r.p.m.
Compression ratio 9.5:1
Fan fitted with fluid slip-type coupling.

COOLING SYSTEM

Sealed. Water cooling with pump and thermostat. Capacity approx. 8.5 litres (15 Imp.pints). Frost resistant.

ELECTRICAL SYSTEM

Starter motor 1 h.p.

CLUTCH

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

GEARBOXES

Four-speed, fully synchronized, floor-mounted gear lever.
Four-speed+overdrive: same gearbox as spe-

cified above plus electrically actuated overdrive operating on 4th speed.

Ratio: 0.797:1

Automatic transmission: fully automatic unit. Selector lever on steering column.

STEERING

Cam and roller type. Left or right-hand drive available. Collapsible steering shaft of safety type. Four turns of steering wheel from lock to lock.

Turning circle diameter:

Between kerbs 30 ft. 4 in.

Between walls 32 ft. 10 in.

BRAKE SYSTEM

Footbrake

Dual-circuit brake system, each circuit acting on both front wheels and one rear wheel. A warning lamp on the dashboard light up should one of the brake circuits not function correctly.

Self-adjusting disc brakes all round with booster. A relief valve in each brake circuit prevents the rear wheels from locking before the front wheels in the case of emergency braking.

Parking brake

Acts mechanically on special brake drums on the rear wheels. Parking brake lever located between driving seat and door. A warning lamp on the dashboard shows when the parking brake is applied.

WHEELS AND TYRES

4½J—15" pressed steel wheels
165S15" 4-ply tyres

BODY

All-welded integral construction steel body with reinforcing profiles round all body openings.

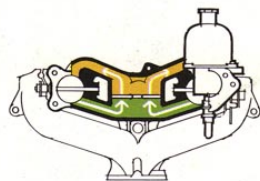
FUEL TANK

Located at rear. Capacity 13½ Imp. gallons.

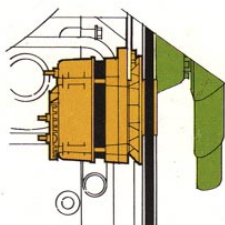
DIMENSIONS AND WEIGHTS

Overall length	182.5"
Overall width	68"
Overall height	144 cm (57")
Ground clearance	7"
Wheelbase	102.5"
Track, front	53"
Track, rear	53"
Kerb weight, approx.	2,540—2,650 lb.
(Depending on type)	

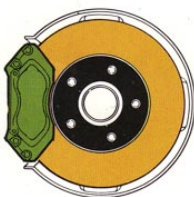
The factory reserves the right to modify design and equipment without previous notice.



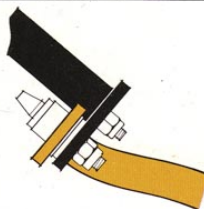
The new B 20 engine is fitted with exhaust emission control.



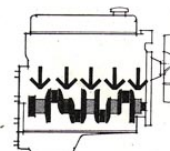
The alternator ensures battery charging even at low engine speed.



Volvo 142/144 cars are fitted with disc brakes on all four wheels.



The steering shaft is of the safety type and collapses should the front end of the car be subjected to deformation.



The B 20 engine crankshaft is carried in five main bearing.