



164





For those who want to travel fast and comfortably. For those who want the very best in styling and safety. The Volvo 164 with a three-litre, six-cylinder engine.
A joy to drive. A pleasure to travel in. A delight to own.







Soft and flexible. Smooth and effortless at all speeds. Typical for the Volvo 164. No matter whether you are driving in a relaxed way to get rid of stress or at mile-eating speed. The car holds the road firmly and safely. The suspension is perfectly balanced. Feel the short and exact gear lever. Notice how quietly and smoothly the gearbox operates. And then the steering—with ratios specially calculated for light and fast movements of the steering wheel. At the same time it is sufficiently direct to give you exactly the right feeling of road contact. Difficult to describe. But very important for people who drive long distances and like driving. Make a braking test—and then accelerate again. You feel

immediate response. The Volvo 164 gives you that confident feeling of always having everything under perfect control—in all situations.



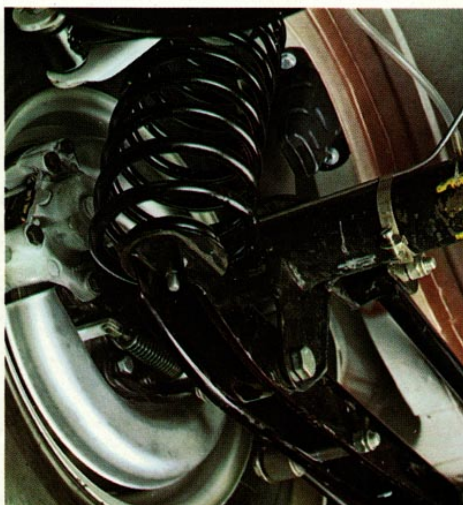
Fan fitted with slip-type coupling

The radiator fan is controlled by means of a viscous type coupling so that fan speed never exceeds about 3,000 r.p.m. Furthermore it decreases both noise level and fuel consumption at the same time as the net output of the engine increases and engine warm-up also occurs more rapidly.



Gear-changing

The Volvo 164 is fitted with a new and specially-designed four-speed gearbox with over-dimensioned synchronization for particularly light and smooth gear-changing. The gearbox operates very quietly. The high engine torque means that the Volvo 164 does not require much gear-changing at all. The Volvo 164 is also available with an automatic transmission.



Rear suspension

The rear suspension includes separate elements for the individual functions. The rear axle is located by underlying support arms. Coil springs are used. Double-acting hydraulic shock absorbers smooth out travel. Torque rods prevent the axle from twisting and a track rod locates it laterally. A completely new wheel bearing system means that the lifetime of the rear axle is increased to some considerable extent as well as its capacity to absorb lateral stresses. The Volvo 164 is the first car in the world to be fitted with the new wheel bearing system.



Disc brakes

Disc brakes all round. Booster. Relief valves which prevent the rear wheels from locking before the front wheels in the case of emergency braking. The Volvo 164 holds a straight course even when the brakes are applied very hard. The unique dual-circuit brake system provides a braking effect of about 80% even with one of the circuits out of operation.

road-holding





Large? The Volvo 164 is really a large car—where it really means something—inside. There is comfortable room for five people. Four sit in luxurious comfort. And it is very easy to get in and out. The doors open to an angle of 80°. Conveniently located courtesy handles. The upper edge of the door opening is very high. Liberally dimensioned roof height—even over the rear seat. These are some of the reasons.

But the generous design is also noticeable elsewhere. One detail: the mileometer. This goes up to 999,999 miles. And it is really needed

because this is a Volvo. All the instruments are easy to read. Perfectly located. There are warning lamps for full headlights, direction indicator flashers, battery charging, oil pressure, handbrake applied and also any possible brake circuit failure. (You notice a brake circuit failure so little in a Volvo 164 that a warning lamp is essential.)



The generously spacious luggage compartment is designed to enable complete utilization of the load volume. Total load volume is no less than 675 litres (400 SAE litres/14 cu. ft.). Automatic lighting. Ideally located spare wheel—easily accessible. Takes up less room.



The seats

These are of the renowned Volvo design which includes an adjustable lumbar support. Adjustment possibilities are practically unlimited. Height of the seat, the inclination of the seat cushion and its fore-and-aft position can be altered. Backrest inclination can be varied infinitely right down to a horizontal position. The lumbar support is controlled by means of a knob. The vertical height of the driving seat can even be adjusted while driving through a convenient control on the front edge of the seat. The hardness of the stuffing has been varied so that different parts of the body are provided with the correct amount of support.



Bench type front seat

The Volvo 164 is also available in the form of a version with a bench front seat in combination with steering column gear shift.

generous

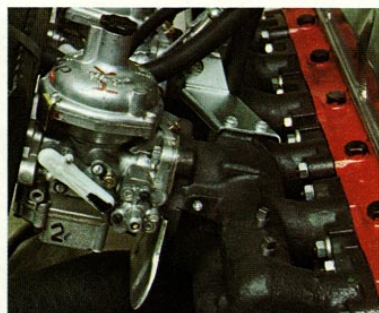


The first time you may be surprised—but only the first time. As a matter of fact you get used to this extremely tight turning circle very quickly. Learn to utilize it for fast manoeuvring in city traffic or other circumstances where extra demands are made on flexible steering.

The Volvo 164 has a turning circle of 31 ft. 6 in. (9.6 m).

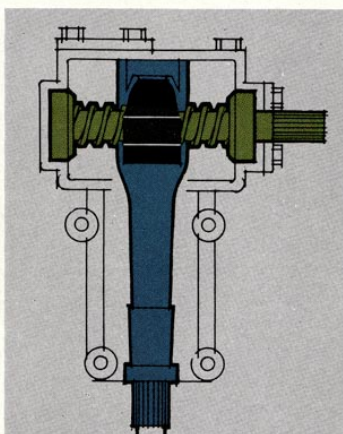
It is powered by an engine that pulls smoothly even at very low engine speed. In short the Volvo 164 is a wonderful car to drive even in dense and troublesome city traffic.

Would you like to have the car even more flexible? This is in point of fact possible. The Volvo 164 is also available with an automatic transmission and with power steering.



Exhaust gas emission control

Standard equipment on the Volvo 164 includes exhaust gas emission control. In combination with positive crankcase ventilation this ensures more effective combustion and cleaner exhaust gases. At the same time it provides the added advantage of even better fuel economy.

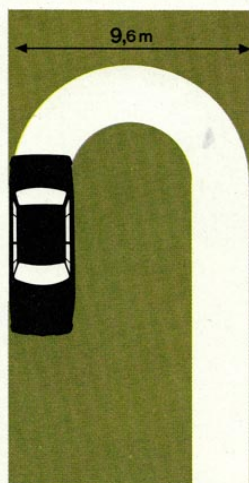


Variable steering ratio

When driving straight ahead without any significant movements of the steering wheel, the steering in a Volvo 164 is exceptionally exact. Towards full lock, however—for example when parking—the steering gear ratio increases gradually to facilitate manoeuvring.

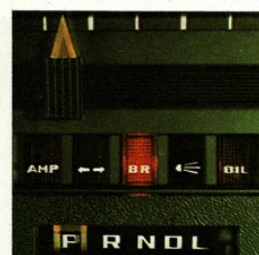
Power steering

The Volvo 164 is also available with power steering, this being in combination with the automatic transmission.



Turning circle

The Volvo 164 has a turning circle of only 31 ft. 6 in. (9.6 m). This is even better than many small cars.



With automatic transmission

City traffic? Stop-and-go driving? The automatic transmission version of the Volvo 164 relieves the driver of all gear-changing and clutch operation work.

flexible

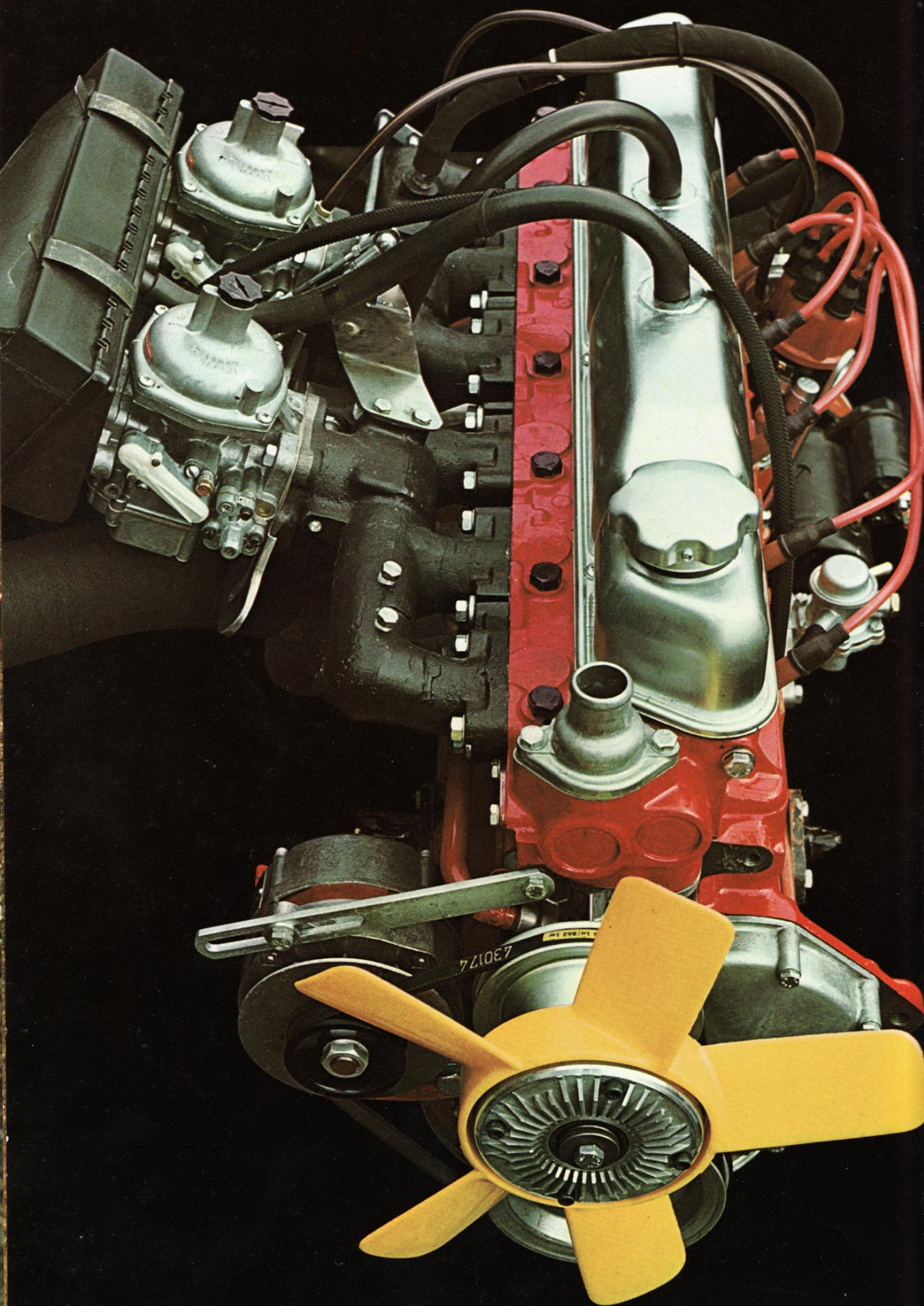




Light. Spacious. Inviting. Large glazed areas. Plenty of room everywhere. Look at the upholstery. Airy and cool during the summer, warm and comfortable during the winter. Relax behind the steering wheel. This is how a correctly designed seat should feel. Dished to support your back. The seat cushion extends forward right to the back of your knees and the backrest also supports your shoulder blades. Fasten your safety belt. Notice how easy it is to reach the handbrake and all



the other controls. Feel the crash padding—in the roof, the dashboard, the rear edge of the seat backrests. Look around. The rearview mirror is fitted with an anti-dazzle device. The glovebox is large, fitted with a lock and has a built-in lighting unit. There are recesses for loudspeakers inside the front doors. There is also a fitted floor carpet. The seat backrests are fitted with large pockets. The rear seat has a folding armrest.



Independent of weather, wind and road surfaces. This applies to all Volvo cars. Particularly to the Volvo 164. You notice it in its superb behaviour on all types of surface. A Volvo has wheels for all types of roads. The heating installation provides a comfortable temperature in the passenger compartment under all conditions. The generous all-round vision through generous glazed areas which are always free from misting. The engine, the power transmission, the electrical system. They are all dimensioned to stand up to a tough climate when it is at its very worst. No matter how long it lasts. From

a long-term viewpoint you will also notice it in the rust-proofing. Reassuring to know. Stimulating to experience. Real independence.



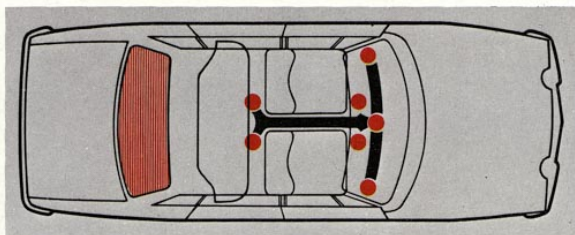
Large wheels

The Volvo 164 has radial ply tyres size 165SR15 on 4½" rims. The large 15" wheels means that you can always get where you are going even on very bad roads. The tyre type fitted is dimensioned for very high speeds.



Rust-proofing

Durable protection. Volvo thoroughness. The complete body is pre-treated with phosphate before being painted. Then immersion in slipper-dip primer. Then the spray application of more primer, undercoating in two stages and then three coats of surface finish. Between the application of the various coats the body is stoved, ground and washed and every particular working operation is followed up by precision control. The result is the durable and attractive lustre and also lasting protection against rust. Particularly exposed sections of the body are also hot-dip galvanized. The trim mouldings and wheel hub caps are made of stainless steel. The bumpers of anodized aluminium.



Heating

Thermostat-controlled. An extremely effective two-speed fan can feed 140 cu.ft. of air per minute (with all the windows closed). The door mouldings are designed to permit air to pass out but not in. Warm air is fed to the windscreen (three nozzles), the front floor, the rear floor. The rear window is heated electrically—this ensures clear vision rearwards all the time. On warm days you admit fresh air through extra ventilation louvres in the sides. Three rotary control units regulate and direct the warm air where you want it. The feed of heat is fast—and generous.

independent

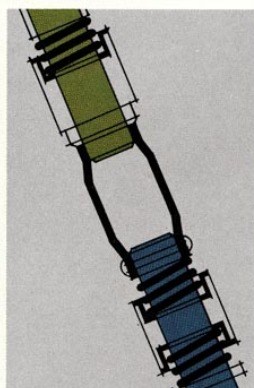


Built with foresight. Designed from the safety viewpoint part by part. The body, for instance. Strong closed profiles and reinforcements with the passenger compartment surrounded by strong members. Roll bars in the roof. Energy-absorbing front and rear ends. Extremely thorough and accurate door installation. Safety latches.

Crash-padded dashboard. Safety designed steering wheel with crash-padded and recessed hub. Safety type steering shaft. Recessed and protected handles and controls on all doors. Soft crash padding in roof. Padded sun vizors. Rearview mirror fitted with anti-dazzle device and collapses under impact. The front seat backrests "give" rearwards if the car should be run into from behind—this decreases the risk of unnecessary whiplash neck injuries. Convenient

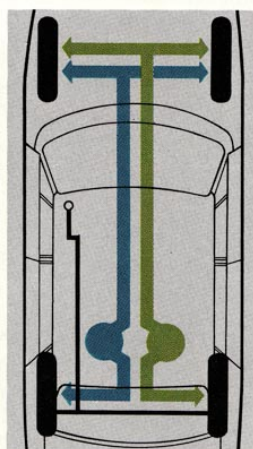
factory-installed safety belts of the three-point type. Belt anchorages on rear seat.

Fast accelerating engine for rapid overtaking. Large, safe 15" wheels. Radial ply tyres. Exceptionally good all-round vision. Windscreen of toughened high impact laminated glass. Electric windscreen washers. Rapid-action defroster—electrically heated rear window. Powerful, self-adjusting disc brakes all round. Advanced dual-circuit brake system. Brake relief valves in lines to rear wheels. Brake booster.



Safety steering shaft

Steering shaft of the telescopic type. Not even marked deformation of the front end can be transmitted to the steering wheel.



Brake system

The system is divided up into two separate circuits. Each circuit includes both front wheels and one rear wheel.

The handbrake operates on its own brake drums on the rear wheels.

The footbrake has a booster which carries out most of the braking work. A relief valve in each of the brake circuits distributes the distribution of braking power so that the rear wheels cannot lock before the front wheels in the case of emergency braking.



Safety belts

Factory-installed three-point safety belts on front seats. Belt anchorages on rear seat. The anchorages are extremely strong and are correctly located anatomically. Belts are also available with automatic roll-up devices.



Safety body

All-welded integral construction steel body made up of large all-pressed sections. Assembled by means of about ten thousand spot welds. (Every spot-weld is powerful enough to carry the entire weight of the body.) Energy-absorbing front and rear ends. Around every opening in the body there are reinforcing members with closed profiles. The roof is also reinforced by means of cross-members.

ready for everything

fast quiet powerful

The new Volvo B 30 engine. Six-cylinder. Displacement of 3 litres. The result of a carefully calculated balance between output, tractive effort, fuel economy, running reliability and lifetime. That is why it has outstanding performance for fast overtaking acceleration and smooth quiet running on long trips. The B 30 engine has a precision balanced and robustly dimensioned crankshaft which is carried in seven main bearings and has an unusually large bearing journal area.

Another factor contributing to the very low level of engine noise is the fact that the air cleaner intake is

located in front of the radiator. There is one common air cleaner for both the carburettors.

The special design of the induction side provides effective combustion and thereby cleaner exhaust gases. A further advantage is even better fuel economy. The electrical system includes an alternator which provides full battery charging even at low engine speed—this means that even more electrical equipment can be used. The engine compartment and the luggage compartment are fitted with automatic lighting units.

Engine

Type B30. Six-cylinder overhead valve engine with seven-bearing crankshaft. Capacity: 2.98 litres Bore: 3.500 litres (88.9 mm) Stroke: 3.15 litres (80.0 mm) Exhaust emission control.

145 b.h.p.

Twin horizontal carburettors Maximum output: 130 b.h.p. DIN at 5000 r.p.m. 145 b.h.p. SAE at 5500 r.p.m. Maximum torque: 152 lb.ft. (21 kgm) DIN at 2500 r.p.m. 163 lb.ft. (22.5 kgm) SAE at 3000 r.p.m. Compression ratio: 9.2:1

Cooling system

Sealed cooling system. Water cooling with pump and thermostat. Capacity 11½ quarts (13 litres). Frost-proofed. Fan with viscous slip-type coupling.

Electrical system

Voltage 12 V Battery capacity 60 amp. hours Alternator, rating 35 A Starter motor output 1 h.p.

Gearbox

Four-speed, fully synchronized with remote control system

Automatic

Fully automatic transmission with part throttle change-down. Gear selector on steering column.

Clutch

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

Rear axle

Final drive of hypoid type Ratio for car fitted with four-speed gearbox 3.73:1 Ratio for car fitted with automatic transmission 3.31:1 Ratio for car fitted with four-speed gearbox + over-drive 3.73:1

Steering system

Cam and roller type. Available with both left and right hand drive. Safety steering shaft of telescopic type. 4.8 turns of steering wheel from left to right lock (3.7 turns of steering wheel from left to right lock when fitted with power steering). Turning circle: 31'6" (9.6 m)

Front suspension

Independent suspension 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. The rear axle is located laterally by means of a rubber-mounted track rod. Coil springs and double-acting hydraulic telescopic shock absorbers.

Brake system

Footbrake. Dual-circuit brake system. Each system includes both front wheels and one rear wheel. Self-adjusting disc brakes on all wheels. Power-assisted system of tandem type. A relief valve in each of the brake circuits prevents the rear wheels

from locking before the front wheels in the case of emergency braking.

Parking brake. Acts mechanically on special drums fitted to rear wheels. The handbrake lever is located between the driving seat and the front door. A warning lamp on the dashboard indicates when the handbrake is applied and also any possible fault in one of the brake circuits.

Wheels and tyres

4½ J-15" pressed steel wheels. Radial ply 165SR15 tyres, suitable for high-speed driving.

Body

All-welded, integral construction steel body. Reinforcing box-section profiles round all body openings. Comprehensive rust-proofing and underbody sealing.

Fuel tank

Located at rear. Capacity 12¾ Imp gallons = 15¼ US gallons (58 litres).

Lighting equipment

Lever under left-hand side of steering wheel for operation of direction indicator flashers, headlight dipping and headlight flasher. The headlights can be adjusted from the engine compartment. Asymmetrical dipped headlight beams. Internal lighting which goes on when either of the front doors is opened. Rheostat-controlled instrument lighting. Glove box lighting. Automatic reversing lights. Lighting units in engine

compartment and luggage compartment. Recesses for two extra headlights.

Heating and ventilation system

Thermostat-controlled heating and ventilation system with large capacity. Quiet-running two-speed fan. Air is fed to both the front and rear seats. Three defroster nozzles for windscreen. Also extra fresh air intakes in sides of body under dashboard. Electrically heated rear window with 75 W and 150 W positions on switch.

Instrumentation

Padded dashboard with strip type speedometer, six-figure mileometer, trip meter, fuel gauge and water temperature gauge. The speedometer is fitted with a movable arrow as a speed limit reminder. Warning lamps for battery charging, oil pressure, full headlights, parking brake and possible brake circuit failure. Visible and audible direction indicator signals.

Miscellaneous equipment

Three-point factory-installed safety belts on front seat. Anchorages for two three-point and one lap belt on rear seat. Leather-vinyl or textile upholstery. Laminated high impact glass in windscreen. Two padded sun visors. Rearview mirror of safety device with manually operated anti-dazzle device. Two-speed electric windscreen wipers with 16" blades. Electric windscreen washers with 2½ pint (1.5 litre) water container. Combined steering wheel

lock and ignition switch. Grab handle and courtesy handles. Cigarette lighter. Ash-trays in dash-board and by rear seat. Mudflaps all round. Tool kit. Jack. Towing fixtures front and rear. Spare wheel. Pockets on rear of front seat backrests. Fitted carpets. Certain models have bench type front seat.

Data

Overall length 185.2" (470.5 cm)
Overall width 68.3" (173.5 cm)
Overall height 56.5" (143.5 cm)
Ground clearance (unladen) 7.1" (18.0 cm)
Wheelbase 106.3" (270.0 cm)
Track, front 53" (135.0 cm)
Track, rear 53" (135.0 cm)
Kerb weight approx. 2840 lb. (1290 kg)
Roof height, front (roof—seat cushion, 6" [15 cm] from seat backrest) 36.2" (92 cm)
Roof height, rear (roof—seat cushion, 6" [15 cm] from seat backrest) 35.0" (89 cm)
Rear seat front edge—front seat backrest max. 14.2" (36 cm) min. 6.7" (17 cm)
Front seat width, shoulder height 56.3" (143 cm)
Front seat width, hip height 56.3" (143 cm)
Rear seat width, shoulder height 56.3" (143 cm)
Rear seat width, hip height 56.3" (143 cm)
The Volvo 164 requires no regular greasing. The factory retains the right to modify design and equipment without previous notice.

VOLVO 164