

VOLVO 164



The Volvo 164.



For people who want more Volvo.

The 164 is unlike any previous Volvo. It's our largest car. Our most powerful car. Our most comfortable car.

It was designed for people who want a car as solid and sensible as a Volvo. Who also want a more elegant Volvo.

This was not an easy thing to do. Because Volvo has long been noted for including as standard the features car buyers want as standard.





Seats fit for a king.... no matter what his size, weight or shape.

Makes no difference. That top grain leather upholstery covers the most versatile and comfortable seats ever designed for a car.

And here's why. In the 164, you can move your seat 11 inches fore and aft with two levers, the second of which also raises or lowers the front of the seat to any of three positions. With another lever you can adjust the backrest to any angle. Including horizontal. And, with a knob on the backrest, adjust the inside tension from firm to soft. *Sports Car Graphic* magazine had this to say about Volvo front seats, "This car was built for people who are not the statistical average, and who want their car to be alterable for their particular body long-or-shortcomings."

Road & Track magazine noted that, "The front seats are not only sumptuously contoured but are adjustable in more ways than any we've ever seen. It seems almost superfluous to add that these seats are comfortable!"

Volvo is also considerate of rear seat passengers who usually have considerable to say about back seats. The 164 will seat three in the back comfortably, two luxuriously. With their own heating outlets, storage pockets, armrests, ashtrays, assist handles and . . . most important . . . legroom. Which isn't borrowed from the front seat passengers. Who have their own. We've also made improvements of another Volvo speciality, heating and ventilation. The Volvo fresh air heating system is thermostatically controlled by three illuminated dashboard discs. They control the temperature and direction of air to the front floor, the rear floor and the windshield. (The rear window is taken care of electrically.)

The two-speed fan will pump 140 cubic feet of air per minute into the Volvo. Getting all that air out of the Volvo is the job of another super efficient system that has an exhausting job to do. It draws the stale inside air outside, under the rear window. As it draws more fresh air inside.

The beefy shift lever gives you an idea of what's underneath, Volvo's strongest four-speed, fully synchronized transmission.



Our optional transmission is more popular than ever. You might say it sells itself automatically.



Volvo 3-point shoulder belts retract automatically, for convenience.



Exclusive lumbar support alters the tension of the backrest, depending on what kind of support you want to give your back.



These dialable discs control the Volvo heating system. They're illuminated so you can see what you're dialing at night.



A funny thing happened on the way down the dragstrip...

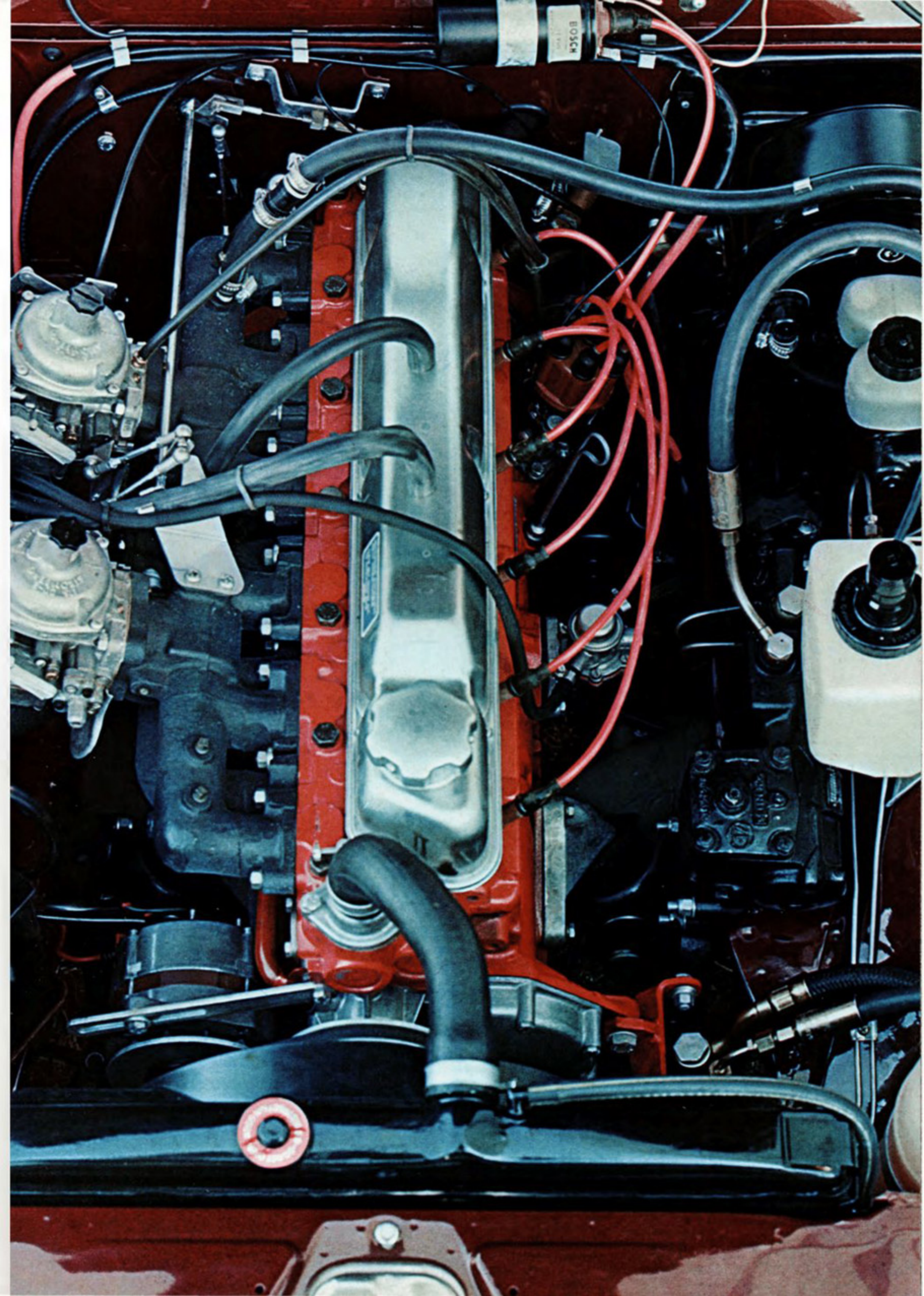
The Volvo 164 wasn't built as a performance car. It just happened that way. Its 3-litre six-cylinder engine is a 50 percent larger than those on other Volvos. We call it the B30. But by American standards it isn't large. And neither is the 145 hp it produces. But performance is based on other factors, the most important of which is getting the power to the rear wheels when it will do the most good. It happens, and not by accident, that the 164 responds in any gear, when you need it. For quick passing. Or, as *Sports Car Graphic* magazine did, turn an impressive 0—60 time of 8.7 seconds.

And, it's efficient. To be perfectly frank the B30 is a direct descendent of those engines in the very first Volvos sold in America. Of course the B30 is more engine. It's smooth running. And quiet. With generous bearing surfaces, a long life valve system and fully machined combustion chambers. On the inside. On the outside there's a preheating system that supplies the engine with air of a constant temperature, about 85°. For smooth running after a cold start.

And for smooth running when warm there are dual tamper proof carburetors specially designed for Volvo's exclusive exhaust emission control system. Which further warms the air and gasoline mixture for better combustion.

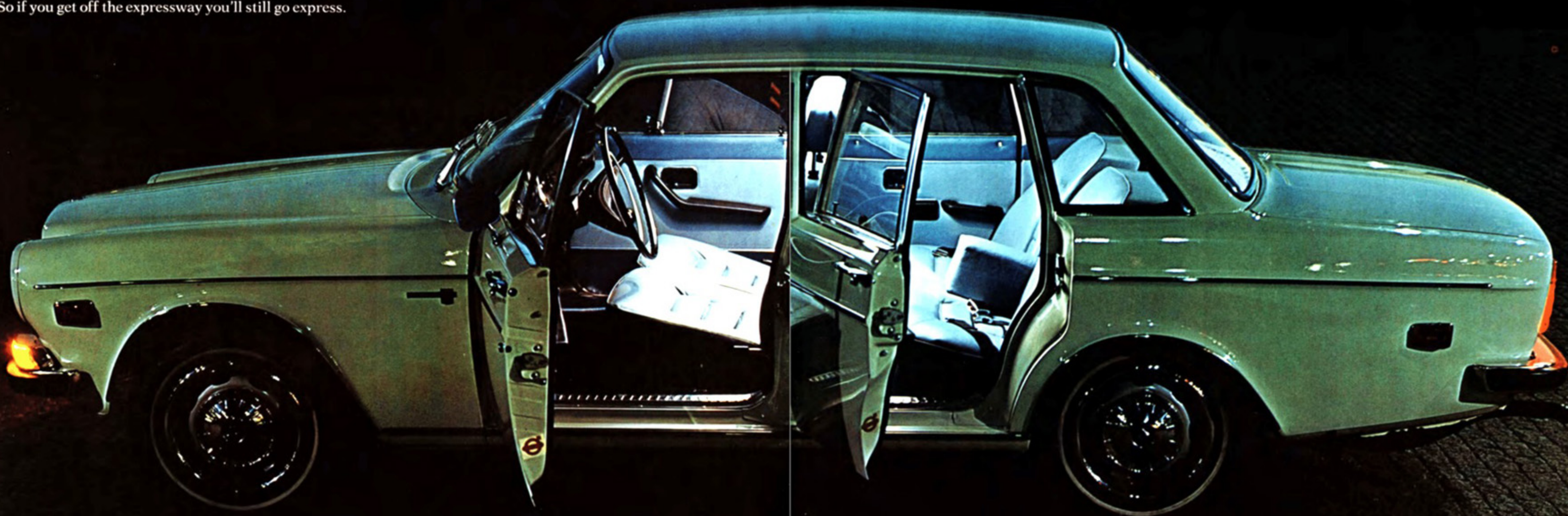
Because the B30 is Volvo's most powerful engine it's matched with Volvo's beefiest gearbox. The M400. With four fully synchronized speeds and a smooth, quick shifting floor lever that takes some of the credit for the 164's fast response.

Or, take our improved optional automatic (and most buyers will) because the 164 is every bit as enjoyable to drive this way. Especially on those occasions when driving isn't enjoyable.



The Volvo 164 is a full sized car without being full sized.

You drive the 164. You don't aim it and pray. Volvo's biggest car is about a foot narrower and about three feet shorter than the smallest Cadillac on the market. So fighting rush hour traffic is no contest. Neither is a rugged back road. Volvo suspensions are proven on the world's worst. Power steering is standard on the 164. It's responsive but not mushy. The 164 plants all four tires firmly on the road to cover lots of ground (while not taking up too much of the road). So if you get off the expressway you'll still go express.





Even our standard equipment isn't standard.

Included in the basic price are a good many features you couldn't get on other cars even by paying extra, but which we won't build a car without.

Like its own garage. Volvos are treated with an extensive and expensive protection of paint six coats thick. A rust-proofing coat. A primer coat. A sealer coat. And three (not just one) color coats.

Or a brake system designed for the worse possible abuse. Disc brakes on all wheels with over 400 square inches of swept surface. For sure-footed stability.

There also are included some features for which you'd expect to pay extra. Power assist for those big disc brakes. Power steering that's designed for men, as well as ladies. Electric rear window defrosting to cure winter icing problems. Tinted glass for year-round comfort. Deep pile carpeting for class, and quiet. A huge trunk for everything.

In addition to leather upholstered, fully adjustable seats, four-speed transmission, factory undercoating, trunk and engine compartment lights, sealed cooling system with anti-freeze, heavy duty alternator and trip mileage counter.

Along with features we're required to have now, but which were included as standard on Volvos before we had to. Adjustable headrests, two-speed windshield wipers and electric washers, backup lights, locking steering column with key alarm, safety dashboard and control knobs, padded full width sun visors, Volvo 3-point safety belts and dual outside rearview mirrors. Just to let you know that when we say standard equipment it's our own standards we mean.

There's also a long list of optional equipment besides our 3-speed automatic transmission. Air conditioning. A full range of radios and tape players. Roof and ski racks.

Information that's more than facts and figures.

Engine

The Volvo B30 engine is a six-cylinder in-line unit, water cooled with overhead valves. It features a seven main bearing steel crankshaft with case hardened bearing journals. Pressure lubrication is supplied by a gear pump through a full flow oil filter.

Bore	3.50 in.
Stroke	3.13 in.
Displacement	182 cu.in.
Maximum output	145 b.h.p. SAE at 5500 r.p.m.
Maximum torque	163 ft.lb. SAE at 3000 r.p.m.
Compression ratio	9.3:1



Fuel is supplied through twin horizontal carburetors adjusted and sealed at the factory for Volvo's "dual-induction" emission control. Induction air is thermostatically controlled to a constant temperature by a preheating system in line with the air cleaner.



Transmissions

The standard four-speed, fully synchronized transmission is fitted with remote linkage and a floor mounted gear shift.

Ratios: 1st	3.14:1
2nd	1.97:1
3rd	1.34:1
4th	1.00:1
Reverse	3.54:1

The optional three-speed automatic has a column mounted shift lever and an illuminated quadrant with standard P-R-N-D-L pattern.

Ratios: 1st	2.39:1
2nd	1.45:1
3rd	1.00:1
Reverse	2.09:1

The mechanically operated clutch is of the diaphragm type. Size: 9 in. Clutch friction area: 72.5 sq.in.

The divided, tubular drive shaft is connected by needle bearing universal joints to a semi-floating rear axle and hypoid type final drive.

Ratios: 3.73:1 (Manual); 3.31:1 (Automatic)

Cooling system

The sealed system holds 12.3 quarts of coolant (50% anti-freeze) and is fitted with a transparent expansion tank.

Electrical system

The 12-volt system includes a 55 A rated alternator and a 60 amp. hr. battery. The starter motor output is 1 hp.

Steering system

The steering is of the recirculating ball-and-nut type with power assist. The safety steering column is sleeved. The number of steering wheel turns lock to lock is 3.7. The turning circle is 31.5 ft.

Suspension

Coil springs and double-acting hydraulic telescoping shock absorbers are fitted on the independent front suspension with unequal length A-arms. The rigid rear axle is carried by longitudinal rubber-mounted control arms and torque rods. The axle is located laterally by means of a rubber-mounted track rod. Coil springs and double-acting telescopic shock absorbers are fitted.



Brake system

Self-adjusting disc brakes are fitted on all four wheels. Tandem type power assist is standard. Each of the "triangle" type dual brake circuits operates on both front wheels and one rear wheel. A relief valve in each of the brake circuits prevents the rear wheels from locking before the front wheels in case of emergency braking.

The parking brake acts mechanically on special drums fitted to the rear wheels. The handbrake lever is conveniently located between the driver's



seat and front door. A dashboard warning light indicates when the handbrake is on and also any possible fault in one of the brake circuits.

Wheels and tires

The 164 is equipped with 6.85x15 white sidewall tires mounted on 4 1/2 Jx15 pressed steel wheels.

Body

The integral, all-welded steel body has reinforced box-section profiles around all body openings. Comprehensive rust-proofing and underbody sealing is standard.



Fuel tank

The 15.5 gallon fuel tank, located at the rear, is equipped with gas evaporation control.

Lighting

Courtesy lights are fitted in the glove compartment, trunk and engine compartment. The interior light also operates by opening either front door. The steering column mounted turn indicator controls the high and low headlight beam. Standard are back-up lights, side marker lights and four-way emergency flashers. The instrument lighting is rheostat controlled.

Heating and ventilation

A two-speed fan is used in conjunction with the thermostatically controlled heating system. Outlets are supplied for the front and rear seats and the windshield. The rear window is heated electrically with 75 W and 150 W positions on the dashboard switch. Additional fresh air intakes are fitted on the body sides under the dashboard. Air extractor vents, to remove stale air and increase ventilation, are located below the rear window.

Instrumentation

A center, ribbon type speedometer is fitted with a movable arrow as a speed limit reminder. The six-digit odometer has a separate trip meter. Gauges are supplied for fuel and water temperature. Warning lights are for alternator charging, oil pressure, high beam headlights, parking brake and brake circuits, and turn signals.



Additional standard equipment

Leather covered, fully reclining seats are equipped in front with automatically retracting 3-point shoulder belts. Front seat headrests are adjustable. Three lap belts are supplied for the rear seat

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which has a folding center armrest, ashtrays and storage pockets on the rear of the front seat backrests. The interior is completely carpeted. All glass is tinted as are the two outside rearview mirrors and the anti-glare inside mirror. There are two padded, hinged sun visors. Electric windshield washers are fitted. The two-speed electric windshield wipers have 16-in. full sweep blades. The ignition switch, with an audible warning buzzer, is combined with a steering wheel lock. Dashboard features include a passenger assist handle, cigarette lighter and center ashtray. Other assist handles are fitted above the front passenger and rear doors. A jack and tool kit are supplied. Towing fixtures are located front and rear.



Dimensions and weights

Overall length	185.6 in.
Overall width	68.3 in.
Overall height	56.7 in.
Ground clearance	7.1 in.
Wheelbase	106.3 in.
Track, front	53.1 in.
Track, rear	53.1 in.
Roof height, front (roof to seat cushion 6 in. from seat backrest)	37.4 in.
Roof height, rear (roof to seat cushion 6 in. from seat backrest)	35.0 in.
Rear seat front edge to front seat backrest max.	14.2 in.
min.	6.7 in.
Front seat width	
Shoulder height	56.3 in.
Hip height	56.3 in.
Rear seat width	
Shoulder height	56.3 in.
Hip height	56.3 in.
Curb weight approx.	2937 lb.

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

