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Information

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MANY NEW FEATURES IN THE SWEDISH-BUILT VOLVO P 1800 S

The elegant Volvo P 1800 sports car is now being assembled at the Volvo factories in Gothenburg. At the same time that the production of this car has been transferred from Great Britain to Sweden, a number of new features have also been introduced. The most important of these is a more powerful engine, synthetic surface finish, new colour schemes and new upholstery. The Volvo P 1800 S, as the Swedish-built version is called, is now ready for delivery.

When Volvo presented this sports car in 1961, the Company did not have sufficient capacity for body manufacture and assembly work at its own factories. This work was therefore contracted out to the British firms, Pressed Steel Co Ltd and Jensen Motors Ltd. Already at that time it was, however, decided that Volvo would transfer this production to Sweden as soon as resources permitted. The increase in production capacity which Volvo Torslanda-verken allows now makes it possible to assemble the car in Gothenburg. The bodies will, however, continue to be supplied by Pressed Steel but will be painted in Gothenburg. The mechanical components - engine, gearbox, rear axle, etc - will continue to be manufactured in Sweden.

More powerful engine

The Volvo P 1800 S has a four-cylinder engine with a robust five-bearing crankshaft and double SU carburettors which make for good economy and performance. In its new version the engine develops 108 h.p. (SAE) at 5,800 r.p.m. The compression ratio has been increased from 9.5 to 10.0 and in addition a new camshaft has been installed giving higher tappet clearances. The camshaft has gently rounded cam profiles giving quiet and even running for the valve mechanism at all speeds. The maximum torque of the engine is 15.2 kpm (110 lb. ft) (SAE) at 4,000 r.p.m.

The increase in output makes for a livelier engine giving first and foremost improved acceleration - an important safety factor in today's intensive traffic. The top speed has also been increased somewhat. The engine is a further development of the well-tested basic type, the B 18. The simple basic construction of this engine permits considerable development - thanks to the five-bearing crankshaft, for example - and has made possible the increase in output without in any way reducing the demand on long engine life.



Many new features in the.....

Synthetic surface finish

The all-welded bodies will continue to be manufactured by one of the leading companies in this field in Great Britain - Pressed Steel Co Ltd - whereas rust-proofing and painting take place at the Volvo factories in Gothenburg. The rust-proofing treatment is by the effective phosphating method then dipping the entire body in primer. The body is then sprayed with three coats of synthetic paint. After each coat the paint is dried in an oven. Other advantages of synthetic painting are that it gives a very hard, resistant, and highly polished surface easy to keep glossy, and that it is considerably more resistant to fading and rust. In other words it assures the body a long length of life.

New colours - new upholstery

The Volvo P 1800 S is available in three colours - white, red and dark grey. The seats have leather upholstery on both cushions and backrests. The red model is equipped with discreet black upholstery while the white and dark grey models have smart red upholstery. The floor is covered by practical red carpeting.

The increase in engine output has involved a corresponding change in the revolution counter graduation. The upper limit has been raised from 6,000 to 6,500 r.p.m. The speedometer has somewhat closer scale markings and is now provided with a special 50 km.p.h. (30 m.p.h.) mark. Among other new features can be mentioned a reserve fuel zone on the fuel gauge and improved illumination for the smaller dials. In addition, the Volvo P 1800 S is fitted with a Swedish exhaust system and has hub caps of the same design as other Volvo cars.

Overdrive

The P 1800 S is supplied with an electrically operated overdrive. When driving on open roads in top gear at unvarying speeds it often happens that only a small part of the engine's tractive effort is utilized. When the power reserve is not needed for acceleration or hill climbing it can with advantage be reduced by means of a separate overdrive. This gives lower engine speed while maintaining the same speed of the car. Fuel consumption is reduced by about 10-15% and engine noise and wear are also lower.

Oil cooler

The P 1800 S will continue to be fitted with an oil cooler as standard. This functions as a heat exchanger between the oil and the radiator water. When the engine is started from



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cold the radiator is heated quicker than the oil. The oil cooler then operates in reverse direction - it heats the oil. When the engine has attained its proper working temperature it can happen that hard driving or warm climatic conditions will cause the oil temperature to rise further. The oil cooler ensures, however, that the oil temperature remains within reasonable limits by the radiator water absorbing some of the heat from the oil.

Precision steering

The P 1800 S has a steering system with outstanding qualities. It is light, accurate, requires few revolutions from lock to lock, and is smooth in operation. The steering gear is of the cam and roller type, an important factor contributing to the good steering characteristics. The car has moreover an exceptionally small turning circle - 9.5 metres (31 ft.). The steering column consists of two parts united by a sound and vibration resistant flange. In the event of a violent collision the steering column breaks, and thus injury to the driver is avoided. The steering wheel is of the safety type.

Safety

The strength of a car body is a safety factor of great importance. Volvo demands of its cars that in an accident they shall be able to withstand being rolled over without being damaged to any significant extent. The deciding factor in this is the strength of the pillars supporting the roof and the profiles surrounding the openings in the body. In the Volvo P 1800 S the windscreen pillars and the body openings have been designed to allow ample vision without in any way reducing the strength of the body.

The P 1800 S, like all Volvo cars, is fitted with safety belts as standard. Another important safety factor is provided by the powerful brakes - disc brakes front and drum brakes rear. The windscreen is of laminated glass, and both instrument panel and sun vizors are padded.

Economical - comfortable

The improved performance characteristics of the car serve to accentuate its qualities as a comfortable, family and long distance touring car, while at the same time making the P 1800 S still more sporty. The Volvo P 1800 S has excellent road-holding characteristics, thanks to its low centre of gravity, robust front suspension, well-designed rear axle suspension and the braced tread tyres. The improvements which have been made have not involved any rise in the price.



VOLVO P 1800 S

Wheelbase: 2450 mm (96 $\frac{1}{2}$ ")
Overall length: 4400 mm (173 $\frac{1}{4}$ ")
Overall width: 1700 mm (67")
Overall height: 1285 mm (50 $\frac{1}{2}$ ")
Width of front seats (at hip level): 1350 mm (53 $\frac{1}{4}$ ")
Width of rear seats (at hip level): 1290 mm (50 $\frac{3}{4}$ ")
Track, front: 1315 mm (51 $\frac{3}{4}$ ")
Track, rear: 1315 mm (51 $\frac{3}{4}$ ")
Ground clearance: 155 mm (6")
Turning circle: 9.5m (approx. 31 ft)
Left lock to right lock: 3 $\frac{1}{4}$ turns of steering wheel
Number of doors: 2
Fuel tank capacity: 45 litres (10 Imp gallons)
Tyres: Braced tread with inner tube, 165mm - 15"
Kerb weight: approx. 1140 kg (2510 lb)
Engine: B 18 B. Four-cylinder, four-stroke petrol engine,
five-bearing crankshaft and cylinders in line.
Bore: 84.14 mm (3.313")
Stroke: 80 mm (3.15")
Capacity: 1778 c.c. (108.5 cu.in.)
Compression ratio: 10.0:1
Max output: 108 hp (SAE) at 5,800 r.p.m.
Max torque: 15.2 kpm (SAE) at 4,000 r.p.m.
110 lb ft (SAE) at 4,000 r.p.m.
Valves; Overhead
Carburettors: Two S U carburettors
Electrical system: 12 V/60 Amp hours
Gear level location: Floor gear change
Rear axle ratio: 4.56:1
Number of gears: 4 + electric overdrive
Synchronization: All gears
Brakes: Hydraulic servo-brakes, disc brakes at front
Suspension: Front: independent suspension with coil springs
and control arms carried in rubber bushings.
Steering knuckles carried in ball joints.
Stabilizer. Double-acting hydraulic shock
absorbers on all four wheels.
Rear: rigid axle suspended by two support arms
carried in rubber, two torque rods, track bar,
coil springs.
Body construction: All-welded integral construction steel
body.
Speed at 1,000 r.p.m. in top gear: 26.0 km.p.h. (16 m.p.h.)