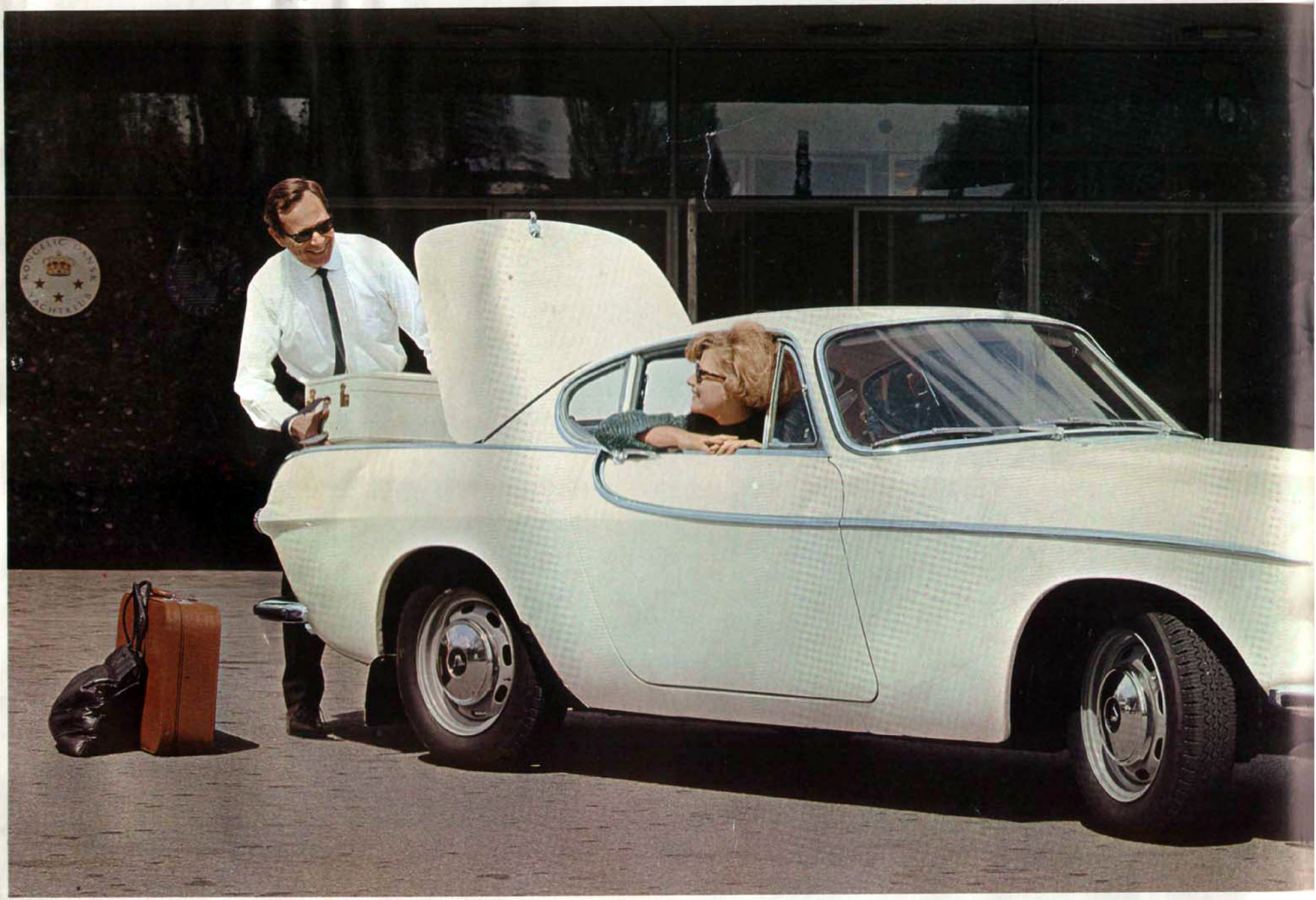
VOLVO 1800 S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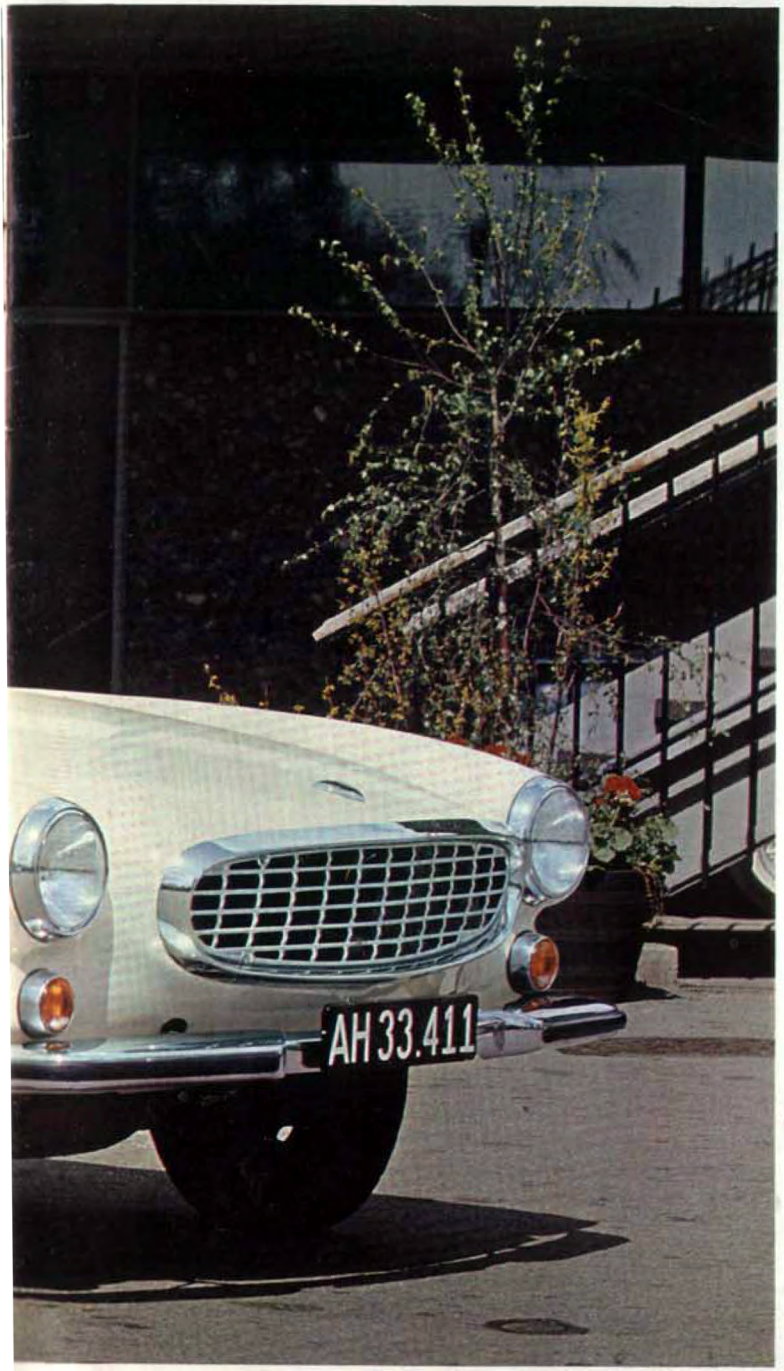


"A very civilized touring car for people who want to travel rapidly in style." (Road & Track Magazine)

We find that the above quotation about the Volvo 1800S says exactly what we want to say—except for one thing. It doesn't say that the car is first and foremost a Volvo. That is, a product of the same attitude toward automobile manufacturing as the other Volvo vehicles. In fact, it is an attitude that Swedish people have about all of their products. We hesitate to use the world "quality" because it is a much abused word. Nonetheless, it is the word that describes a Volvo. And the 1800S is Volvo quality—all the way.

The body style of the 1800S is in the classic Gran Turismo configuration. Two passengers in the front seat enjoying absolute luxury and two passengers in the rear seat who are wondering why you ever bought a fool car like this. The rear seats are called "occasional" seats. This means that on the occasion of a short trip with good friends they are adequate. Folded down they will carry more luggage than most anybody cares to carry.

As for the design of the exterior, we will first grant you our obvious bias and then tell you we think it's the most beautiful car in the world.

Leather. Leather where leather ought to be. That's what Volvo 1800S seats are made of. It smells good, it looks good, it feels good, and it's—well—luxurious.

Even the softness of the seat back is adjustable. With a simple screwdriver adjustment you can make the seat backs harder or softer. Technically it's called an infinitely variable lumbar support. There is a network of india rubber straps stretched on an adjustable frame that twists slightly to increase or decrease the tension in the straps. This changes the hardness or softness of the seat backs. And it's exclusively ours.

All of the ordinary seat adjustments are made in the ordinary way. Back and forth. Up and down. Angle of the seat back. Pitch of the seat itself.

The back of the "occasional" seat drops down to make a luggage compartment. There are heavy straps stowed under the seat cushion that you use to keep your luggage in place. Very continental.

The instrumentation is complete: speedometer, tachometer, odometer, trip mileage counter, oil pressure gauge, oil temperature gauge, water temperature gauge, gas gauge, clock, and turn indicators. The electric overdrive control is mounted on the steering column—like a turn indicator lever. Very convenient.

To cope with Scandinavian winters Volvo has installed more heater than you will probably ever need plus a pair of fresh air vents for summer comfort. Air conditioning is available as a dealer-installed option.

Behind the seats there is an extra occasional seat.

When the backrest is folded down this occasional seat forms a spacious platform for luggage.

Comprehensive instrumentation, arranged for fast and easy reading.

"Fatigue is not one of those things that enter into the picture since this is a vehicle to which one can put 600 or more miles into a day and end up with none of that shoulder ache, voicelessness nor feeling of strain associated with cross-country hauls in lesser machinery." (Sports Car Graphic)

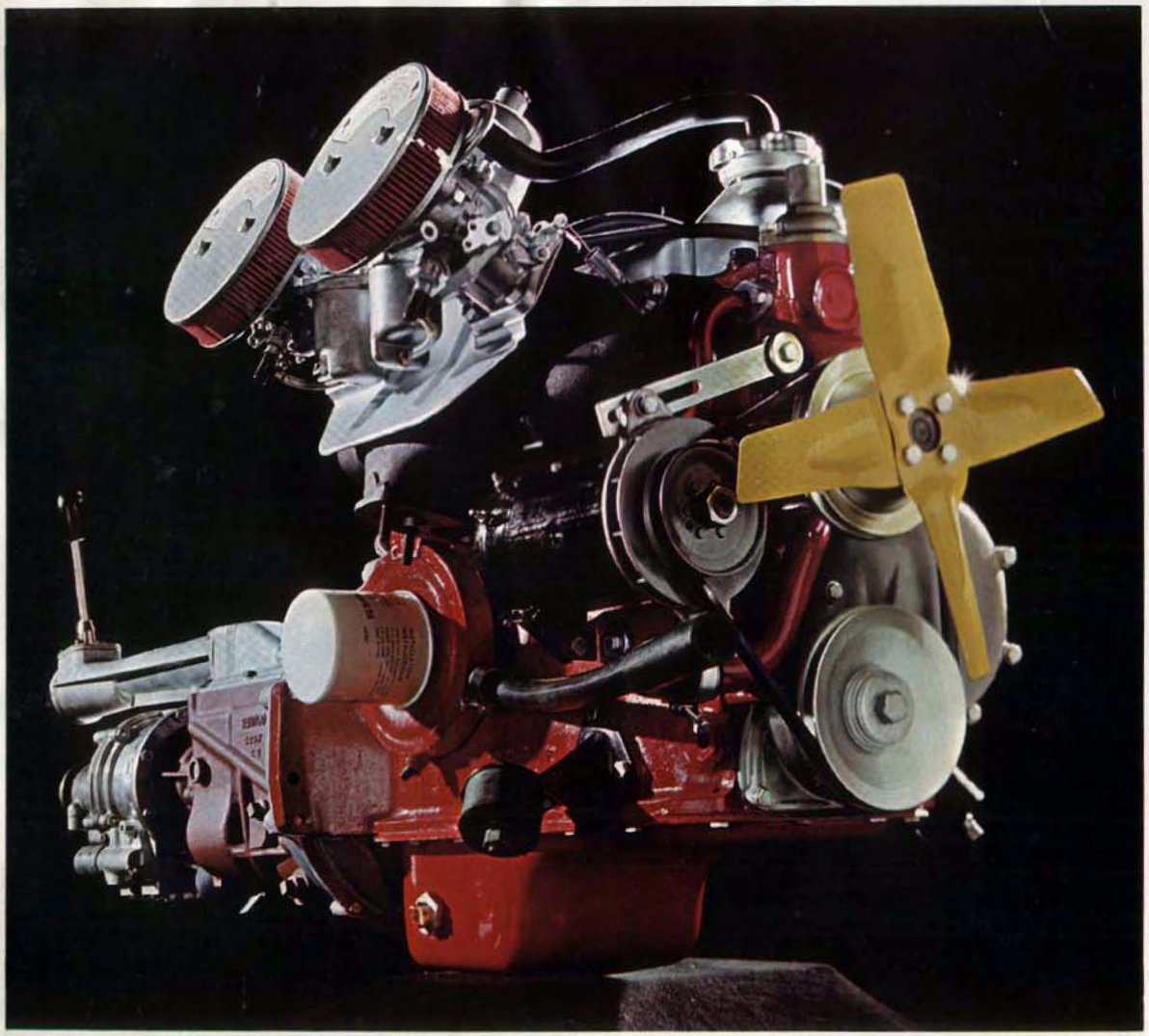
Plenty of room for holiday luggage.

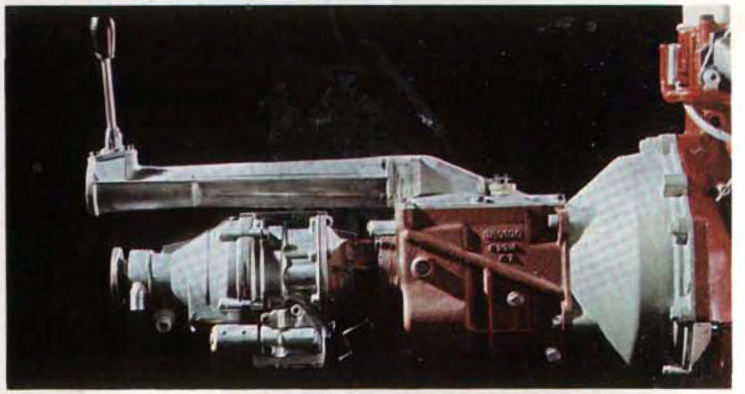
Standard equipment includes three-point safety belts.

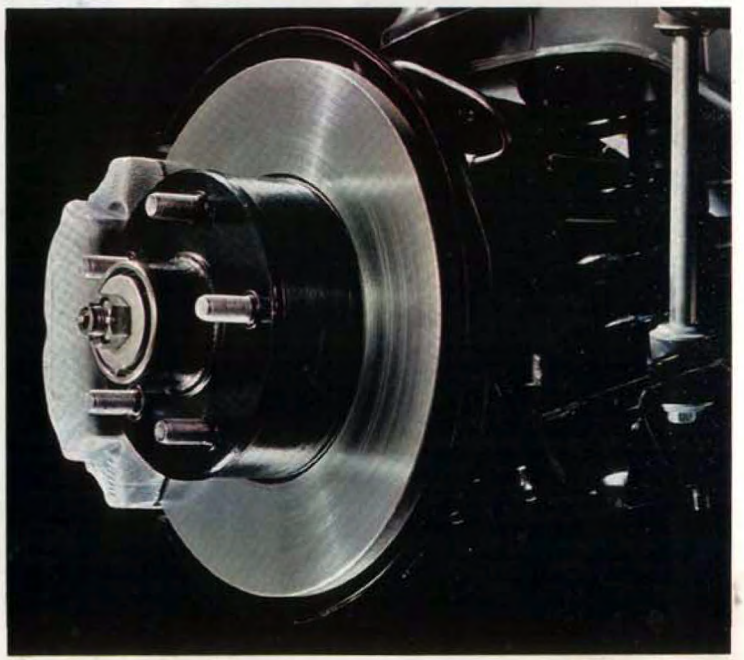
From the illustration on the left it looks as though the guy isn't going to make it putting his golf clubs into that trunk—but he will. If golf isn't your game, that same trunk will carry a three-suiter, a two-suiter, a one-suiter, and an overnight bag—and that's a lot of luggage.

The Volvo three-point seat belt that you see on the pretty lady has been standard equipment on Volvo passenger cars for years. You can put it on and take it off with one hand, and best of all, it is very very effective.

"Project Volvo came off the dynamometer at the Auto-Lite facility after one of the most severe tests we have ever put a project engine through. Perhaps the foremost bit of education we acquired was learning that the Volvo B-18 engine is one of the most, if not THE most reliable, rugged and unbreakable car engine being built today." Sports Car Graphic







115 b.h.p. SAE. Fast and with outstanding performance. Robust and economical.

The engine in the Volvo 1800S is an uncomplicated, tough, four-cylinder engine with 115 S.A.E. horsepower output. The engine has a five-bearing crankshaft, separate induction ports for each cylinder, fully machined combustion chambers, a double exhaust system, a full-flow oil filter, and an oil cooler.

While gasoline economy may not be a factor in your car-buying decision, you will find this engine extremely economical. Over 25 miles to the gallon is not at all unusual.

The four-speed forward transmission (overdrive optional) is synchromeshed in all four gears. The relatively short gear shift throw has well-defined gates. It is very difficult to hurt this transmission.

Disc brakes of course. They are hung on the independent front suspension which is carried in rubber-mounted control rods. The steering spindle is carried in ball joints. A stabilizer bar decreases body roll on curves. The rear axle is fitted with two longitudinal support arms. Two torque rods absorb twisting forces which might have a tendency to influence the rear axle during acceleration and braking. The rear axle is located by means of a track bar.

There are coil springs and telescopic shock-absorbers all around.

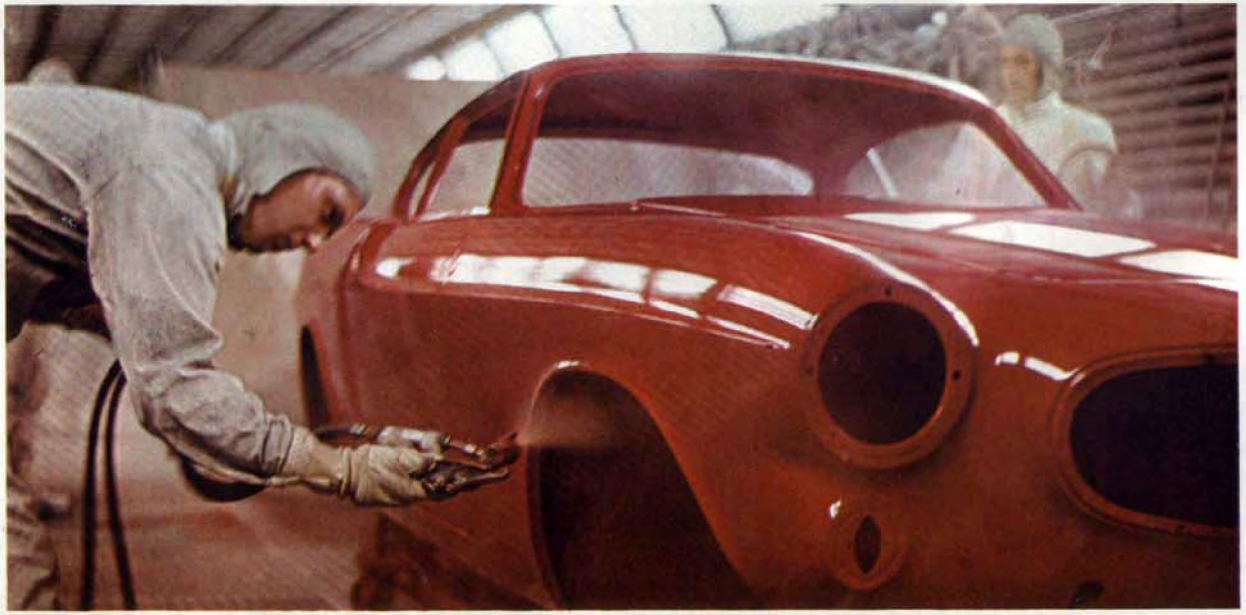
The brakes are power-assisted and have a relief valve in the line to the rear wheels which distributes the axle pressure while the car is being braked. Easy stop, easy go.

VOLVO
MA6005

"The outward appearance of the car expresses in smooth flowing lines the smooth flowing performance of the machine." (Car & Driver)

Integral construction body – one rigid unit for outstanding road-holding and excellent safety.

The 1800 S is treated with underbody sealing before it leaves the factory.



First-class finish – first-class rust-proofing.

Volvo bodies last a very long time because they are especially rigid. They are made rigid by the use of closed-box-type construction around the doors and windows. Instead of a brace in the corners of the body openings, Volvo builds boxes of steel to maintain body integrity. All of the closed sections of the body are rustproofed before welding. All exposed points are treated with weldable body paint, and the welded points are sealed. Between those operations and the final color coat, the body is etched so that the following coats will have a better surface to hang on to. The body is immersed in synthetic primer. Over this is sprayed more primer, then an intermediate coat of paint and then three color coats. Between each operation the bodies are baked in ovens, hand-rubbed and washed thoroughly. Each operation is inspected by pretty Swedish girls who go over the whole body with soft flannel mittens feeling for faults on the smooth surface that even the eye cannot see. Think about that for a while.

Specifications

AB VOLVO
Göteborg — Sweden

Type B 18 B engine

Four-cylinder with overhead valves and five-bearing crankshaft.

Bore	3.313"
Stroke	3.15"
Capacity	108.5 cu.in. (1780 cc)
Compression ratio	10.1:1
Max. output	115 b.h.p. (SAE) at 6,000 r.p.m.
Max. torque	112 lb.ft. (15.5 kgm) (SAE) at 4,000 r.p.m.
Carburetors	Twin horizontal carburetors
Oil filter	Full-flow type
Oil cooler	Heat exchanger Oil/water

Cooling system

Circulation thermostatically controlled.
Oil cooler (see engine).

Battery

Voltage	12 V
Capacity	60 amp./hrs.

Generator

Output	max. 360 W

Starter motor

Output	1 h.p.

Starter switch incorporated in ignition switch. Ignition switch and coil are joined by means of a tamper-proof armored cable.

Clutch

Single dry clutch, hydraulically controlled. Pressure plate with diaphragm spring.

Transmission

Fully synchronized and quiet running. Short floor-mounted gear lever.

Ratios: 1st gear	3.13:1
2nd gear	1.99:1
3rd gear	1.36:1
4th gear	1.00:1
Reverse	3.25:1

Overdrive

Electrically operated. Operates on fourth gear.

Ratio	0.756:1

Rear axle

Hypoid type final drive.

Ratio	4.56:1

Steering gear

Cam and roller type.

Number of steering wheel turns from left lock to right lock	3¼
Turning circle between curbs	29 ft. 10 in.
Turning circle between walls	32 ft. 10 in.

Front wheel suspension

Independent suspension with rubber-mounted control arms and ball joints. Coil springs and stabilizer.

Rear wheel suspension

Rigid rear axle carried on two longitudinal rubber-mounted support arms and two longitudinal rubber-mounted torque arms. Transverse location of axle by means of a track rod. Coil springs.

Shock absorbers

Double-acting, hydraulic, telescopic shock absorbers at front and rear.

Footbrake

Hydraulic brakes with servo-assistance.
Front:
Disc brakes. Splash-protected and self-adjusting.
Rear:
Drum brakes of V-type. Self-centering.

Handbrake

Operates mechanically on the rear wheels. Handbrake lever located between driving seat and door.

Wheels and tires

Pressed steel wheels.

Rim size	4½J×15"

Braced-tread type sports tires (with tubes).

Dimensions	165 mm–15"

Body

Integral, all-welded steel body, completely rust-protected in accordance with the most modern methods.

Fuel tank

Capacity 12 US galls.

Lighting equipment

Flasher type direction indicators front and rear. Stop and tail lights with built-in reflectors. Automatic back-up light. The interior lighting is switched on automatically when either of the doors is opened. Adjustable instrument lighting. Map-reading light.

Instrumentation

Speedometer with odometer and trip meter. Tachometer. Water and oil temperature gauges. Oil pressure gauge. Fuel gauge. Control lights for battery charging. Main beams, direction indicator flashers and overdrive. Clock.

Other equipment

Foot dipper switch. Direction indicator lever with automatic return. Fresh-air heater and defroster. Heating thermostatically controlled. Two-speed ventilation fan. Separate air intakes for ventilation in hot weather. Two-speed electric windshield wipers. Electric windshield washer. Two padded sun visors. Dazzle-free rear view mirror. Accommodation for radio. Map and glove pockets under dash. Grab handle on dash. Cigarette lighter. Ashtray. Tool equipment and jack. Spare wheel.

Seat belts

Three-point seat belts fitted for both seats.

Main dimensions and weight

Wheelbase		96½"
Track, front		51¾"
Track, rear		51¾"
Overall length		173¼"
Overall width		67"
Overall height, unladen		50½"
Ground clearance	approx.	6"
Curb weight	approx.	2,470 lb.

The factory reserves the right to alter the price, design and equipment without previous notification.

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