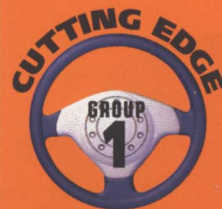




SWEDEN 1998-PRESENT

Volvo S80 T6



NUMBER 67

Long gone are the days when Volvo made boxy tanks. The S80 is as smoothly styled and dynamically competent as the best German cars. In T6 guise, it is performance oriented and remarkably competent.

Produced by
Volvo Car Corporation,
Gothenburg, Sweden



VITAL STATISTICS

Top speed:	150 mph
0-60 mph:	6.7 sec.
Engine type:	In-line six
Displacement:	2,783 cc
Max power:	268 bhp at 5,400 rpm
Max torque:	280 lb-ft at 2,000 rpm
Weight:	3,580 lbs.
Gas mileage:	26 mpg
Price:	\$40,385

European Spec model



"...Is this really a Volvo?"

"Unlike anything that Volvo has ever manufactured in the past, the T6 manages to combine serene refinement with a fabulous engine that delivers an incredible amount of power. However, its elegantly restyled body assures you that it is, after all, still a luxury car. This Swedish fish stays fluid through corners, with excellent grip and cornering ability that surpasses just about every competitor. After a test drive behind the wheel of the S80 T6 you'll have to ask yourself, 'Is this really a Volvo?'"

Dual front and side air bags and WHIPS safety seats are just a few of the S80 T6's safety features.



Volvo S80 T6

Volvo made headlines with the T5 of 1993, but now the T6 takes away its spotlight. The T6 is a very sophisticated and luxurious car with impressive packaging, superior engine and truly involving handling.

Forgiving chassis

Front-wheel drive is rare in cars of this class. The Volvo's chassis is unquestionably one of the most forgiving in the world.

Aerodynamic shape

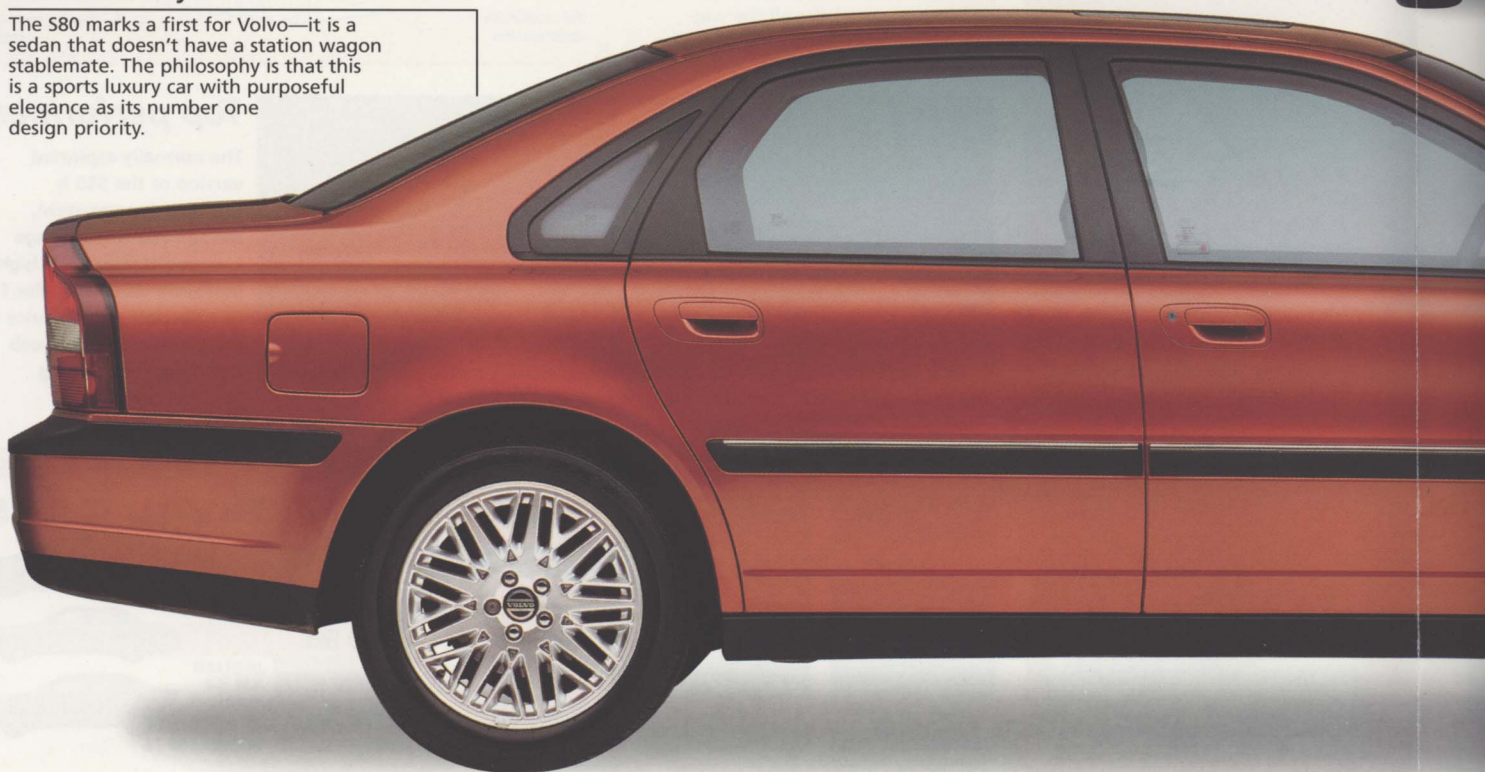
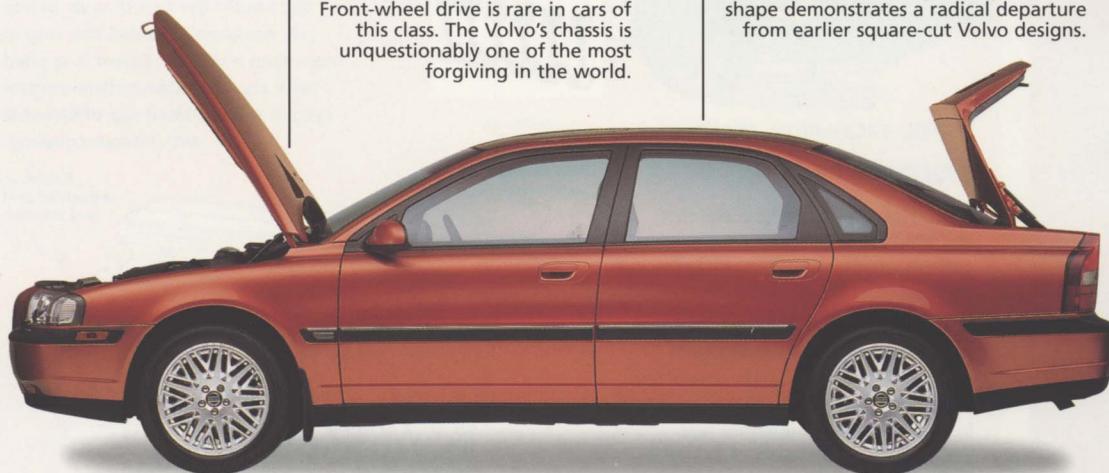
With a drag coefficient of merely 0.28, the S80 is particularly aerodynamic. Its shape demonstrates a radical departure from earlier square-cut Volvo designs.

Safety first

As with all Volvos, the S80 retains a great deal of safety features. Dual front and side air bags, side impact inflatable curtain, WHIPS safety seats, anti-lock brakes and stability and traction control are all standard items.

Sedan form only

The S80 marks a first for Volvo—it is a sedan that doesn't have a station wagon stablemate. The philosophy is that this is a sports luxury car with purposeful elegance as its number one design priority.



Milestones

1993 A hybrid powertrain concept car is shown by Volvo. Its styling gives a strong hint of the new executive sedan to succeed the S90/V90 range. It even has a pop-up navigation computer in the dashboard—a feature that will be seen in the production S80.



The new S80 has replaced the previous top-of-the-line Volvo—the S90/V90 range.

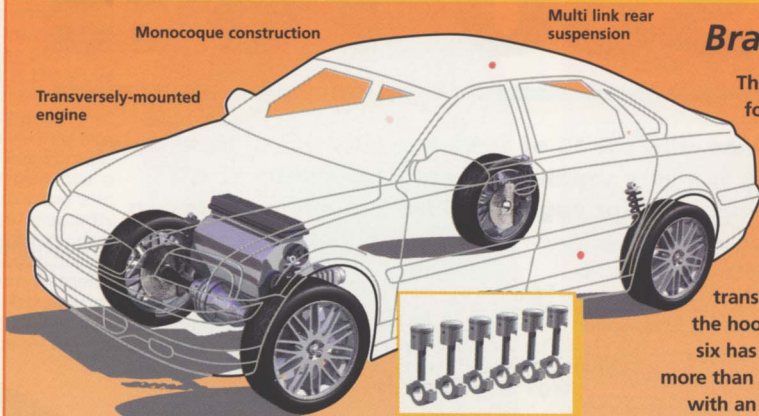
1998 The S80 is launched. The new-from-the-ground-up executive sedan has a range of five-cylinder engines, a 2.5-liter turbodiesel, a T6 2.8-liter six-cylinder or a 2.9-liter six cylinder.



Volvo's first move toward curvier styling was the handsome C70 coupe.

1999 The S80 becomes a more common sight on the roads. It is seen as a viable alternative to competitors from BMW, Jaguar and Mercedes-Benz.

UNDER THE SKIN



THE POWER PACK

Transverse six

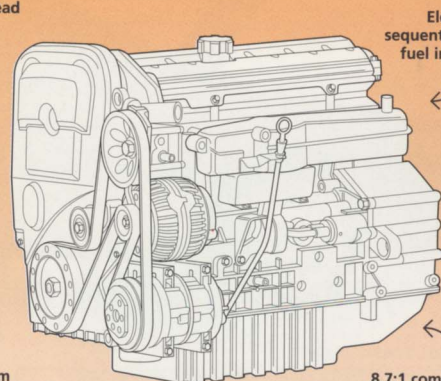
Volvo claims that the T6 is the first modern era car to have a transverse six-cylinder engine mounted alongside the transmission. It is a 2.8-liter straight-six unit with two Garrett turbochargers. Its block and head are made from aluminum, and it has twin overhead camshafts, four valves per cylinder and Bosch multipoint sequential fuel injection. In other words, it is a state-of-the-art engine, with 268 bhp of power and an impressive 280 lb-ft of torque available all the way from 2,000 to 5,000 rpm.



In-line six

Twin overhead camshafts

All-aluminum construction



Electronic sequential port fuel injection

8.7:1 compression ratio

Brave new world

The S80 represents a big step forward for Volvo, elevating it into the engineering realm of Mercedes and BMW. The T6 sticks with front-wheel drive but manages to package its six-cylinder engine and transmission transversely under the hood—the first time an in-line six has been mounted this way in more than a decade. Power is applied with an adjustable traction control system and a limited-slip differential with viscous coupling.



The twin-turbo T6 is unmistakably the pick of the S80 class.

Top performer

The normally aspirated version of the S80 is thoroughly competent, but the star of the range is unquestionably the high-performance six-cylinder T6. Its effortless performance is complemented by superb handling, roadholding and ride comfort.

NOSE TO NOSE

BMW 528i • Jaguar XJ8 3.2 • Volvo S80 T6

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
142 mph	6.8 sec.	193 bhp	3,373 lbs.	BMW 528i 
134 mph	7.6 sec.	240 bhp	3,748 lbs.	JAGUAR XJ8 3.2 
150 mph*	6.7 sec.	268 bhp	3,580 lbs.	VOLVO S80 T6 

*Electrically limited

VALUE GUIDE

ORIGINAL PRICE

1998 \$40,385

PRODUCTION TOTAL

Still in production

Volvo goes from strength to strength with each new model.