

NEW 760 WITH INDEPENDENT REAR SUSPENSION AND 16-VALVE 740 GLT
- NEW ITEMS IN THE 1988 MODEL RANGE

A wider model range with new sophisticated technology, and continued development of quality and safety -this is the 1988 model range from the Volvo Car Corporation in a nutshell. The product programme covers attractive alternatives for car buyers in the family, sports and prestige segments.

The new 760 and 740 GLT are the major new products.

Volvo presented the new 760 last autumn. It is more or less a completely new car, with over 2,000 new components. The exterior, interior and chassis have all undergone major changes.

The exterior is new from the windscreen forwards. The rounded front, the bonnet swept up towards the windscreen and the new design of the grille and headlamps give the car a completely new face. New aluminium alloy wheels and chrome trim on the body reinforce the impression of newness.

Improved comfort with Multi-link

The major new features on the Volvo 760 are to be found underneath. The new independent rear wheel suspension, Multi-link, increases ride comfort without sacrificing the good dynamic safety properties which have always been the hallmark of the live axle.

The lower unsprung weight allows softer springing and less damping. The vehicle is kept level even when loaded, thanks to the automatic levelling.

The volume of the fuel tank has been increased to 80 litres, and ABS brakes are standard.

The estate version, however, is not equipped with Multi-link, since Volvo wishes to give continued priority to good load-carrying capacity.

New Interior

The car has also undergone major changes on the inside, with an entirely new instrument panel as the major feature. A new adjustable steering wheel, asymmetrical placing of the handbrake lever and glove compartment lock, together with new and improved controls, contribute to a more comfortable and efficient driver environment.

The steering wheel lock and key are of a new type, and the steering wheel hub is fitted with slip coupling, which makes theft even more difficult.

The newly-designed central console contains the fully automatic new microprocessor-controlled climate unit, Electronic Climate Control.

On the audio side the loudspeakers have been given new and better positioning. And the Volvo 760 can be equipped with the radio system of the future - Radio Data System.

The interior of the new 760 is characterized by new textiled panels and a number of new colours.

The Volvo 760 is manufactured only in Volvo's Kalmar Plant.

High-level equipment

The Volvo 780 has also been equipped with Multi-link and electronic climate control. A change which underlines Volvo's ambition to give the 760 and 780 an extremely high level of equipment in their standard versions.

The Volvo 240 and 740 have not been changed on the outside, with the exception of two new colours - dark blue and dark grey metallic.

All versions of the 740 Series, including the Estate, can now be equipped with non-locking brakes (ABS).

The introduction of the new 740 GLT extends the wide choice of models offered both in the 200 and in the 700 Series.

VOLVO 760 - SOPHISTICATED TECHNOLOGY, TOP-QUALITY COMFORT AND SOFTER LINES

A completely new car with a highly personal profile. The 1988 Volvo 760 is a study in sophisticated technology and top-quality comfort.

The major new features include a softening of the lines at the front of the body, individual rear wheel suspension and changes in the interior.

Volvo has placed a great deal of emphasis on increasing the level of comfort in order to meet the requirements of buyers in the prestige segment. Sunroof, electric window lifts, electrically operated rear mirrors, central locking and a fully automatic climate unit are all standard.

The new 760 also contains a development of Volvo's traditional values of quality and safety. Non-locking brakes - ABS - are, for example, standard on all models.

A New Face

The exterior is new from the windscreen forwards. The rounded front, the sweeping bonnet and the new design of the grill and headlamps give the car a completely new face.

The bonnet has been swept up towards the windscreen and the windscreen wipers are half hidden when not in use. The bonnet is now made of aluminium and is 50 per cent lighter than a corresponding bonnet of sheet metal.

The bonnet hides Volvo's modern V6 engine with electronic injection, microprocessor-controlled ignition and active knock control. The new 760 is also available with a four-cylinder 2.3 litre turbo or a six-cylinder turbo-diesel, both with intercoolers.

The auxiliary lamps have been moved up from the spoiler to the headlamps, which means that they are better protected and also that they are cleaned by the headlamp wipers. The styling of the bumper has been changed to integrate it with the front end. The bumper is partially in matching colours, while the spoiler is always dark grey.

The new aluminium alloy wheels and chrome trim on the body reinforce the impression of a new appearance.

Independent rear-wheel suspension for increased comfort

The major new technical feature is the new independent rear-wheel suspension, Multi-link. This design solution gives increased comfort without sacrificing the safety and road-holding characteristics of the live rear axle.

Volvo's Multi-link has upper and lower link arms on each side, forward-pointing support arms and track rods. The link arms are anchored in a rear-axle member, in which the final drive is also mounted with bushings for isolation. The rear-axle member is in its turn mounted in the body with a further four bushings for isolation. This means that the entire suspension is simple to assemble and dismantle.

The rear axle also provides protection in a rear-end collision and the new larger fuel tank (80 litres) is mounted in a well-protected position ahead of the rear axle.

The weight of the moving parts in Volvo's Multi-link is low. The final drive, the rear part of the camshaft and the inner part of the driveshaft do not join in the movement of the wheels. Parts of the weight are moved from the wheel suspension to the section which is anchored to the body. This means lower unsprung weight, which is one of the basic prerequisites of improved ride comfort, since this makes it possible to use softer springing and less damping.

Automatic levelling

The vehicle is kept level even when loaded thanks to automatic levelling. The rear wheels are always at perpendicular to the road surface even when heavily loaded. Thanks to the automatic levelling, the full capacity of the tyres is utilized, which contributes to the good road-holding properties.

Multi-link retains the good road-holding properties of the live rear axle. The geometry has been designed so that tracking variation, as in the live rear axle, is negligible.

The somewhat higher weight of the new design in combination with the larger fuel tank has increased the overall weight of the rear end by 65 kilos. This gives the new 760 considerably better accessibility and traction on winter road surfaces.

The estate version is not fitted with Multi-link since Volvo has chosen to give priority to retaining the excellent load carrying capacity of the five-door cars.

Softer lines on the instrument panel

The interior of the new 760 has also changed, with a newly designed instrument panel as the main element. The instruments are in a more rounded setting, the controls are new and improved and both the glove compartment lock and the hand brake lever are placed asymmetrically, closer to the driver.

The steering wheel is adjustable to three positions. Airbag is standard in the USA and available as an option on left-hand drive cars in Europe. There is a new type of steering wheel lock and key, and the steering wheel hub is equipped with a slip coupling in order to make theft more difficult.

The instrument panel shell is made of injection moulded plastic for reduced weight and improved isolation against noise from the engine compartment.

New climate unit

Electronic Climate Control, ECC, is standard in the new 760s. The microprocessor-controlled climate unit is fully automatic. Double sensors make temperature regulation more efficient. Wider nozzles and air channels give ECC a maximum capacity of 140 litres of air per second. The windscreen defroster has been moved closer to the windscreen in order to function more efficiently. ECC can also be operated manually if desired.

The newly-designed central console is angled towards the driver and can also be fitted with the radio system of the future - Radio Data System. The loudspeakers are also placed in new and better positions: the treble and mid-register speakers on the topside of the instrument panel are supplemented with bass speakers in the door.

Produced in Kalmar only

The interior of the new 760 matches the high standard of the car as a whole. All the panels except the door panels are covered with colour-matched textiles. High-quality plush is standard and leather is available as an option.

The Volvo 760 is manufactured only at the Volvo Kalmar plant. The plant's concentration on one product ensures that extremely high standards of quality can be maintained.

The 1988 Volvo 760 is the result of the Volvo Car Corporation's ongoing development and is steeped in Volvo's ambition to offer its customers a safe, comfortable and well-equipped quality vehicle.