



**VOLVO**  
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EVOCATIVE - VOLVO 780 by Bertone

Volvo has blended the Italian design talent of Bertone with the quality, dependability and performance of the 700 Series to create the new Volvo 780. Powered by a newly developed even-firing 2.8 liter V-6 engine, the 780 features a sumptuous leather interior, moon roof and a host of power features. Also standard are Volvo's four-wheel power assisted disc brakes with Anti-lock Braking System, Supplementary Restraint System, and state-of-the-art audio equipment.

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### Elegance and Style by the Wagonmaster

In years past, most wagons represented a compromise. No one even dared to mention the words "elegance" or "style" when describing one. Then came the Volvo 760 Turbo Wagon, the definitive wagon which combines quiet comfort, performance, handling, elegance and value. Standard power assisted features include sunroof, dual color-keyed mirrors, windows, driver's side seat, steering and four-wheel disc brakes. Also standard are Volvo's 2.3 liter turbocharged and intercooled four-cylinder engine and four-speed automatic transmission.



### Distinctive Style and a Timeless Elegance: The Volvo 760 Sedan

The most prestigious sedan in Volvo's model line is the 760 GLE. It combines the luxuries of leather faced seats, automatic climate control, power sunroof and a superb audio system with the traditional Volvo virtues of quality, safety, durability and value. New features for 1987 are A.B.S. braking, a driver's-side Supplementary Restraint System (after March 1987), and a newly developed 2.8 liter even-firing V-6 engine. Also available is Volvo's race proven 2.3 liter turbocharged intercooled four-cylinder engine. Both power plants come with a four-speed automatic transmission as standard equipment.



### The Volvo 740 Turbo Wagon - High Flying Performance

The Volvo 740 Turbo Wagon has been universally hailed as the ultimate sports wagon. It delivers uncompromising performance with its race proven 2.3 liter turbo intercooled engine and precise handling without sacrificing the other traditional Volvo virtues of quality, durability, safety and value. With room for five adults, or with rear seats folded, 75 cubic feet of available luggage space, many people find the 740 Turbo Wagon surprising. Just ask the competition.

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### The Volvo 740 Turbo Wagons Take On the Competition

When Overton AutoSport showed up at the first race of the Sports Car Club of America's U.S. Endurance Cup Series with their Volvo 740 Turbo Station Wagon, the competition was skeptical. But after the first few races, the powers that be changed their tune. Its speed, agility and durability shocked the establishment. The Overton AutoSport Volvos were a force to be reckoned with. The vehicles, though modified to accept required safety equipment, are the same showroom stock vehicles available through local Volvo dealers.



### The Volvo 740 Turbo - Performance Is In Its Blood

Thirty years ago, almost as soon as they appeared on these shores, people began racing volvos. The 444 may have been the world's first true "sports sedan." That winning tradition is alive and well today in the potent 740 Turbo sedan. Powered by Volvo's race-proven 2.3 liter turbocharged, intercooled four-cylinder engine, the 140 Turbo offers dazzling performance without sacrificing Volvo's other luxuries: quality, dependability, safety and value. Standard are power windows, four-wheel power assisted disc brakes, sun roof, AM-FM stereo cassette. Optional are a four-speed automatic transmission and A.B.S. braking.



### The Volvo 740 - An Automotive Success Story

In the three years since its introduction, the 740 Series has become the most successful new model Volvo has ever introduced. It offers a long list of standard features which includes power windows, sunroof, orthopedically designed front bucket seats, power assisted steering and four-wheel disc brakes, the ON CALL Road Assistance Plan, and much more. The 740 is powered by Volvo's rugged 2.3 liter fuel injected four-cylinder engine coupled to either a four-speed manual transmission with overdrive or four-speed automatic. (P7-7)





The 240 GL - More popular than ever

Since its introduction in 1980, the 240 GL has enjoyed an ever increasing level of popularity among those buyers who seek an artful blend of performance, comfort, luxury and value. Standard for 1987, along with a 2.3 liter fuel-injected engine, are light alloy wheels, power assisted rack and pinion steering, four-wheel power assisted disc brakes, air conditioning, power windows and door locks, tinted glass, an eight-year limited corrosion warranty, and the ON CALL Road Assistance Plan. The Volvo GL is available in four-door and station wagon body styles.

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### The Volvo Theory of Evolution -- 240 Style

While other manufacturers invest heavily in electronic gimmickry, tape stripes and sales incentives, Volvo continues to invest in the ongoing development of the 240 DL. New for 1987 are a five-speed manual gearbox, a larger alternator and an eight-year corrosion protection limited warranty. Not new are such standard Volvo value features as air conditioning, power assisted steering, tinted glass, four-wheel power assisted brakes, the ON CALL Road Assistance Plan and much more.

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# **VOLVO** NEWS & INFORMATION

Contact: Bob Austin  
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For Immediate Release

## VOLVO 1987: ROLLING ON SUCCESSFULLY

ROCKLEIGH, N.J. -- Never leaving well enough alone is a way of life at Volvo. Nineteen eighty-six was the most successful year in the company's 30 year history in the United States, and for 1987 they are adding another new model. More prestigious than any model presently sold, the 780 Coupe will be Volvo's first entry in the personal luxury car market.

According to Joseph L. Nicolato, president of Volvo Cars of North America, the time is right for the effort. Volvo has, over the years, established an almost legendary reputation for durability, reliability, safety and comfort. Nicolato feels these qualities will be just as valued in the luxury market segment as they are in the family segment where Volvo has traditionally operated.

"Successful automobiles in the luxury car segment have to exhibit style, grace, and quality," stated Mr. Nicolato. "The 780 Coupe offers not only these, but the other Volvo values which have proved so popular over the years."

Volvo is justifiably proud of its newest offering. The 780 is the product of a collaboration between the famous Italian design house of Nuccio Bertone and the unrelenting engineering team from Volvo in Sweden. Its heritage is obvious in its carefully sculpted lines and aggressive stance. The 780 is best characterized as a Grand Touring (GT) car in the classic European tradition.

Handsome, competent and reliable, the 780 is a serious contender in the heavy-weight segment of the luxury car market. Power is supplied by a new even-firing light alloy V-6 engine driving through a four-speed automatic transmission. As you would expect, such features as automatic climate control, power moon roof, power seat, and a state-of-the-art stereo are all standard.

Volvo's concern for safety is apparent in the Anti-lock Braking System, standard on the 780, and in the Supplemental Restraint System which consists of a driver's side inflatable restraint and an anti-submarining knee bolster. Both front seat belts also are equipped with automatic pre-tensioners to help limit body movement in the event of impact.

While the 780 will steal the thunder for the new model year, the 760 and 740 lines are not to be ignored. The new even-firing V-6 will be available in 760 sedans as will anti-lock brakes. After March, production 760 sedans and wagons will have the Supplemental Restraint System as standard. The 740 Series, cars which have enjoyed spectacular sales increases since their introduction in 1985, will be available with the Supplemental Restraint System and anti-lock brakes (sedans only) after March.

Volvo's famous 2.3 liter turbocharged and intercooled four-cylinder engine has been even further refined with the addition of a water-cooled turbocharger. Available in both 740 and 760 sedans and wagon, this rugged high output engine has helped establish Volvo as a solid competitor in the European performance car market. In fact, installed in the nimble 740 Turbo Wagon, it literally established the performance station wagon market. So strong is the performance of this car that it has raced competitively across the country in the Sports Car Club of America's Showroom Stock Endurance Series.

For the past several years auto industry "experts" have annually forecast the passing of Volvo's venerable 240 Series. Volvo buyers disagree and the company has assured them the 240 will continue to be produced as long as demand exists. Last year Volvo introduced a more aerodynamic front end on 240 DL and GL models. For 1981 a new lightweight five-speed manual transmission has been installed in DL models. Even the most basic Volvo DL features four-wheel power disc brakes, power assisted rack and pinion steering, air conditioning, and orthopedically designed front bucket seats as standard. After years of refinements, the 240 is as ready as ever to meet the competition.

Last year Volvo introduced a unique roadside assistance plan, ON CALL. Standard with all new Volvos, ON CALL offers a single toll-free number for emergency help 24 hours a day, 365 days a year. In combination with its 36-month Unlimited Mileage New Car Limited Warranty, Volvo believes it offers one of the most comprehensive customer security packages in the industry. For 1987, Volvo has raised the ante even further by extending its corrosion warranty to 96 months.

We have worked hard to win Volvo customers," Mr. Nicolato stated. "We are dedicated to working even harder to meet their high expectations." As people mature, their requirements for an automobile change, explained Mr. Nicolato. "The purpose of the exclusive 780 is to meet the demands for luxury, style and comfort present Volvo owners are likely to look for in their next car. This will allow Volvo customers to stay in the Volvo family even longer."



# **VOLVO** NEWS & INFORMATION

Contact: Bob Austin  
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For Immediate Release

THE 780 COUPE BY BERTONE IS THE FLAGSHIP OF VOLVO'S 1987 FLEET

ROCKLEIGH, N.J. -- Volvo has christened a new flagship for its 1987 model line, the 780 Coupe, designed and built by Carrozzeria Bertone of Turin, Italy. This new limited production personal luxury coupe sets the tone and pace for Volvo's stylish 1987 model line.

The 780 represents a masterful blending of Italian design and luxury with the traditional Volvo virtues of quality, durability, safety and comfort. It is the latest in a long line of classic designs penned by the legendary Nuccio Bertone, whose career spans more than 35 years. With fluid lines, a provocative stance, and sumptuous interior appointments, the 780 is truly a study in understated elegance. Though it shares the mechanical platform with the 740 and 760, the 780 has no common exterior panels. Its most stunning visual element is its unique and graceful roof line.

But the big news on the 780 is not limited to its skin. It sports a fine leather interior with accents of genuine elm burl. Standard features include: electrically adjustable front seats, an electric moon roof, and a high tech AM/FM stereo cassette sound center with a seven-band electronic equalizer and four speakers. Also standard are a sophisticated automatic climate control system, cruise control, power windows, central locking system, plush floor mats, automatic transmission, remote trunk and fuel door releases, and distinctive 15-spoke alloy wheels.

On the technical side, the 780 leads the way on several fronts. It is powered by an even-firing version of Volvo's 2.8 liter V-6 engine, which has been completely re-engineered for 1981. Though it shares its internal and external dimensions with its predecessor, the B280F is totally new in character. Horsepower is now 145 and vibration is virtually nonexistent. An offset pin crankshaft, Bosch EZ-K ignition and LH Lambda fuel injection systems combine to produce a power plant of superior smoothness and tractability. An Anti-lock Braking System (A.B.S.) is also standard on the 780 Coupe as is Volvo's Supplemental Restraint System (S.R.S.).

The benefits of these new technical features are felt throughout the 700 Series range. The 760 GLE sedan will again have a choice of power plants for 1981: the turbocharged and intercooled 2.3 liter four-cylinder B230FT or the B280F high tech V-6 that powers the 780. Automatic transmission is available with either engine in the 760. Volvo's smooth shifting four-speed manual with electric overdrive is available only on the turbocharged models.

The interior of the 760 continues the luxurious theme set by the 780 Coupe, offering leather upholstery on Volvo's famous orthopedically designed front bucket seats, as well as its contoured rear seat designed to seat three adults in comfort. In the best Volvo tradition, attention to detail is reflected in the convenient placement of all operating controls. The instrument panel does not concede to the present digital fad, instead offering large, easy-to-read analog gauges.

The instrument panel is joined by the console which is angled toward the driver for easy access to the automatic climate control and the 760's impressive audio system. This custom audio package includes an AM/FM stereo cassette receiver, seven-band graphic equalizer, four speakers and a power antenna as standard equipment.

The 760, which is available as either a four-door sedan or wagon, is complete in just about every detail. Among its other standard features are power windows, cruise control, central locking system, and plush floor mats. An Anti-lock Braking System will be standard equipment on all four-door models after January 1, 1987. A driver's side Supplemental Restraint System, consisting of an inflatable restraint and knee bolster, will be standard after March production.

Next in Volvo's product lineup is the 740 Turbo. Available as either a four-door sedan or as a wagon, this car has proved its point to enthusiasts worldwide. While other manufacturers talk performance, Volvo delivers. Powered by a 160 HP turbocharged, intercooled 2.3 liter, four-cylinder engine, the 740 can easily produce 0-60 times in the eight-second range. Michelin 195/60R15 radial tires, combined with a performance tuned suspension system and Volvo's famous four-wheel disc brakes, assure drivers that the 740 Turbo not only goes. ..but turns, stops and rides like a state-of-the-art performance vehicle.

The 740 Turbo's "cockpit" offers the driver and passengers both performance and luxury. The leather trimmed velour seats offer excellent lateral support, while maintaining their orthopedically adjustable features. A fully instrumented dashboard and a small diameter steering wheel highlight the car's sporting flair and excitement. Unlike some performance sedans, there are no compromises with the 740 Turbo. Drivers will not have to accept a bone-jarring ride in order to achieve competent handling. Nor will they have to sacrifice any of the other Volvo strengths -- quality, dependability or safety -- in the name of performance. The race-proven 740 Turbo is the epitome of uncompromising all-around performance. Standard features include power assisted rack and pinion steering, air conditioning, AM/FM stereo cassette, floor mats, and five-spoke alloy wheels.

Since its introduction in 1985, the Volvo 740 GLE has become the most popular member of the 700 Series family. It combines the bold lines, the solid construction, and the interior comforts of the 760 with the economy of a 2.3 liter, four-cylinder fuel injected power plant. Teamed with either a four-speed overdrive automatic transmission or a four-speed manual gearbox with overdrive, the 740 GLE delivers good fuel economy with plenty of performance. The value the 740 GLE offers is evident in its list of standard features: power assisted rack and pinion steering and four-wheel disc brakes, sun roof, air conditioning, power windows, central door locks, front seat heaters, AM/FM stereo cassette sound system, and floor mats.

The tried and true 240 Series is the foundation on which Volvo's 1987 lineup is built. Since their introduction in 1975, the 240 Series sedans and wagons have been continuously developed and refined, evolving into two models, the 240 DL and the 240 GL. Though mechanically similar, each offers its own distinctive level of trim. Under the hood, they are both powered by the same engine that powers the 740 GLE. Coupled to either Volvo's new five-speed manual gearbox or the four-speed overdrive automatic, the rugged 2.3 liter, fuel injected four-cylinder engine again delivers good economy with surprising performance.

Both 240s come with power assisted rack and pinion steering and four-wheel power assisted disc brakes, air conditioning, tinted glass, full carpeting, central locking system, two-speed wipers with intermittent position, dual remote adjustable outside mirrors, and premium steel belted radial tires. The GL model also features rich looking 25-spoke alloy wheels, sun roof, power windows, and leather upholstery, which is standard on the wagon and optional on the four-door sedan.

There are certain features that are standard to all volvos: Volvo's customer protection plan. All volvos are covered by a three-year unlimited mileage, limited new car warranty for defects in materials and workmanship. This coverage also takes care of those "adjustments" that most other manufacturers exclude. The 1987 volvos are also covered by a 96-month limited corrosion protection warranty, and a five-year limited seat belt warranty. Every buyer of a new Volvo, whether the basic 240 DL or the exclusive 780 Coupe, receives the protection and security of ON CALL, the most comprehensive road assistance plan in automotive history. ON CALL provides a toll-free, one-call method for securing help 24 hours a day, 365 days a year.

With Volvo's time-honored commitment to product quality, and its dedication to customer satisfaction, it may be said the the most important piece of standard equipment on every Volvo is the name Volvo!



# **VOLVO** NEWS & INFORMATION

Contact: Bob Austin  
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For Immediate Release

## THE VOLVO 780 COUPE - CAN YOU WAIT FOR ONE?

ROCKLEIGH, N.J. -- If it's true that good things are worth waiting for, then the new volvo 780 Coupe will be a truly great automobile. An exclusive limited production model, the sleek two-door 780 Coupe will be the flagship of volvo's 1981 fleet. If this sounds like the volvo you have been waiting for, you will have to be patient until after the New Year when deliveries are scheduled to begin.

Waiting for a new car is difficult, especially if it is a Grand Touring car in the best European tradition. A unique machine that combines the elegant design sense of Italy's Nuccio Bertone with the demanding product quality standards of volvo, the 180 is a car for people who want to go from point "A" to point "B" in style, comfort, and safety.

The appearance of the 780 is striking. Its stance is aggressive, its lines characteristically volvo yet somewhat softer in their execution. The overall crispness of volvo 740s and 760s is evident, but the rakish roof line and fine greenhouse detail set the 780 apart. Virtually every exterior panel is unique to this model. Even such details as the bumpers, front spoilers, lights and wheels have been designed especially for the 780. The effect is fresh, integrated, and very sophisticated. It is destined to be a tribute to the quality of cooperation between the Bertone and volvo design teams.

The beauty of the new Coupe is more than skin deep. Opening the wide door reveals a sumptuous leather upholstered interior. The deeply contoured front bucket seats are both power operated and automatically move to permit easy entrance and exit for rear seat passengers. The rear seat passengers are also cradled in contoured leather with plenty of knee and head room. Interior trim detail is of the highest quality as you would expect in a European personal luxury car. Elm burl accents the dash and door panels. A full complement of instruments, power moon roof, climate control and a spectacular high tech audio system keep 180 passengers in the style to which they have become accustomed.

Mechanically, the 780 is all first cabin. Power is provided by a 145 HP, 2.8 liter even-firing V-6 engine. Smooth and quiet, this re-engineered V-6 delivers excellent performance in combination with a four-speed automatic transmission. Suspension chores are handled by a specially tuned version of Volvo's MacPherson strut front suspension and unique constant track rear axle. Handling is crisp and accurate thanks to power assisted rack and pinion steering. Careful matching of components has retained ride quality without sacrificing performance.

Safety, always a Volvo core value, has also been given great attention. The 780 will have an Anti-lock Braking System as standard equipment as well as the Supplemental Restraint System. Volvo's S.R.S. consists of a driver's side inflatable cushion and knee bolster. Yet another safety feature is the seat belt pre-tension system. Triggered by the same impact sensor which operates the S.R.S., a gas-driven device on each front seat belt eliminates slack at the moment of impact, helping reduce the movement of occupants in an accident situation. Of course, the all welded unitbody of the 780 includes Volvo's front and rear energy absorbing crumple zones and a roll-cage like passenger compartment.

If this sounds like the car for the man who has everything, you are right. Volvo has spared no effort to produce a car which can successfully compete with the finest offerings from Europe and Detroit. It is sure to appeal to America's most discerning car buyers. But, they will have to have the patience to wait for what Volvo promises will be a very good thing.

# VOLVO NEWS & INFORMATION

Contact: Bob Austin  
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For Immediate Release

## VOLVO'S NEWEST V-6 FEATURES SILKY PERFORMANCE AND POWER

ROCKLEIGH, N.J. -- In the 12 years since its introduction, Volvo has sold more than 245,000 V-6 engines throughout the world in its top-of-the-line models. The latest version of this power plant, the B280F, will be standard equipment on all 780 Coupes and 760 GLE Sedans for 1981. It is the smoothest and most powerful engine in this design family.

When it was first introduced in 1975, the 2.6 liter B26, as it was called, heralded a new era for Volvo: it was the first V-6 overhead cam power plant Volvo had ever used. The intervening years brought about a multitude of design and detail refinements, and an increase in displacement to 2.8 liters, making it one of the most sophisticated V-6 engines in mass production today.

Though similar in external appearance to the previous V-6 of this family, the B280F shares few parts with its predecessors. The most important feature of this engine is its new even-firing crankshaft. The offset crank pins virtually eliminate the vibration which is normally associated with 90° V-6 engines. This design enables the B280F to operate smoothly throughout its operating range, especially at idle where these characteristic vibrations are most discernible.

Other important features are:

- Higher compression ratio (9.5:1 as opposed to 8.8:1) for better engine efficiency, power, torque and fuel economy
- New Ricardo designed cylinder heads for better intake flow characteristics and efficient combustion

- Larger intake\* and. exhaust valves for high volumetric efficiency yielding increased power and torque
- Advanced camshaft timing to increase torque at low RPMs.
- Increased spark plug intrusion into combustion chambers for better combustion and smoother running
- Improved cooling system including larger fan, higher capacity radiator, and standard oil cooler with thermostatic control
- Advanced LH-Lambda fuel system for state-of-the-art in multipoint electronic fuel injection. Delivers superior performance, economy and smoothness.
- EZ-K Ignition system delivers 40,000 volts of spark, with electronically controlled timing and knock-sensing, giving better performance and economy

This engine is manufactured to Volvo's specifications by Societe Franco-Suedois de Moteurs - PRV, a company jointly owned by Volvo, Peugeot and Renault. The B280FS is another powerful example of Volvo's philosophy of constant design refinement through product evolution.



# VOLVO

# NEWS & INFORMATION

Contact: Bob Austin  
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For Immediate Release

## VOLVO 1987 TECH & SPEC

ROCKLEIGH, N.J. -- The following pages contain technical information about Volvo's 1987 models designed for the U.S. market. The information is accurate as of September 18, 1986. However, the manufacturer reserves the right to alter specifications at any time without notice.

### New Model:

- **7 80 Coupe.** An exclusive, limited production model designed and built by Bertone of Turin, Italy to exacting Volvo standards. This new personal luxury coupe is the flagship of the Volvo line for 1987. Available for sale after January 1987.

### New Technical Features:

- **Revised 2.8 liter V-6 engine.** The B280F features light alloy construction, with even-firing crankshaft and LH Lambda electronic fuel injection. Smoother and more powerful, it shares few parts with the earlier V-6 of similar displacement. Standard on all 780 Coupes and 760 GLE sedans.
- **Five-speed manual gearbox.** Standard equipment on all 240 DL Series vehicles. Featuring a compact, lightweight design with an overdrive fifth gear, this gearbox is designed and built by Volvo.
- **Anti-lock Braking System.** The Bosch-designed A.B.S. is standard equipment on the 780 Coupe and the 760 four-door sedan and optional on the 740 four-door sedan. (Installation in the 740 GLE requires the use of 15" wheels and 185/65R15 tires.)

- Supplemental Restraint System (S.R.S.). This package consists of a driver's side inflatable cushion and knee bolster. It is standard equipment on the 180 Coupe, all 760 Series models (produced after March 1981), and optional on 740 Series models (produced after March 1987).
- Automatic Seat Belt Pre-tensioners. The system senses rapid deceleration and automatically "pre-snugs" the driver and front seat passenger seat belts for added protection. It is standard equipment on the 780 Coupe.
- Water-cooled Turbocharger. All turbochargers installed on B230FT engines will have a water-cooled internal bearing assembly. This feature can help increase turbocharger life when combined with proper care and maintenance.

#### New Consumer Protection Features

- ON CALL(sm). This is the road assistance package every other manufacturer is talking about. Introduced in May of 1986, this plan offers 24-hour-a-day, 365-day-a-year assistance anywhere in the United States. Other benefits include: trip interruption protection, 24-hour travel services, map routing, and more. ON CALL is standard with all 1987 Volvos.
- Ninety-six month Corrosion Protection Limited Warranty. Volvo warrants that all 1987 Volvos will remain free of the following conditions which result from defects in design, material or workmanship under normal operating conditions. (Note: Owners should examine their warranty booklets for items listed under "what is not warranted.")
  1. Surface corrosion for a period of 36 months
  2. Body section perforation for a period of 60 months
  3. Structural damage due to rust/corrosion for a period of 96 months

### Changes and Specifications by Model:

#### \* 780 Coupe by Bertone

- New 2.8 liter even-firing light alloy V-6 engine (B280F)
- Distinct two-door coupe body style not shared with any other Volvo
- Four-speed automatic with overdrive
- Six-way power front seats, driver and passenger
- Power moon roof with sliding sun shade
- New "TD-6146" AM/FM tuner/cassette deck with a 1-band electronic equalizer and four speakers
- Anti-lock Braking System (A.B.S.)
- Automatic front seat belt pre-tensioners
- Supplemental Restraint System (includes: driver's side inflatable cushion and knee bar)
- Distinctive 15-spoke styled light alloy wheels
- 96-month Corrosion Protection Limited Warranty

#### \* 760 GLE & Turbo

- New 2.8 liter even-firing light alloy V-6 engine (B280F)
- Water-cooled turbocharger on all Turbo models
- Anti-lock Braking System on four-door models
- Driver's side Supplemental Restraint System (S.R.S.) (Includes driver's side inflatable cushion and knee bolster; after March 1981)
- Laminated rear window (four-door only)
- New "TD-6141" AM/FM tuner/cassette deck with new 1-band equalizer and four speakers
- 96-month Corrosion Protection Limited Warranty

\* 740 GLE & Turbo

- Water-cooled turbocharger on all Turbo models
- Anti-lock Braking System option on all four-door models (after January 1, 1981)
- Driver's side Supplemental Restraint System (S.R.S.) (Includes driver's side inflatable cushion and knee bolster; after March 1987)
- Padded head restraints, front and rear
- Laminated rear window (four-door only)
- New "TD-6141" AM/FM tuner/cassette deck
- 96-month Corrosion Protection Limited Warranty

\* 240 DL & GL:

- New five-speed manual gear box (240 DL)
- Removable fold down rear seat cushion which increases load length to a maximum of 88-1/2" (225 cm) in all 240 wagons
- 96-month Corrosion Protection Limited Warranty

VOLVO  
1987 PASSENGER CAR ENGINES

	B-230F Gas	B-230FT Gas	B-280F Gas*
Type	In-line 4-cylinder SOHC	In-line 4-cylinder SOHC; water-cooled Turbo with Inter-cooler	Even-firing V-6; SOHC per bank; 90° between banks
HP (SAE Net)	114 @ 5400	160 @ 5300	145 @ 5100
Torque	136 @ 2750	187 @ 2900	173 @ 3750
Cylinder Block	Cast iron	Cast iron	Aluminum
Cylinder Head	Aluminum	Aluminum	Aluminum
Bore & Stroke (mm)	96/80	96/80	91/73
Displacement (cc)	2316 (141 cu.in.)	2316 (141 cu.in.)	2849 (173 cu.in.)
Compression Ratio	9.8:1	8.7:1	9.5:1
Ignition	Breakerless, solid state	Breakerless, solid state	Breakerless, solid state
Fuel Injection	LH Lambda (Electronic)	LH Lambda (Electronic)	LH Lambda (Electronic)
Main Bearings	5 Shell type	5 Shell type	4 Shell type
Valve Operation	Overhead cam direct acting	Overhead cam, direct acting	Overhead cam, and rocker arms
Battery/Alternator	60 AMP hr/ 80 AMP (240) 55/80 (740)	55 AMP hr/ 100 AMP	55 AMP hr/ 100 AMP (760) 66/100 (780)
Crankcase Capacity (Incl.Filter/U.S. Qts.)	4.7	4.7	6.8
Fuel Tank Capacity (U.S. Gals.)	15.8	15.8	15.8

\* Manufactured by Societe Franco-Suedois de Moteurs-PRV, a company owned jointly by Volvo, Peugeot, and Renault.

Note: All gasoline engines are designed to use regular unleaded gas with an octane rating of  $87(R+M)/2$  or 91 RON.



VOLVO 1987  
CHASSIS AND MECHANICAL SPECIFICATIONS

	240 Sedans & Wagons	740 - 760 Sedans & Wagons - 780 Coupe
Body/Chassis	Welded all steel unitbody with roll cage type design	Welded all steel unitbody with roll cage type design
Steering	Power assisted rack and pinion; steering ratio 17.3:1; Turns lock to lock: 3.5	Power assisted rack and pinion; steering ratio 16.9:1; Turns lock to lock: 3.5
Drive shaft	Two piece, matched and balanced	Two piece, matched and balanced
Rear axle	Hypoid	Hypoid
Front suspension	MacPherson strut with eccentrically mounted coil spring and stabilizer bar	MacPherson strut with eccentrically mounted coil spring and stabilizer bar
Rear suspension	Four-link, live axle, Panhard rod, coil springs and stabilizer bar	Constant track linkage consisting of: live axle, axle, two trailing arms, wishbone sub-frame, Panhard rod, coil springs and stabilizer bar (sedans only)
Brake System	Four-wheel disc with stepped bore master cylinder; 15.75/22.3 mm and vacuum assist; two triangular split circuits each operating two front and one rear wheel	Four-wheel disc with vacuum assist  <u>Wagons &amp; 740:</u> Two triangular split circuits each operating two front and one rear wheel; stepped bore master cylinder with vacuum assist. <u>780 &amp; 760 equipped with A.B.S.:</u> Bosch Anti-lock Brake System with electronic sensors at two front wheels and rear differential housing; separate front and rear brake circuits. (Optional on 740 sedans)
Front	Vented discs, 263 mm x 24 mm, fixed calipers;	Vented discs, 262 mm x 22 mm, sliding calipers
Rear	Solid discs,, 281 mm x 9.6 mm, fixed calipers; drum type parking brake mechanically operated	Vented discs, 281 mm x 9.6 mm, fixed calipers; drum type parking brake mechanically operated
Swept area	398 sq. in.	421. sq. in.
Towing capacity	3,300 lbs.	3,300 lbs.

1987 VOLVO PASSENGER CARS  
TRANSMISSIONS AND REAR AXLES

Model/Transmission	Forward Speed	Gear Ratios	Final Drive Ratio
240 DL Automatic: AW-70	Four	2.45/1.45/1.0/0.69	3.73:1
Manual: M-47	Five	4.03/2.16/1.37/1.0/0.82	3.31:1
240 GL Automatic: AW-70	Four	2.45/1.45/1.0/0.69	3.73:1
740 GLE Automatic: ZF-22L*+	Four	2.48/1.48/1.0/0.73	3.91:1
Automatic: AW70L*++	Four	2.45/1.45/1.0/0.69	3.91:1
Manual: M-46	Four + OD	4.03/2.16/1.37/1.0/0.80	3.31:1
740 Turbo			
Automatic: AW-71	Four	2.45/1.45/1.0/0.69	3.73:1
Manual: M-46	Four + OD	4.03/2.16/1.37/1.0/0.80	3.54:1
760 GLE V-6			
Automatic AW-71	Four	2.45/1.45/1.0/0.69	3.54:1
760 Turbo			
Automatic AW-71	Four	2.45/1.45/1.0/0.69	3.73:1
780 Coupe V-6			
Automatic: AW-71	Four	2.45/1.45/1.0/0.69	3.73:1

\* - With lockup torque converter  
+ - Sedan only  
++ - Wagon only

VOLVO 1987  
EQUIPMENT BY MODEL AND BODY STYLE.

MODEL	ENGINE	TRANSMISSION	TIRES	WHEELS	SHOCKS FRONT/REAR	SWAY BARS FRONT/REAR	SUNROOF
240 DL 4 dr & 5 dr	B-230F	M-47 AW-70 Opt.	185/70R14 (sedans) 185R14 (wagons)	5.5 x 14 Steel	Hydraulic/ Hydraulic	19/19 mm (sedans) 19/16 mm (wagons)	Not Available
240 GL 4 dr & 5 dr	B-230F	AW-70	185/70R14 (sedans) 185R14	5.5 x 14 25-spoke alloy	Hydraulic/ Hydraulic	19/19 mm (sedans) 19/16 mm (wagons)	Standard (sedans) Not available (wagons)
740 GLE 4 dr & 5 dr	B230F	M-46 ZF-22L Opt.* AW-70L Opt.**	185/70R14+	5.5 x 14 aero-styled alloy	Gas/Gas	19/16 mm 21 mm Front on wagons (no rear bar)	Standard
740 Turbo 4 dr & 5 dr	B230FT	M-46 AW-71 Opt.	195/60R15	6.0 x 15 5-spoke alloy	Gas/Gas	21/19 mm (front only on wagons)	Standard
760 GLE 4 door	B-280F	AW-71	185/65R15	6.0 x 15 aero-styled alloy	Hydraulic/ self-leveling	19/19	Standard Electrically operated
760 Turbo 4 dr & 5 dr	B-230FT	AW-71	195/60R15	6.0 x 15 aero-styled alloy	Hydraulic/ self-leveling	19/19 mm 21mm Front on wagons (no rear bar)	Standard Electrically operated
780 Coupe 2 door	B-280F	AW-71	205/60R15	6.0 x 15 15-spoke alloy	Hydraulic self-leveling	21/19 mm	Moonroof Std. Electrically operated

\* sedan only

\*\* Wagon only

+ 15" wheels and 185/65R15 tires are required with A.B.S. option.

VOLVO 1987  
EQUIPMENT BY MODEL AND BODY STYLE

MODEL	POWER WINDOWS	CRUISE CONTROL	TACHOMETER	ENGINE/ LUGGAGE COMPARTMENT LIGHTS	INTERIOR LIGHTING	INTERMITTENT SWEEP WIPERS	FRONT SEAT HEATERS
240 DL 4 dr & 5 dr	Accessory	Accessory	Accessory	Standard	3-position dome	Standard (front & rear on wagons)	Standard (driver's & passenger's)
240 GL 4 dr & 5 dr	Standard	Accessory	Standard	Standard	3-position dome	Standard (front & rear on wagons)	Standard (driver's & passenger's)
740 GLE 4 dr & 5 dr	Standard	Accessory	Standard	Standard	3-position dome, w/front maplights	Standard (front & rear on wagons)	Standard (driver's & passenger's)
740 Turbo 4 dr & 5 dr	Standard	Accessory	Standard	Standard	3-position dome, w/front maplights	Standard (front & rear on wagons)	Standard (driver's & passenger's)
760 GLE 4 door	Standard	Standard	Standard	Standard	3-position dome, w/front maplights	Standard	Standard (driver's & passenger's)
760 Turbo 4 dr & 5 dr	Standard	Standard	Standard	Standard	3-pos. dome w/front map- lights, rear reading lamps	Standard (front & rear on wagons)	Standard (driver's & passenger's)
780 Coupe 2 door	Standard	Standard	Standard	Standard	3-pos. dome w/front map- lights, rear reading lamps	Standard	Standard (driver's & passenger's)

VOLVO 1987  
EQUIPMENT BY MODEL AND BODY STYLE

MODEL	UPHOLSTERY MATERIAL	OUTSIDE MIRRORS	POWER SEATS	AIR CONDITIONING	AM/FM STEREO CASSETTE RADIO
240 DL 4 dr & 5 dr	Cloth (sedans) Vinyl (wagons)	LH & RH Manual	Not Available	Standard	Accessory
240 GL 4 dr & 5 dr	Velour* (sedans) Leather (wagons)	LH & RH Manual	Not Available	Standard	Accessory
740 GLE 4 dr & 5 dr	Velour* (sedans) Leather (wagons)	LH & RH Manual	Not Available	Standard	4x20 watt amplifier; 30-watt coaxial front speakers; 30 watt coaxial "bass tube" rear speakers; power antenna
740 Turbo 4 dr & 5 dr	Split Velour/ Leather	LH & RH Manual	Not Available	Standard	4x20 watt amplifier; 30-watt coaxial front speakers; 30 watt coaxial bass tube" rear speakers; power antenna
760 GLE 4-door	Leather	LH & RH Power/ Heated	Standard Driver's side only	Automatic temperature control	2x25 watt fr. amp.; 2x40 watt rear amp.; 7 band equalizer; 30-watt coaxial front speakers; 60-watt 5x9" coaxial rear speakers; power antenna
760 Turbo 4 dr & 5 dr	Leather	LH & RH Power/ Heated	Standard Driver's side only	Automatic temperature control	2x25 watt fr. amp.; 2x40 watt rear amp.; 7 band equalizer; 30-watt coaxial front speakers; 60-watt 5x9" coaxial rear speakers; power antenna
780 Coupe 2-door	Leather	LH & RH Power/ Heated	Driver's & passenger's standard	Automatic temperature control	2x40 watt fr. amp.; 2x60 watt rear amp.; 7-band electronic equalizer with memory; 60-watt 6½" coaxial front speaker; 100-watt 6x9" triaxial speakers; rear speakers; power antenna

\*Leather optional

VOLVO 1987  
WEIGHTS & MILEAGE BY BODY STYLE

Model	Average Curb Weight	Weight Distribution Front/Rear	E P A ESTIMATED MILEAGE		
			Adjusted MPG		Single Estimate
			City	Highway	
240 DL 4-door	2950-2976	53/47	M 22 A 21	M 28 A 24	M 25 A 23
240 DL 5-door	3034-3060	51/49	M 22 A 21	M 28 A 25	M 25 A 23
240 GL 4-door	2956-2983	53/47	A 21	A 24	A 23
240 GL 5-door	3053-3080	51/49	A 21	A 25	A 23
740 GLE 4-door	2942-2960	56/44	M 23 A 22	M 28 A 25	M 25 A 24
740 GLE 5-door	3068-3093	53/47	M 22 A 20	M 29 A 26	M 25 A 23
740 Turbo 4-door	3026-3046	57/43	M 20 A 19	M 25 A 22	M 22 A 21
740 Turbo 5-door	3131-3169	54/46	M 20 A 19	M 25 A 22	M 22 A 21
760 GLE 4-door	3157	57/43	A 18	A 21	A 19
760 Turbo 4-door	3116-3136	57/43	A 19	A 22	A 21
760 Turbo 5-door	3220	54/46	A 19	A 22	A 21
780 Coupe 2-door	3329	55/45	A 18	A 21	A 20

1987 VOLVO PASSENGER CARS  
DIMENSIONS

Dimensions in Inches	240 Sedans	240 Wagons	740-760 Sedans	740-760 Wagons	780 Coupe
Wheelbase	104.3	104.3	109.1	109.1	109.1
Track, front	56.3	56.3	57.9	57.9	57.9
Track, Rear	53.5	53.5	57.5	57.5	57.5
Overall length	189.9	190.7	188.4	188.4	188.8
Overall width	67.7	67.7	69.3	69.3	69.3
Overall height	56.6	57.1	55.5	56.5	55.1
Leg room, front	40.1	40.1	41.0	41.0	41.0
Leg room, rear	36.4	36.1	34.7	34.7	34.7
Head room, front	37.9	37.9	38.6	38.6	37.2
Head room, rear	36.1	36.8	37.1	37.6	35.8
Interior volume (E.P.A. cu.ft.)	102.1	130.2	110.5	134.8	105.0
Trunk capacity (cu.ft.)	14.0	-	16.8	-	14.8
Cargo capacity, seat up (cu.ft.)	-	41.2	-	39.3	-
Cargo capacity, seat down (cu.ft.)	-	76.0	-	74.9	-
Trunk or cargo area, maximum width	61.0	55.9	63.0	59.4	63.0
Trunk or cargo area, maximum length	44.5	74.0	41.6	71.5	41.3
Trunk or cargo area, maximum depth	19.7	32.7	19.6	32.4	20.1
Ground clearance (fully loaded)	4.3	4.7	4.1	4.1	4.1
Front overhang	36.9	36.9	36.2	36.2	36.8
Rear overhang	47.0	47.8	43.1	43.1	42.9

# **VOLVO** NEWS & INFORMATION

Contact: Bob Austin  
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For Immediate Release

## DIVERSITY MAKES VOLVO'S WAGON LINE A PERENNIAL WINNER

ROCKLEIGH, N.J. -- It has been said that no one can be all things to all people. Bearing that in mind, Volvo has launched its new wagon lineup, five models strong, for 1987. Each wagon offers not only a distinct combination of comfort and performance features, but a unique personality as well. It is the ability to create the distinctive offerings that has made Volvo the favorite full size European wagon for well over a decade.

The newest members of the Volvo wagon line are the 740s and 760s. Introduced in the spring of 1985, they were hailed as trend setters in station wagon engineering and technology. For the first time a wagon needed not be a compromise. These wagons were as quiet, comfortable, nimble and safety oriented as their sedan counterparts. The versatility of the 700 series wagons has become almost legendary, impressing many different people with many diverse interests.

The editors of Trailer Boats Magazine selected the 740 Turbo wagon as the winning automobile in their Class I I towing category. Automobiles competing for recognition in this class were towing trailers between 2,000 and 3,500 pounds, and were evaluated on the basis of overall performance and fuel economy.



In a totally different type of "hauling," the 740 Turbo wagon has rocked the racing establishment. That's right, racing! Competing in the Sports Car Club of America's U.S. Endurance Cup Series for showroom stock automobiles, many competitors thought that Overton AutoSport's 740 Turbo wagon stood little chance against the potent sports cars and super coupes that comprise the fields of this series. But two pole positions in class later and a string of top 10 class finishes have quieted the doubters. Always a crowd favorite, the 740 Turbo wagon is a force to be reckoned with whenever it takes to the track.

The 760 Turbo wagon shares the same performance character with the 740, but with the added distinction of leather faced seats, and a broad spectrum of luxury appointments including power mirrors, sunroof and driver's seat. With all this luxury for five people and 41 cu.ft. of luggage space, 760 wagons go as well with a tuxedo as they do with blue jeans.

What about the models that started it all, the 240 DL and GL wagons? Well, they're alive and well and still selling in record numbers. New for 1987 is a five-speed manual transmission for the 240 DL wagon and a removable rear seat which increases the available cargo length to 88-1/2 inches. In DL trim, the wagon offers all the standard Volvo amenities: tinted glass, air conditioning, power assisted steering and four-wheel disc brakes, central locking, and a 2.3 liter fuel injected four-cylinder engine. Add the GL luxury features of power windows, leather faced seats, and alloy wheels, and it's easy to see why the 240 wagon line remains a high value favorite.

So is Volvo trying to make a wagon for all tastes? No. The depth and diversity of the wagon line shows that although no one wagon can be "all things to all people," these distinctive models can certainly cover most of the needs and desires of today's buying public. That's what makes Volvo a winner.