

VOLVO



NINETEEN NINETY



1990 Volvo 740 Turbo: New face, new wheels, new power.



1990 Volvo 740 and 740 GL: New front end design and excellent value.



1990 Volvo 740 GLE: New front end design and a powerful 16-valve engine.



1990 Volvo 760 GLE: Volvo's top-of-the-line sedan sports new tail lamps.



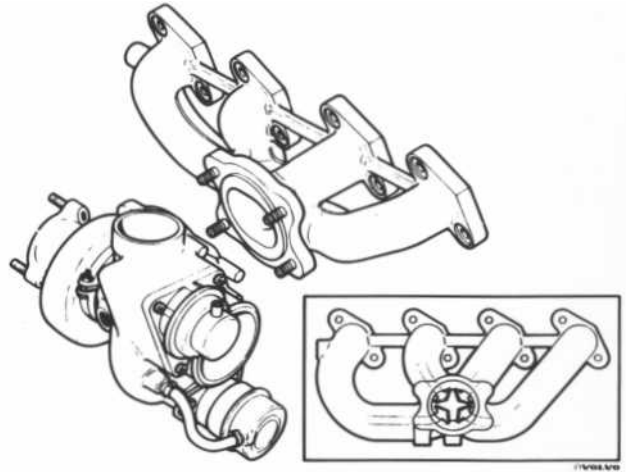
1990 Volvo 240 and 240 DL: Rugged sedans and wagons now with driver's side airbag.



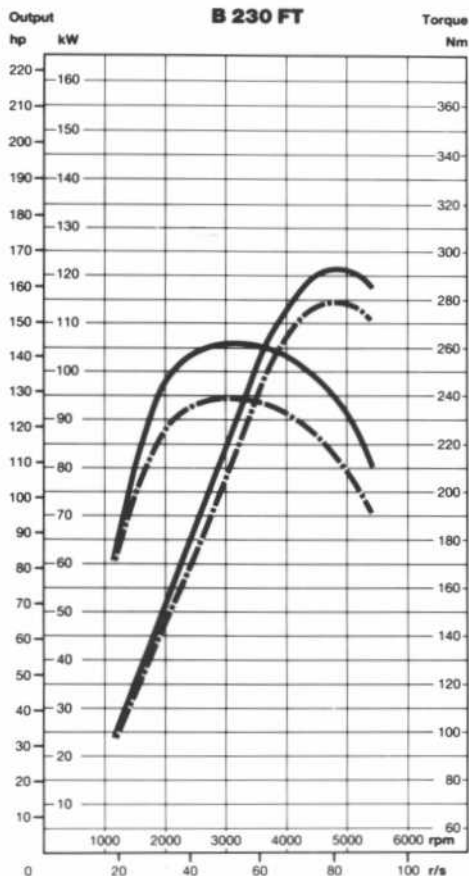
1990 Volvo 780 Turbo: At 188 horsepower, the most powerful Volvo ever.



Exhaust manifold and turbo unit for B230 FT/B230 GT



Redesigned exhaust manifold and turbo charger improves efficiency and reduces turbo lag by 40%.



THE VOLVO *B-230FT*
GENERATION 3 TURBO

Clockwise from bottom:

1. Torque and horsepower are both increased in the Generation 3 Turbo (solid lines) over its 1989 equivalent. More important is the torque increase at a low rpm.
2. Quicker response is the result of a smaller diameter turbine wheel in the turbocharger.
3. A redesigned exhaust manifold improved exhaust gas flow and further decreased "turbo lag."

VOLVO NEWS & INFORMATION

Contact: Bob Austin

For Immediate Release

VOLVO READY FOR THE NEXT DECADE

ROCKLEIGH, N.J. -- The Nineties promise dramatic change in the car market in North America, especially in the luxury segment. New players will rise, many of the old guard will fall. And, Volvo? They will continue to do what they do best ... build and sell Volvos. The Volvo model line for 1990 illustrates the company's proven method of incorporating change without abandoning tradition. Joseph L. Nicolato, president and CEO of Volvo Cars of North America, believes this is the key to Volvo's continuing success.

"For 35 years Volvo has marketed cars in this country based on safety, longevity, and value," Mr. Nicolato explained. "While Volvo cars have changed significantly during this period, our values have not. We believe these qualities are evergreen."

It would appear that nearly 100,000 people each year share Nicolato's thoughts about Volvo. At this writing, Volvo is the leading importer of European built cars in America. Firmly committed to maintaining this ranking, Volvo has incorporated a number of changes into its 1990 products which they believe will help to solidify their position.

The foundation of the Volvo product line is the proven 240 line. For 1990, Volvo has equipped all 240 cars with their SRS, a supplemental restraint system consisting of a driver's side air bag and knee bolster. This is a sizeable investment on Volvo's part and should put to rest the notion that the 240 would be no more after

1989. Nicolato says Volvo will let the public determine how long the 240 is sold. As long as they keep buying, Volvo will keep building. Today the 240 still accounts for approximately 40% of Volvo sales.

Also new for the 1990 240 is an entry level variant designated simply "240" (no letters). To achieve a price affordable to a broader market segment, Volvo has made air conditioning, radio, and power windows optional. A new tailgate with larger flush mounted glass on wagons is the only external difference for 1990. Absent from the line is the 240 GL which was the most lavishly equipped model.

The extensive and popular 740 line has received the most visible and numerous changes as they face the next decade. All 740 models will receive a new front end with a lower and more steeply raked grille, large European style halogen headlamps, and a smoother bumper and integrated spoiler assembly. The appearance is stylish and contemporary yet retains its classic Volvo appearance. At the head of the new 740 sedans there is also a change: a new tail light assembly similar to that on Volvo's exclusive 780 Coupe has been added.

Volvo Afficionados will be able to tell their 740s apart by their grilles. Black bars for 740 and 740 GL, chrome bars for 740 GLE and a dark gray egg crate for 740 Turbo. Speaking of Turbos, this is where there is real news. Thanks to a small diameter turbine wheel in its turbo-charger, a low restriction exhaust manifold and recalibration of injection and ignition systems, the B-230FT now puts out 162 hp at 4800 rpm and more noticeably it reaches peak boost at a low 1800 rpm. This means that even in ordinary driving environments the performance enhancing character of the Turbo can be felt. Volvo engineers call it the Generation 3 Turbo and believe their 2.3-liter four-cylinder engine with its new turbocharger, intercooler, and solid

history is the equal of any engine of its type in the world. Buyers of 1990 Volvo 740 Turbos will also benefit from larger 16-inch light alloy wheels with five "swept" spokes carrying 205/55VR tires to help get that extra performance to the ground.

Introduced last year, the 16-valve 740 GLE will also receive a new nose for 1990 but precious few other changes. Its very strong acceptance during the past 12 months made changes superfluous. The 2.3 liter engine with its double overhead cams, four valves per cylinder, and twin balance shafts makes the well equipped 740 GLE a family car at home in any driving situation.

When nothing short of the top-of-the-line will do, it is time for the Volvo 760 in both four-door sedan and wagon body styles. 760 sedans are equipped with Volvo's Multi-link independent rear suspension for smooth ride and maximum road holding. Both the 760 sedan and wagon may be ordered with Volvo's Generation 3 Turbo engine. Sedan buyers may opt for the smooth even-firing V-6. In either case there is plenty of power and, in combination with the long list of standard features, make 760 ownership an experience in world class motoring. Electronic climate control, power sunroof, eight way power adjustable front bucket seats, tilt steering wheel, and a spectacular audio system are but a few of the luxury features found as standard equipment on 760s.

Being a somewhat small car company by world standards, Volvo cannot cater to everyone. But to the buyer who wants all the qualities that have made Volvo famous plus a flattering degree of exclusivity, Volvo offers the 780. Penned by the famous Italian designer Nuccio Bertone, fewer than 2,000 of these sleek two-door Coupes will be produced for the U.S. this year. Such an exclusive car should have an equally exclusive engine. For 1990 it does.

A special version of the Generation 3 Turbo equipped with Volvo's electronic "Turbo + " kit will be built for all Turbo 780s. Delivering 188 hp at 5100 rpm and 206 lb. ft. of torque at 3900 rpm, it is the most powerful engine ever put into a Volvo production car. For those a bit less adventuresome, the smooth running 2.8-liter V-6 is also available.

"For 1990 Volvo is introducing the broadest and best balanced product line in its history," said Mr. Nicolato. "We will never make cars to serve every segment of the market," he added, "but for those families who value durability, longevity, safety and comfort, Volvo offers a great selection.

At this time in the automotive year, everyone's focus is on what is new. A quick glance at some of the items which are not new but which are on all Volvos for 1990 reveals: four wheel power disc brakes, power assisted rack and pinion steering, all welded steel roll cage type unit body, full carpeting, child door locks, and 3-point self-adjusting seat belts on both front and outside rear positions.

By the way, in 1959 it was a Volvo engineer, Nils Bohlin, who invented the 3-point self-adjusting belt. "Volvo didn't invent automotive safety," Nicolato is quick to point out, "but our commitment began way before it was fashionable and has never wavered."

The Nineties promise to be a time of change in every way, technologically, politically, economically and culturally. Faced with this kind of uncertainty, if you would like something you can depend on ... maybe you should buy a Volvo.

VOLVO NEWS & INFORMATION

Contact: Bob Austin

For Immediate Release

VOLVOTURBO: THE NEXT GENERATION

ROCKLEIGH, N.J. -- When you think of European performance cars the name Volvo doesn't always come to mind. But the engineers at Volvo are determined to change that, and their Generation 3 version of the B-230FT engine definitely provides food for thought.

It is hard to believe that there have been turbocharged Volvos for nearly ten years. The first Volvo Turbos delivered 127 hp. In 1984, Volvo upped the output thanks to a bit more displacement and the addition of an intercooler, a device which cools the intake charge between the turbocharger and the engine, increasing output and reliability while lowering fuel consumption.

Volvo's Generation 3 2.3-liter, turbocharged, intercooled four-cylinder engine benefits from numerous changes which boost the output to 162 hp. A new exhaust manifold improves the movement of burned gases from the engine into the turbine, or drive side of the turbocharger. The turbocharger itself has a smaller turbine with less inertia, enabling it to accelerate more quickly. Maximum boost is available from a low 1800 rpm, which means you don't have to wait for the power to build. The engine's ignition system and fuel injection have been recalibrated to take full advantage of the quick response of the smaller turbocharger.

What does this mean to the potential Volvo driver? It means that the 1990 Volvo Turbos will be even more responsive and more fun to drive. While Volvo

Turbos never really exhibited the oft-mentioned "turbo lag," there is nary a trace of it in the Generation 3. Acceleration is impressive and passing maneuvers are crisp and fast.

In engineering terms, what Volvo has done is shift the engine's output lower in the rev range. In other words, they put the power where you are more likely to use it in normal driving. In Volvo's eyes, this contributes as much to safety as it does to sheer performance.

If the 162 hp at 4800 rpm is still not enough for some enthusiasts, Volvo offers an optional "Turbo + " kit which will allow the B-230FT to deliver 188 hp at 5100 rpm and 206 lb. ft. of torque at 3900 rpm. This is the most powerful street engine Volvo has ever produced. It will be offered as standard equipment in the exclusive 780 Turbo Coupe for 1990. "Turbo + " may be added as an optional on new 740 Turbos equipped with manual transmissions.

Of course, it's difficult to appreciate performance from words on a printed page. The best way to learn that Volvo really should come to mind when you think of European performance cars is to drive one. The Generation 3 version of Volvo's B-230FT is likely to make a big impression on you ... quickly!

VOLVO NEWS & INFORMATION

Contact: Bob Austin

For Immediate Release

VOLVO: NOT A TREND, A TRADITION

ROCKLEIGH, N.J. -- Will Rogers might have said, "If you gathered all the social scientists in the world and laid them head to toe, they would never reach a conclusion." But he didn't. Today's demographers and psychographers are locked in constant debate over people's behavior and emerging social trends. The one thing they do agree on is that people's attitudes are changing. And in the car market, Volvo appears to be the beneficiary of this change.

"First there were hippies, then preppies, and then yuppies," points out Joseph L. Nicolato, president and CEO of Volvo Cars of North America. "And we have progressed through the 'Me Generation,' the 'Me Now Generation,' and now it's on to the 'New Traditionalists.'"

Nicolato and his staff keep a sharp eye on consumer trends in an effort to keep their products and services in step with the wants and needs of potential customers. Nicolato laughs when tells how a writer a few years back suggested Volvo might fall into obscurity if the trendy yuppie movement subsided. "People seem to forget we were successful selling Volvos in America when many yuppies were in diapers!" he explodes. "Interestingly enough, the same qualities that made Volvo successful then account for our success today, and we are confident they will be equally valid in the future."

The qualities Nicolato is talking about are the ones he calls Volvo's "core values -- the ones you never leave, the ones that dictate not only your marketing strategy, but your product development as well." While he can describe them in great detail, both quantitatively and qualitatively, in layman's terms he calls them "longevity, safety, and value for the money. We have found that these are the principal reasons why people buy Volvos, and we will never abandon them."

Explaining how Volvo is committed to these factors but not limited by them, he recounts how the development of the Volvo Turbos came about. "In the mid-seventies, we worked so hard on safety that we almost eliminated the 'fun to drive' aspect of our cars. Boring is not a requirement for safety." Realizing this, in 1981 Volvo gave the public the 240 Turbo. It added responsive handling, outstanding braking and impressive acceleration to the Volvo portfolio. Nicolato points out, "these were additions to the list of Volvo qualities, not substitutions. Longevity, safety, and value for the money continued to guide our progress."

As the Nineties begin, Nicolato believes the emergence of the "New Traditionalists" will bode well for Volvo. These are family people, typically marrying and having children a bit later in life. Both partners are well educated career people who have experienced a broad spectrum of what life has to offer. Perhaps they were yuppies.

Now their attitudes have changed. Their diet is dictated by nutritional considerations, not the Fruit of the Month Club. Their clothing is comfortable and often made of natural fibers. They are restoring older homes and decorating them traditionally. They no longer care to impress their neighbors with what they drive. They want to make rational purchasing decisions. And, they want to protect their family.

Out of fashion is conspicuous consumption. Paying a premium just to show you can is offensive and wasteful. People are becoming more genuinely concerned with our environment and the quality of life, not just the logo on someone's clothes.

"The backlash of this emerging attitude has already hit some car manufacturers," Nicolato explains. "Volvo is certainly not the only car company to have observed this trend. We are just in a better position to address it because it is consistent with our historic values."

On a worldwide basis Volvo is not a very large automobile company, producing approximately 400,000 cars per year. This means it is impossible for them to build cars to compete in every segment of the market. Knowing that they will never be one of the giants, Volvo is dedicated to doing what they do best; building rational cars for families who value longevity, safety and value for the money.

"Volvo sells about 100,000 cars a year in the most competitive car market in the world, right here. Our products deliver the qualities Volvo buyers expect, and our dealers do a fine job providing the services they require," Nicolato reflects. "We cannot change what Volvo has been for the past 33 years, and I don't think we need to. I believe another generation is realizing the time is right to buy a Volvo."

Will Rogers couldn't have said it better.

VOLVO NEWS & INFORMATION

Contact: Bob Austin

For Immediate Release

VOLVO FACES THE NINETIES WITH SOME NEW FACES

ROCKLEIGH, N.J. -- It's not that Volvo doesn't make changes to its cars every year. It's just that they are rarely apparent to the non-Volvophile. For 1990, the most obvious change from Volvo is a very stylish looking new front end on the 740 range. It's a change even most non-Volvophiles will notice the moment they see it. As always, a host of less obvious changes lurk inside of Volvo's durable sheet metal.

The foundation of the Volvo product line is the venerable 240 Series which was first introduced in 1975. More than two million Volvo 240s have been sold over the years and have earned a worldwide reputation for durability and longevity. For 1990, Volvo has equipped all 240s destined for the U.S. with a supplemental restraint system which consists of a driver's side air bag and knee bolster. This is in addition to Volvo's 3-point self-adjusting seat belts in both front and the two outboard rear seating positions. Everyone knows Volvo has long been associated with automotive safety, but not too many people realize it was a Volvo engineer, Nils Bohlin, who invented the 3-point self-adjusting seat belt back in 1959.

Other changes to the 240 have been kept to a minimum. The only visible change is the new tailgate with its larger flush mounted glass on the wagons. Absent from the 1990 lineup is the 240 GL, previously the most lavishly equipped 240. This year the 240 DL will be the top of the line and it will be joined by a new

entry level model designated simply "240" (no letters). The 240 will be a price leader, allowing a broader spectrum of customers to choose a Volvo and allowing them the opportunity to specify such options as air conditioning, radio, and power windows.

The 740 Series, which has been the fastest growing in Volvo's line, has received the majority of changes this year. The most obvious is the new front end design which features a lower and more steeply raked grille, large European style halogen lights, and a smoother, more integrated bumper and spoiler assembly. A walk to the rear of any of the new 740 Sedans will reveal a tail lamp assembly similar to those already in use on the exclusive Volvo 780 Coupe.

An addition to the 740 lineup for this year is a new model designated simply "740" (no letters). Designed to make it easier to Volvo customers to move from the 240 line to the 740 line, the 740 is a price leader yet shares its exterior trim with its brother, the 740 GL. Both models are powered by Volvo's rugged 2.3 liter B-230 four cylinder engine with either automatic or 5-speed manual transmission available. In addition to such ubiquitous Volvo features as rack and pinion steering and four-wheel power disc brakes, a supplemental restraint system, air conditioning and a full audio package are also standard equipment.

Performance is a word synonymous with the Volvo 740 Turbo. Many Americans realized just how much performance Volvos were capable of when, in 1986, a pair of Volvo 740 Turbo station wagons competed successfully in the Sports Car Club of America's Escort Endurance Racing Series! Not content to rest on their

laurels, Volvo has worked to boost their Turbo's image even more. From a visual standpoint, the Turbo gets the same new low hood, large halogen lamps, and integrated front bumper/spoiler as the balance of the 740 family, yet retains its distinctive dark egg crate grille. New 16-inch light alloy wheels with five "swept" spokes carry large 205/55 VR 16 tires. At the rear, new 780 style tail lamps grace the sedans.

The really big news is under the hood where Volvo engineers have placed a "Generation 3" version of the 2.3 liter turbocharged intercooled four-cylinder engine. Fitted with a smaller turbine housing, low restriction exhaust manifold, recalibrated fuel injection and ignition, the Turbo delivers even more performance in the normal driving range. The Generation 3 reaches peak boost at a low 1800 rpm, meaning excellent response even in stop-and-go environments. Horsepower is up to 162 at 4800 rpm and 195 lb. ft. of torque at 3450 rpm. At home coupled to either an automatic or a four-speed manual with electrically operated overdrive, the Generation 3 Turbo offers impressive performance and civilized manners.

The 740 GLE completes the 740 family. While it shares the new front end sheet metal, it may be distinguished by the chrome vertical bars in its grille. The GLE is powered by a double overhead cam, four valves per cylinder, version of Volvo's 2.3 liter four-cylinder with twin counter rotating balance shafts. What does that mean to you? A smooth and responsive 153 hp engine that will transport you in the best European tradition. The 740 GLE sedans and wagons powered by the 16-valve engine were introduced last year and were extremely well received. Except for the new 740 family front end and 780 style tail lamps on the sedans, they will remain unchanged.

At the top of the Volvo sedan and wagon pyramid is the 760. A 2.8 liter even firing V-6 is the standard engine in the well equipped 760 GLE sedan. A sophisticated multi-link rear suspension assure 760 sedan occupants a ride that is quiet and secure. ABS brakes, supplemental restraint system, electronic climate control, eight way power bucket seats for driver and passenger are but a few of the numerous standard appointments on these top-of-the-line Volvos. The Generation 3 version of the 2.3 liter engine is standard equipment in the 760 wagon and may be specified in the sedan. No matter which you prefer, the 760 delivers world class appearance and performance, while maintaining Volvo's tradition of safety and practicality.

There are some people who desire something more than a Volvo in terms of styling and exclusivity, yet will settle for nothing less when it comes to safety, dependability, and longevity. For those people Volvo has developed the exclusive 780 two-door Coupe. Penned by the famous Italian designer, Nuccio Bertone, the 780 is sleek and stylish yet carries characteristic Volvo styling cues. The interior is finished in leather and wood and exudes a European grand touring car heritage.

The 780 may be ordered with Volvo's 2.8 liter V-6 or with its exclusive new powerplant, a "Turbo + " version of the Generation 3 Turbo four-cylinder. In this execution the engine delivers 188 hp at 5100 rpm and 206 lb. ft. of torque at 3900 rpm. This is the most powerful engine ever offered in a Volvo production car! In combination with its handsome body, fine handling, and excellent braking, the new Turbo powerplant should make the 780 a very refined way to go to the office.. Of course, very few will get to experience this as Volvo will produce fewer than 2,000 Coupes for the U.S. in 1990.

Yes, Volvo has made some changes for 1990: driver's side air bags in all cars, new front ends on the 740 family, and a more powerful version of the Turbo engine, to name but a few. But there are several areas where Volvo simply refuses to change. Safety, longevity, quality, and value for the money are what Volvo considers their core values. While grilles may change and equipment may vary, these characteristics will not be altered. In fact, it is quite probably Volvo's tenacious adherence to these qualities that has made them the number one importer of European built cars in America today. And that's a very nice way to face the future!

VOLVO 1990 TECHNICAL SPECIFICATIONS 240/240 DL

The 240 is the most enduring member of the Volvo line. Since its introduction in 1975, it has undergone innumerable changes yet has retained the ruggedness and practicality that have made it so popular. For 1990, changes in the 240 line include:

- * SRS - All sedans and wagons will be equipped with a driver's side air bag and knee bolster (Supplemental Restraint System) as standard equipment.
- * New Variant - In an effort to keep the 240 Volvo within the reach of a broad segment of the market, a sedan and wagon variant designated simply "240" will be offered. These cars will not have sunroof, air conditioning and audio system as standard equipment.
- * Delete Variant - The 240 GL which through model year 89 featured alloy wheels, leather upholstery, power window and a long list of luxury appointments will not be offered in 1990.
- * Cruise Control - All 240 DL models will be equipped from the factory with cruise control, optional on 240.
- * New Wagon Rear Door - The tail door of the 240 will be new with a larger glass area reminiscent of the 700 series wagons.
- * Note: The engineering and tooling expenses undertaken to make SRS standard in the 240 and 240 DL indicate Volvo's commitment to this model. The 240 series will be offered as long as it remains popular with the public. In calendar year 1989, approximately 40% of Volvo sales in the U.S. were 240 models.

Note: Specifications correct as of 9/6/89. The manufacturer reserves the right to alter specifications at any time without notice.

VOLVO 1990

240/240 DL

ENGINE & DRIVETRAIN

ENGINE	B-230F		
Type	In-line 4-cyl. SOHC	Fuel Injection	LH Lambda (Electronic)
HP (SAE Net)	114 @ 5400	Main Bearings	5-shell type
Torque	136 @ 2750	Valve Operations	Overhead cam direct acting
Cylinder Block	Cast iron	Battery/Alternator	450/80 amp
Cylinder Head	Aluminium	Crankcase Capacity (incl. Filter)	4.7 U.S.qts
Bore & Stroke	96/80 mm	Fuel Tank Capacity	15.8 U.S. gallons
Displacement	2316 cc (141 cu.in.)		
Compression Ratio	9.8:1		
Ignition	Breakerless, solid state		
Body/Chassis	Welded all steel unit body with roll cage type design		
Brake System	Four-wheel disc, stepped bore master cylinder; 15.75/22.3 mm and vacuum assist; two triangular split circuits each operating two front and one rear wheel		
Front:	Vented discs, 263 x 24 mm, fixed calipers		
Rear:	Solid discs, 281 x 9.6 mm, fixed calipers, drum type parking brake mechanically operated		
Swept area:	398 sq.in.		
Rear Axle	Hypoid		
Steering	Power assisted rack and pinion; steering ratio 17.3:1; Turns lock to lock:3.5		
Suspension			
Front	MacPherson strut with eccentrically mounted coil springs, stabilizer bar, and hydraulic shock absorbers		
Rear	Four-link, live axle, Panhard rod, coil springs, stabilizer bars and hydraulic shock absorbers		
Towing Capacity	3,300 lbs		
Transmission	Automatic: AW-70	Manual: M-47	
Forward Speed	Four	Five	
Gear Ratios	2.45/1.45/1.0/0.69	4.03/2.16/1.37/1.0/0.82	
Final Drive Ratio	3.73:1	3.31:1	

VOLVO 1990

240/240 DL

EQUIPMENT	240 4-door	240 DL 4-door	240 5-door	240 DL 5-door
Tires 185/70 R14T 185 R14S	S	S	S	S
Wheels 5.5 x 14 Black Painted Steel; Full Wheel Covers	S	S	S	S
Sway Bars, Front/Rear (mm)	19/19	19/19	19/16	19/16
SRS - Driver's Air Bag	S	S	S	S
Air Conditioning	O	S	O	S
Cruise Control	O	S	O	S
Power Windows	O	S	O	S
CR 712 AM/FM Tuner/Cassette	O	S	O	S
Rear-door Speakers	O	S	O	S
Antenna	O	Decklid Mounted	O	Rear Pillar Mounted
Sunroof, Manual Power Controlled	N/A	S O	N/A	N/A
3-position Interior Dome Light With Delay	S	S	S	S
Heated Front Seats	S	S	S	S
Instrumentation: 120 mph/200 kph Speedometer 6-digit Odometer/4-digit Tripmeter Fuel & Coolant Temp. Gauges Large Diameter Clock	S	S	S	S
Outside Mirrors, Manual Remote Controlled	S	S	S	S
Mudflaps Front/Rear	S	S	S	S
Central Locking	S	S	S	S
Upholstery: Trico Plush Vinyl Leather	S	S	S O	S O
Head Restraints, Front/Rear	S	S	S	S
Paint: Solid Metallic + Clear	S X	S X	S X	S X

Key: S = Standard; N/A = Not Available; X = Available At Extra Cost; O = Optional

VOLVO 1990 240/240 DL

DIMENSIONS, WEIGHTS & MILEAGE	240/240 DL 4-door	240/240 DL 5-door
Wheelbase (in.)	104.3	104.3
Track, front (in.)	56.3	56.3
Track, rear (in.)	53.5	53.5
Overall length (in.)	189.9	190.7
Overall width (in.)	67.3	67.7
Overall height (in.)	56.3	57.5
Leg room, front (in.)	40.1	40.1
Leg room, rear (in.)	36.4	36.1
Head room, front (in.)	37.9	37.9
Head room, rear (in.)	36.1	36.8
Interior volume (EPA cu. ft.) Total	104.3	132.8
Interior volume (EPA cu. ft.) Front	49.2	49.9
Interior volume (EPA cu. ft.) Rear	41.1	41.1
Trunk capacity (cu.ft.)	14.0	N.A.
Cargo capacity, seat up (cu.ft.)	N.A.	41.7
Cargo capacity, seat down (cu.ft.)	N.A.	76.0
Trunk or cargo area, maximum width (in.)	61.0	55.9
Trunk or cargo area, maximum length (in.)	44.5	74.0
Trunk or cargo area, maximum depth (in.)	19.7	32.7
Ground clearance (fully loaded)(in.)	4.3	4.7
Front overhang (in.)	36.9	36.9
Rear overhang (in.)	47.0	47.8
Average curb weight (lbs.)	2919-2954	3051-3084
Weight distribution, front/rear (%)	53/47	51/49
EPA estimated mileage: Adjusted MPG	man./auto	man./auto
City	21(21) 20(19)	21(21) 19(19)
Highway	28(27) 25(23)	27(26) 24(23)
Single estimate	24(23) 22(21)	23(23) 21(21)

() - California, if different from 49-state figures

VOLVO 1990 TECHNICAL SPECIFICATIONS 740 GLE 16 VALVE

The 740 series has been the fastest growing part of Volvo's line since its introduction in 1985. Model year 1989 saw the introduction of the sixteen valve version of Volvo's rugged 2.3 liter four cylinder engine in the GLE. Twin counter rotating balance shafts make the 153 HP sixteen valve not only a high performance engine but one that is perfectly at home in a fine luxury car.

For 1990 the 740 GLE will receive these changes:

- * New Front End Design - A smooth and clean looking design, the new 740 GLE front end features large single halogen lamps on either side of a lower and more steeply raked grille. The bumper, front spoiler and turn signals have been further integrated and simplified. The grille features chrome vertical bars and is separated from the headlights by a body colored column. The new nose is handsome, integrated and streamlined yet retains its classical Volvo appearance.
- * New Tail Lamps - All 740 sedans will receive new tail lamps similar in design to those used on the Volvo 780.

Note: Specifications correct as of 9/6/89. The manufacturer reserves the right to alter specifications at any time without notice.

VOLVO 1990

740 GLE 16 VALVE

ENGINE & DRIVETRAIN

ENGINE	B-234F		
Type	In-line 4-cyl. DOHC, 16V 2 balance shafts	Fuel Injection	LH Lambda (Electronic)
HP (SAE Net)	153 @ 5700	Main Bearings	5-shell type
Torque	150 @ 4450	Valve Operations	Dual overhead cam Hydraulic direct acting
Cylinder Block	Cast iron	Battery/ Alternator	500/80 amp
Cylinder Head	Aluminium	Crankcase Capacity (incl. Filter)	4.7 U.S.qts
Bore & Stroke	96/80 mm	Fuel Tank Capacity	15.8 U.S. gallons
Displacement	2316 cc (141 cu.in.)		
Compression Ratio	10.0:1		
Ignition	Breakerless, solid state		

Body/Chassis Brake System

Welded all steel unit body with roll cage type design

Four-wheel disc with vacuum assist

ABS 2; Bosch Anti-lock Braking System with electronic sensors at two front wheels and rear differential housings; separate front and rear brake circuits.

Front:

Vented discs, 262 x 22 mm, sliding calipers

Rear:

Solid discs, 281 x 9.6 mm, fixed calipers, drum type parking brake mechanically operated

Swept area:

421 sq.in.

Rear Axle

Hypoid

Steering

Power assisted rack and pinion; steering ratio 16.9:1; Turns lock to lock:3.5

Suspension

Front

MacPherson strut with eccentrically mounted coil springs, stabilizer bar, and hydraulic shock absorbers

Rear

Constant track: linkage consisting of live axle, two trailing arms, wishbone sub-frame, Panhard rod, coil springs, stabilizer bars (4-door only) and gas shock absorbers

Towing Capacity

3,300 lbs

Transmission

Automatic: AW-72L*

Manual: M-46

Forward Speed

Four

Four + OD

Gear Ratios

2.45/1.45/1.0/0.69

4.03/2.16/1.37/1.0/0.80

Final Drive Ratio

4.10:1

3.73:1

* - With lockup torque converter

VOLVO 1990 740 GLE 16 VALVE

EQUIPMENT	4-door	5-door
Tires 185/65 R15T	S	S
Wheels 6 x 15 Alloy	S	S
Sway Bars, Front/Rear (mm)	19/16	19/O
SRS - Driver's Air Bag	S	S
Air Conditioning	S	S
Cruise Control	S	S
Anti-lock Braking System	S	S
Power Windows	S	S
TD 6141 AM/FM Cassette/Radio	S	S
Front & Rear-door Speakers	S	S
Power Antenna With Switch	S	S
Sunroof, Power Controlled	S	S
Dome Light With Front Map Lights & Delay	S	S
Heated Front Seats	S	S
Instrumentation: 120 mph/200kph Speedometer 6-digit Odometer/4-digit Tripmeter Tachometer Fuel & Coolant Temp. Gauges Large Diameter Clock	S	S
Outside Mirrors, Power Controlled	S	S
Visor Vanity Mirror (Passenger)	Illuminated	Illuminated
Central Locking	S	S
Upholstery: Plush Velour Leather	S O	S O
Head Restraints, Front/Rear, Padded	S	S
Paint: Solid Metallic + Clear	S X	S X

Key: S = Standard; N/A = Not Available; X = Available At Extra Cost;
O = Optional

VOLVO 1990 740 GLE 16 VALVE

DIMENSIONS, WEIGHTS & MILEAGE	4-door	5-door
Wheelbase (in.)	109.1	109.1
Track, front (in.)	57.9	57.9
Track, rear (in.)	57.5	57.5
Overall length (in.)	188.4	188.4
Overall width (in.)	69.3	69.3
Overall height (in.)	55.5	56.5
Leg room, front (in.)	41.0	41.0
Leg room, rear (in.)	34.7	34.7
Head room, front (in.)	38.6	38.6
Head room, rear (in.)	37.1	37.6
Interior volume (EPA cu.ft.) Total	110.7	134.7
Interior volume (EPA cu.ft.) Front	51.9	52.7
Interior volume (EPA cu.ft.) Rear	42.0	42.6
Trunk capacity (cu.ft.)	16.8	N.A.
Cargo capacity, seat up (cu.ft.)	N.A.	39.3
Cargo capacity, seat down (cu.ft.)	N.A.	74.9
Trunk or cargo area, maximum width (in.)	63.0	59.4
Trunk or cargo area, maximum length (in.)	41.6	71.5
Trunk or cargo area, maximum depth (in.)	19.6	32.4
Ground clearance (fully loaded)(in.)	4.1	4.1
Front overhang (in.)	36.2	36.2
Rear overhang (in.)	43.1	43.1
Average curb weight (lbs.)	3009-3029	3135-3161
Weight distribution, front/rear (%)	54/46	53/47
EPA estimated mileage: Adjusted MPG	man./auto	man./auto
City	18 18	18 18
Highway	26 24	26 24
Single estimate	21 20	21 20

() - California, if different from 49-state figures

VOLVO 1990 TECHNICAL SPECIFICATIONS 740/740 GL

The 740 series has been the fastest growing part of Volvo's line since its introduction in 1985. The competitively priced 740 GL introduced in 1989 was designed to make owning a 700 series Volvo a possibility for more of the public. It was an immediate success.

For 1990 the 740 will receive these changes:

- * New Front End Design - A smooth and clean looking design, the new 740 front end features large single halogen lamps on either side of a lower and more steeply raked grille. Bumpers and turn signals have been further integrated and simplified. The grille features black vertical bars and is separated from the headlights by a body colored column. The new nose is handsome, integrated and streamlined yet retains its classic Volvo appearance.
- * SRS - All sedans and wagons will be equipped with Volvo's Supplemental Restraint System which consists of a driver's side air bag and knee bolster.
- * New Variant - Designated simply "740", the new sedans and wagons have been equipped and priced to bring 700 series Volvo ownership within the reach of a larger market. The 740 is not equipped with a sunroof and is visually the same as a 740 GL except for its badge.
- * New Tail Lamps - All 740 sedans will receive new tail lamps similar in design to those used in the Volvo 780.

Note: Specifications correct as of 9/6/89. The manufacturer reserves the right to alter specifications at any time without notice.

VOLVO 1990

740/740 GL

ENGINE & DRIVETRAIN

ENGINE	B-230F		
Type	In-line 4-cyl. SOHC	Fuel Injection	LH Lambda (Electronic)
HP (SAE Net)	114 @ 5400	Main Bearings	5-shell type
Torque	136 @ 2750	Valve Operations	Overhead cam direct acting
Cylinder Block	Cast iron	Battery/Alternator	450/80 amp
Cylinder Head	Aluminium	Crankcase Capacity (incl. Filter)	4.7 U.S.qts
Bore & Stroke	96/80 mm	Fuel Tank Capacity	15.8 U.S. gallons
Displacement	2316 cc (141 cu.in.)		
Compression Ratio	9.8:1		
Ignition	Breakerless, solid state		
Body/Chassis	Welded all steel unit body with roll cage type design		
Brake System	Four-wheel disc with vacuum assist; two triangular split circuits each operating two front and one rear wheel; stepped bore master cylinder with vacuum assist. <u>With ABS 2 (optional);</u> Bosch Anti-lock Braking System with electronic sensors at two front wheels and rear differential housings; separate front and rear brake circuits.		
Front:	Vented discs, 262 x 22 mm, sliding calipers		
Rear:	Solid discs, 281 x 9.6 mm, fixed calipers, drum type parking brake mechanically operated		
Swept area:	421 sq.in.		
Rear Axle	Hypoid		
Steering	Power assisted rack and pinion; steering ratio 16.9:1; Turns lock to lock:3.5		
Suspension			
Front	MacPherson strut with eccentrically mounted coil springs stabilizer bar, and hydraulic shock absorbers		
Rear	Constant track: linkage consisting of live axle, two trailing arms, wishbone sub-frame, Panhard rod, coil springs, stabilizer bars (4-door only) and gas shock absorbers		
Towing Capacity	3,300 lbs		
Transmission	Automatic: AW-70L*	Manual: M-47	
Forward Speed	Four	Five	
Gear Ratios	2.45/1.45/1.0/0.69	4.03/2.16/1.37/1.0/0.82	
Final Drive Ratio	4.10:1	3.31:1	

* - With lockup torque converter

VOLVO 1990

740/740 GL

EQUIPMENT	740 4-door	740 GL 4-door	740 5-door	740 GL 5-door
Tires 185/65 R15T	S	S	S	S
Wheels 6 x 15 Black Painted Steel; Full Wheel Covers	S	S	S	S
Sway Bars, Front/Rear (mm)	19/16	19/16	19/O	19/O
SRS - Driver's air bag	S	S	S	S
Air Conditioning	S	S	S	S
Cruise Control (prewired)	O	O	O	O
Anti-lock Braking System	O	O	O	O
Power Windows	S	S	S	S
TD 6141 AM/FM Cassette/Radio	S	S	S	S
Front & Rear-door Speakers	S	S	S	S
Power Antenna With Switch	S	S	S	S
Sunroof, Manual Power Controlled	N/A	S O	N/A	S O
3-position Interior Dome Light Dome Light With Front Map Lights & Delay	S	S	S	S
Heated Front Seats	S	S	S	S
Instrumentation: 120 mph/200kph Speedometer 6-digit Odometer/4-digit Tripmeter Tachometer Fuel & Coolant Temp. Gauges Large Diameter Clock	S	S	S	S
Outside Mirrors, Manual Remote Controlled Power Controlled	S O	S O	S O	S O
Visor Vanity Mirror (Passenger)	S	Illuminated	S	Illuminated
Central Locking	S	S	S	S
Upholstery: Trico Plush Leather	S O	S O	S O	S O
Head Restraints, Front/Rear, Padded	S	S	S	S
Paint: Solid Metallic + Clear	S X	S X	S X	S X

Key: S = Standard; N/A = Not Available; X = Available At Extra Cost; O = Optional

VOLVO 1990

740/740 GL

DIMENSIONS, WEIGHTS & MILEAGE	740/740 GL 4-door	740/740 GL 5-door
Wheelbase (in.)	109.1	109.1
Track, front (in.)	57.9	57.9
Track, rear (in.)	57.5	57.5
Overall length (in.)	188.4	188.4
Overall width (in.)	69.3	69.3
Overall height (in.)	55.5	56.5
Leg room, front (in.)	41.0	41.0
Leg room, rear (in.)	34.7	34.7
Head room, front (in.)	38.6	38.6
Head room, rear (in.)	37.1	37.6
Interior volume (EPA cu.ft.) Total	110.7	134.7
Interior volume (EPA cu.ft.) Front	51.9	52.7
Interior Volume (EPA cu.ft.) Rear	42.0	42.6
Trunk capacity (cu.ft.)	16.8	N.A.
Cargo capacity, seat up (cu.ft.)	N.A.	39.3
Cargo capacity, seat down (cu.ft.)	N.A.	74.9
Trunk or cargo area, maximum width (in.)	63.0	59.4
Trunk or cargo area, maximum length (in.)	41.6	71.5
Trunk or cargo area, maximum depth (in.)	19.6	32.4
Ground clearance (fully loaded)(in.)	4.1	4.1
Front overhang (in.)	36.2	36.2
Rear overhang (in.)	43.1	43.1
Average curb weight (lbs.)	2954-2996	3082-3131
Weight distribution, front/rear (%)	54/46	53/47
EPA estimated mileage: Adjusted MPG	man./auto	man./auto
City	21(21) 20(20)	21(21) 20(20)
Highway	28(26) 26(25)	28(26) 26(25)
Single estimate	24(23) 22(22)	24(23) 22(22)

() - California, if different from 49-state figures

VOLVO 1990 TECHNICAL SPECIFICATIONS 760 GLE V-6

The 760 GLE is Volvo's top of the line four door sedan. It is powered by an even-firing version of the PRV V-6 engine with an output of 144 hp. With its sleek front end and multilink independent suspension, introduced on 1988 models, the 760 has been ranked among the best sedans in the world.

Comfortable with the appearance and performance of the 760, Volvo made very few changes for 1990. The most obvious is:

- * New Tail Lamps - The 760 sedan will be equipped with a new lamp design similar in appearance to those found on the 780.

Note: Specifications correct as of 916189. The manufacturer reserves the right to alter specifications at any time without notice.

VOLVO 1990

760 GLE

ENGINE & DRIVETRAIN

ENGINE	B-280F		
Type	Even-firing V-6;SOHC per bank;90° between banks	Fuel Injection	LH Lambda (Electronic)
HP (SAE Net)	144 @ 5100	Main Bearings	4-shell type
Torque	173 @ 3750	Valve Operations	Overhead cam and rocker arms
Cylinder Block	Aluminum	Battery/Alternator	450/100 amp
Cylinder Head	Aluminum	Crankcase Capacity (incl. Filter)	6.8 U.S.qts
Bore & Stroke	91/73 mm	Fuel Tank Capacity	21.0 U.S. gallons
Displacement	2849 cc (173 cu.in.)		
Compression Ratio	9.5:1		
Ignition	Breakerless, solid state		
Body/Chassis	Welded all steel unit body with roll cage type design		
Brake System	Four-wheel disc with vacuum assist <u>ABS 2</u> ; Bosch Anti-lock Braking System with electronic sensors at two front wheels and rear differential housings; separate front and rear brake circuits.		
Front:	Vented discs, 262 x 22 mm, sliding calipers		
Rear:	Solid discs, 281 x 9.6 mm, fixed calipers, drum type parking brake mechanically operated		
Swept area:	421 sq.in.		
Rear Axle	Hypoid		
Steering	Power assisted rack and pinion; steering ratio 16.9:1;Turns lock to lock:3.5		
Suspension			
Front	MacPherson strut with eccentrically mounted coil springs, and stabilizer bar, and hydraulic shock absorbers		
Rear <u>4-door:</u>	Volvo Multi-link:individually sprung wheels with lower trailing arm, upper wishbone, lower link and track rod, single coil spring per side and self-leveling shock absorbers		
Towing Capacity	3,300 lbs		
Transmission	Automatic: AW-71		
Forward Speed	Four		
Gear Ratios	2.45/1.45/1.0/0.69		
Final Drive Ratio	3.73:1		

VOLVO 1990 760 GLE

EQUIPMENT	4-door
Tires 185/65 R15T MXL	S
Wheels 6 x 15 20-spokeAlloy	S
Sway Bars, Front /Rear (mm)	23/0
SRS - Driver's Air Bag	S
Electronic Climate Control	S
Cruise Control	S
Anti-lock Braking System	S
Power Windows	S
SR 7145 Tuner/5-band Equalizer	S
TP 7145 Cassette Deck	S
MA 7145 2x40, 2x20 W Power Amplifier	S
Power Antenna With Switch	S
Dashboard, Front & Rear-door Speakers	S
Sunroof, Power Controlled	S
Dome Light With Front Map Lights & Delay	S
Rear Seat Reading Lights	S
8-way Power Controlled & Heated Front Seats	S
Instrumentation: 120 mph/200kph Speedometer 6-digit Odometer/4-digit Tripmeter Tachometer Fuel & Coolant Temp. Gauges Large Diameter Clock	S
Outside Mirrors,Power Controlled, Heated	S
Illuminated Visor Vanity Mirror (Passenger)	S
Central Locking	S
Upholstery: Plush Velour Or Leather	S
Head Restraints, Front/Rear, Padded	S
Adjustable Steering Column	S
Paint: Solid Or Metallic + Clear	S

Key: S = Standard

VOLVO 1990 760 GLE

DIMENSIONS, WEIGHTS & MILEAGE	4-door
Wheelbase (in.)	109.1
Track, front (in.)	57.9
Track, rear (in.)	59.8
Overall length (in.)	188.4
Overall width (in.)	69.3
Overall height (in.)	55.5
Leg room, front (in.)	41.0
Leg room, rear (in.)	34.7
Head room, front (in.)	38.6
Head room, rear (in.)	37.1
Interior volume (EPA cu.ft.) Total	110.7
Interior volume (EPA cu.ft.) Front	51.9
Interior volume (EPA cu.ft.) Rear	42.0
Trunk capacity (cu.ft.)	16.8
Trunk or cargo area, maximum width (in.)	63.0
Trunk or cargo area, maximum length (in.)	41.6
Trunk or cargo area, maximum depth (in.)	19.6
Ground clearance (fully loaded)(in.)	4.1
Front overhang (in.)	36.2
Rear overhang (in.)	43.1
Average curb weight (lbs.)	3303
Weight distribution, front/rear (%)	54/46
EPA estimated mileage: Adjusted MPG City Highway Single estimate	Auto Only 17 21 18

() - California, if different from 49-state figures

VOLVO 1990 TECHNICAL SPECIFICATIONS 760 TURBO

The 760 Turbo is available in both 4 door sedan and wagon body styles. A long list of luxury appointments in combination with its brisk performance and fine handling make the 760 Turbos world class premium automobiles.

Relatively few changes to the 760 Turbos have been made for 1990, they include:

- * New Engine - The Generation 3 version of the B-230 FT has increased response, thanks to a new small diameter turbocharger, a more efficient exhaust manifold, and recalibrated fuel injection and ignition systems. Peak boost is now available from a low 1800 RPM. The torque curve has been moved down on the rev range so that full engine output is available for a broader range of driving circumstances.
- * New Tail Lamps - The 760 Turbo sedan will be equipped with a new lamp design similar in appearance to those found on the 780.

Note: Specifications correct as of 9/6/89. The manufacturer reserves the right to alter specifications at any time without notice.

VOLVO 1990

760 TURBO

ENGINE & DRIVETRAIN

NAME	B-230FT GENERATION 3		
Type	In-line 4-cyl. SOHC; water cooled turbo with intercooler	Fuel Injection	LH Lambda (Electronic)
HP (SAE Net)	162 @ 4000	Main Bearings	5-shell type
Torque	195 @ 3450	Valve Operations	Overhead cam direct acting
Cylinder Block	Cast iron	Battery/Alternator	450/100 amp
Cylinder Head	Aluminum	Crankcase Capacity (incl. Filter)	4.7 U.S.qts
Bore & Stroke	96/80 mm	Fuel Tank Capacity	21.0 U.S. gallons (4-door) 15.8 U.S. gallons (5-door)
Displacement	2316 cc (141 cu.in.)		
Compression Ratio	8.7:1		
Ignition	Breakerless, solid state		
Body/Chassis	Welded all steel unit body with roll cage type design		
Brake System	Four-wheel disc with vacuum assist <u>ABS 2</u> ; Bosch Anti-lock Braking System with electronic sensors at two front wheels and rear differential housings; separate front and rear brake circuits.		
Front:	Vented discs, 262 x 22 mm, sliding calipers		
Rear:	Solid discs, 281 x 9.6 mm, fixed calipers, drum type parking brake mechanically operated		
Swept area:	421 sq.in.		
Rear Axle	Hypoid		
Steering	Power assisted rack and pinion; steering ratio 16.9:1; Turns lock to lock:3.5		
Suspension			
Front	MacPherson strut with eccentrically mounted coil springs, stabilizer bar, and hydraulic shock absorbers		
Rear	<u>4-door:</u>	Volvo Multi-link: individually sprung wheels with lower trailing arm, upper wishbone, lower link and track rod, single coil spring per side and self-leveling shock absorbers	
	<u>5-doors:</u>	Constant Track: linkage consisting of live axle, two trailing arms, wishbone sub-frame, Panhard rod, coil springs, and self-leveling shock absorbers	
Towing Capacity	3,300 lbs		
Transmission	Automatic: AW-71		
Forward Speed	Four		
Gear Ratios	2.45/1.45/1.0/0.69		
Final Drive Ratio	3.73:1		

VOLVO 1990 760 TURBO

EQUIPMENT	4-door	5-door
Tires 195/60R15H	S	S
Wheels 6 x 15 20-spokeAlloy	S	S
Sway Bars, Front /Rear (mm)	23/0	21/0
SRS - Driver's Air Bag	S	S
Electronic Climate Control	S	S
Cruise Control	S	S
Anti-lock Braking System	S	S
Power Windows	S	S
SR 7145 Tuner/5-band Equalizer	S	S
TP 7145 Cassette Deck	S	S
MA 7145 2x40, 2x20 W Power Amplifier	S	S
Dashboard, Front & Rear-door Speakers	S	S
Power Antenna With Switch	S	S
Sunroof, Power Controlled	S	S
Dome Light With Front Map Lights & Delay	S	S
Rear Seat Reading Lights	S	S
8-way Power Controlled & Heated Front Seats	S	S
Instrumentation: 120 mph/200kph Speedometer 6-digit Odometer/4-digit Tripmeter Tachometer Fuel & Coolant Temp. Gauges Large Diameter Clock Turbo Boost Gauge	S	S
Outside Mirrors,Power Controlled, Heated	S	S
Illuminated Visor Vanity Mirror (Passenger)	S	S
Central Locking	S	S
Upholstery: Plush Velour Or Leather	S	S
Head Restraints, Front/Rear, Padded	S	S
Adjustable Steering Column	S	S
Paint: Solid Or Metallic + Clear	S	S

Key: S = Standard

VOLVO 1990 760 TURBO

DIMENSIONS, WEIGHTS & MILEAGE	4-door	5-door
Wheelbase (in.)	109.1	109.1
Track, front (in.)	57.9	57.9
Track, rear (in.)	59.8	57.5
Overall length (in.)	188.4	188.4
Overall width (in.)	69.3	69.3
Overall height (in.)	55.5	56.5
Leg room, front (in.)	41.0	41.0
Leg room, rear (in.)	34.7	34.7
Head room, front (in.)	38.6	38.6
Head room, rear (in.)	37.1	37.6
Interior volume (EPA cu.ft.) Total	110.7	134.7
Interior volume (EPA cu.ft.) Front	51.9	52.7
Interior volume (EPA cu.ft.) Rear	42.0	42.6
Trunk capacity (cu.ft.)	16.8	N.A.
Cargo capacity, seat up (cu.ft.)	N.A.	39.8
Cargo capacity, seat down (cu.ft.)	N.A.	74.9
Trunk or cargo area, maximum width (in.)	63.0	59.4
Trunk or cargo area, maximum length (in.)	41.6	71.5
Trunk or cargo area, maximum depth (in.)	19.6	32.4
Ground clearance (fully loaded)(in.)	4.1	4.1
Front overhang (in.)	36.2	36.2
Rear overhang (in.)	43.1	43.1
Average curb weight (lbs.)	3305	3272
Weight distribution, front/rear (%)	53/47	52/48
EPA estimated mileage: Adjusted MPG <div> City Highway Single estimate </div>	Auto only 18(18) 21(22) 20(20)	Auto only 18(18) 21(22) 20(20)

() - California, if different from 49-state figures

VOLVO 1990

TECHNICAL SPECIFICATIONS

780 COUPE V-6

The most exclusive Volvo built, the Bertone designed two door will be available to fewer than 2000 customers this year. Sleekly styled and lavishly appointed the 780 is designed for those buyers who want a vehicle more exclusive than most Volvos but no less durable.

The 780 Coupe has received relatively few changes for 1990, they include:

- * New Wheels & Tires - All 780s for 1990 will ride on 7 X 15 multi-X light alloy wheels, introduced last year on the 780 turbo. For increased road noise and vibration isolation 195/65R15H Michelin MXV2 tires have been added.
- * A New Grille - The only external differentiation between a 780 and a 780 Turbo will be the new chrome vertical bar grille on the 760 V-6.
- * Dashboard Wood - A new matte finish has been developed to highlight the character of the wood.
- * Seat Back Release - New releases for the front seat backs facilitate easier entry and exit from the rear seats.

Note: Specifications correct as of 916189. The manufacturer reserves the right to alter specifications at any time without notice.

VOLVO 1990

780 COUPE

ENGINE & DRIVETRAIN

ENGINE	B-280F		
Type	Even-firing V-6;SOHC per bank;90° between banks	Fuel Injection	LH Lambda (Electronic)
HP (SAE Net)	144 @ 5100	Main Bearings	4-shell type
Torque	173 @ 3750	Valve Operations	Overhead cam and rocker arms
Cylinder Block	Aluminum	Battery/Alternator	500/100 amp
Cylinder Head	Aluminum	Crankcase Capacity (incl. Filter)	6.8 U.S.qts
Bore & Stroke	91/73 mm	Fuel Tank Capacity	21.0 U.S. gallons
Displacement	2849 cc (173 cu.in.)		
Compression Ratio	9.5:1		
Ignition	Breakerless, solid state		
Body/Chassis	Welded all steel unit body with roll cage type design		
Brake System	Four-wheel disc with vacuum assist <u>ABS 2</u> ; Bosch Anti-lock Braking System with electronic sensors at two front wheels and rear differential housings; separate front and rear brake circuits. Vented discs, 262 x 22 mm, sliding calipers Solid discs, 281 x 9.6 mm, fixed calipers, drum type parking brake mechanically operated 421 sq.in. Hypoid Power assisted rack and pinion; steering ratio 16.9:1;Turns lock to lock:3.5		
Front:			
Rear:			
Swept area:			
Rear Axle			
Steering			
Suspension			
Front	MacPherson strut with eccentrically mounted coil springs, stabilizer bar, and hydraulic shock absorbers		
Rear	Volvo Multi-link:individually sprung wheels with lower trailing arm, upper wishbone, lower link and track rod, single coil spring per side and self-leveling shock absorbers		
Towing Capacity	3,300 lbs		
Transmission	Automatic: AW-71		
Forward Speed	Four		
Gear Ratios	2.45/1.45/1.0/0.69		
Final Drive Ratio	3.73:1		

VOLVO 1990 780 COUPE

EQUIPMENT	2-door
Tires 195/65 R15H MXV2	S
Wheels 7 x 15 Multi-X Design Light Alloy	S
Sway Bars, Front /rear (mm)	22/O
SRS - Driver's Air Bag & Front Belt Pretensioners	S
Electronic Climate Control	S
Cruise Control	S
Anti-lock Braking System	S
Power Windows	S
TD 6143 AM/FM Tuner/Cassette	S
HA 3141 2 x 40 W Front Amplifier	S
HA 5161 2 x 60 W Rear Amplifier	S
Front-door & Hatshef Speakers	S
Power Antenna With Switch	S
Glass Sunroof, Power Controlled, With Sunshade	S
Dome Light With Front Map Lights & Delay	S
Rear Seat Reading Lights	S
8-way Power Controlled & Heated Front Seats	S
Instrumentation: 120 mph/200kph Speedometer 6-digit Odometer/4-digit Tripmeter Tachometer Fuel & Coolant Temp. Gauges Voltmeter Engine Oil Temp. Gauge Large Diameter Clock	S
Outside Mirrors, Power Controlled, Heated	S
Illuminated Visor Vanity Mirror (Passenger & Driver)	S
Central Locking	S
Upholstery: Leather	S
Burled-Elm Inserts	S
Automatic Front Belt Tensioner	S
Power Decklid & Fuel Filler Door Release	S
Paint: Solid Or Metallic + Clear Pearlescent + Clear Coat	S O

Key: S = Standard; O = Optional

VOLVO 1990 780 COUPE

DIMENSIONS, WEIGHTS & MILEAGE	2-door
Wheelbase (in.)	109.1
Track, front (in.)	57.9
Track, rear (in.)	57.5
Overall length (in.)	188.8
Overall width (in.)	69.3
Overall height (in.)	55.1
Leg room, front (in.)	41.0
Leg room, rear (in.)	34.7
Head room, front (in.)	37.2
Head room, rear (in.)	35.8
Interior volume (EPA cu.ft.) Total	105.1
Interior volume (EPA cu.ft.) Front	50.5
Interior volume (EPA cu.ft.) Rear	39.8
Trunk capacity (cu.ft.)	14.9
Trunk or cargo area, maximum width (in.)	63.0
Trunk or cargo area, maximum length (in.)	41.3
Trunk or cargo area, maximum depth (in.)	20.1
Ground clearance (fully loaded)(in.)	4.1
Front overhang (in.)	36.8
Rear overhang (in.)	42.9
Average curb weight (lbs.)	3415
Weight distribution, front/rear (%)	54/46
EPA estimated mileage: Adjusted MPG <div> City Highway Single estimate </div>	Auto only 17 21 18

() - California, if different from 49-state figures

VOLVO 1990 TECHNICAL SPECIFICATIONS 780 TURBO

The appearance of the Bertone designed two door coupe has always been one of its strengths. Consequently virtually no changes have been made to its countenance.

The only serious criticism the 780 suffered at the hands of automotive experts was lack of the sheer power to match sleek appearance. Volvo has addressed this concern for 1990 by equipping the 780 Turbo with the B-230 FT Generation 3 and the "Turbo + " package as standard. With 188 HP on tap at 5100 RPM and an impressive 206 Lb/Ft of torque at 3900 RPM, the critics should now be satisfied. The 1990 version of the 780 Turbo will be the most powerful production car ever offered by Volvo.

Changes to the 1990 780 Turbo include:

- * New Engine - A "Turbo + " version of the B-230 FT which delivers 188 HP at 5100 RPM and 206 Lb/Ft of torque at 3900. Exclusive to the 780 Turbo this is the highest output engine ever put in a production Volvo.
- * New Tires - 195/65R15H Michelin MXV2 tires have been specified for improved road noise and vibration isolation.
- * Seat Back Release - New releases for the front seat backs facilitate easier entry and exit from the rear seats.
- * Dashboard Wood - A new matte finish has been developed to highlight the character of the wood.

Note: Specifications correct as of 9/6/89. The manufacturer reserves the right to alter specifications at any time without notice.

VOLVO 1990

780 TURBO

ENGINE & DRIVETRAIN

ENGINE	B-230FT Turbo Generation 3 Turbo Plus		
Type	In-line 4-cyl. SOHC; water cooled turbo with intercooler	Fuel Injection	LH Lambda (Electronic)
HP (SAE Net)	188 @ 5100	Main Bearings	5-shell type
Torque	206 @ 3900	Valve Operations	Overhead cam direct acting
Cylinder Block	Cast iron	Battery/Alternator	500/100 amp
Cylinder Head	Aluminium	Crankcase Capacity (incl. Filter)	4.7 U.S.qts
Bore & Stroke	96/80 mm	Fuel Tank Capacity	15.8 U.S. gallons
Displacement	2316 cc (141 cu.in.)		
Compression Ratio	8.7:1		
Ignition	Breakerless, solid state		
Body/Chassis	Welded all steel unit body with roll cage type design		
Brake System	Four-wheel disc with vacuum assist ABS 2: Bosch Anti-lock Braking System with electronic sensors at two front wheels and rear differential housings; separate front and rear brake circuits.		
Front:	Vented discs, 262 x 22 mm, sliding calipers		
Rear:	Solid discs, 281 x 9.6 mm, fixed calipers, drum type parking brake mechanically operated		
Swept area:	421 sq.in.		
Rear Axle	Hypoid		
Steering	Power assisted rack and pinion; steering ratio 16.9:1; Turns lock to lock:3.5		
Suspension	MacPherson strut with eccentrically mounted coil springs, stabilizer bar, and hydraulic shock absorbers		
Front	Volvo Multi-link: individually sprung wheels with lower trailing arm, upper wishbone, lower link and track rod, single coil spring per side and self-leveling shock absorbers		
Rear	3,300 lbs		
Towing Capacity	Automatic: AW-71		
Transmission	Four		
Forward Speed	2.45/1.45/1.0/0.69		
Gear Ratios	3.73:1		
Final Drive Ratio			

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EQUIPMENT	2-door
Tires 195/65 R15H MXV2	S
Wheels 7 x 15 Multi-X Design Light Alloy	S
Sway Bars, Front /Rear (mm)	22/O
SRS - Driver's Air Bag & Front Belt Pretensioners	S
Electronic Climate Control	S
Cruise Control	S
Anti-lock Braking System	S
Power Windows	S
TD 6143 AM/FM Tuner/Cassette	S
HA 3141 2 x 40 W Front Amplifier	S
HA 5161 2 x 60 W Rear Amplifier	S
Front-door & Hatshelf Speakers	S
Power Antenna With Switch	S
Glass Sunroof, Power Controlled, With Sunshade	S
Dome Light With Front Map Lights & Delay	S
Rear Seat Reading Lights	S
8-way Power Controlled & Heated Front Seats	S
Instrumentation: 120 mph/200kph Speedometer 6-digit Odometer/4-digit Tripmeter Tachometer Fuel & Coolant Temp. Gauges Voltmeter Turbo Boost Meter Large Diameter Clock	S
Outside Mirrors,Power Controlled, Heated	S
Illuminated Visor Vanity Mirror (Passenger & Driver)	S
Central Locking	S
Upholstery: Leather	S
Burled-Elm Inserts	S
Automatic Front Belt Tensioner	S
Power Decklid & Fuel Filler Door Release	S
Paint: Solid Or Metallic + Clear Pearlescent + Clear Coat	S O

Key: S = Standard; O = Optional

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DIMENSIONS, WEIGHTS & MILEAGE	2-door
Wheelbase (in.)	109.1
Track, front (in.)	57.9
Track, rear (in.)	59.8
Overall length (in.)	188.8
Overall width (in.)	69.3
Overall height (in.)	55.1
Leg room, front (in.)	41.0
Leg room, rear (in.)	34.7
Head room, front (in.)	37.2
Head room, rear (in.)	35.8
Interior volume (EPA cu.ft.) Total	105.1
Interior Volume (EPA cu.ft.) Front	50.5
Interior Volume (EPA cu.ft.) Rear	39.8
Trunk capacity (cu.ft.)	14.9
Trunk or cargo area, maximum width (in.)	63.0
Trunk or cargo area, maximum length (in.)	41.3
Trunk or cargo area, maximum depth (in.)	20.1
Ground clearance (fully loaded)(in.)	4.1
Front overhang (in.)	36.8
Rear overhang (in.)	42.9
Average curb weight (lbs.)	3415
Weight distribution, front/rear (%)	54/46
EPA estimated mileage: Adjusted MPG	Auto only
City	18
Highway	21
Single estimate	20

() - California, if different from 49-state figures