

VOLVO



The Volvo GLE Sedan — the comfort, the interior quiet, the ride — for \$8,000 to \$10,000 less than a Mercedes.

When you first sit in the driver's seat, close the door firmly — you'll hear a most reassuring sound. If a mood can be set for luxury, then the first chord has been struck. You'll notice that the dome light stays on for an extra fifteen seconds, so you can put on your seat belt and find the ignition when it's dark. The upholstery is leather. There's a sunroof. Instrumentation includes a tachometer. And in addition to amenities such as plush carpeting throughout, power windows, air-conditioning... this thoughtful feature: if the interior temperature drops below 57°F, heating elements below the surface of the seat and the backrest automatically warm up to 79°F.

Under the hood, the Volvo B28F V-6 engine gives you performance that calls into question people's original enthusiasm for gas-aholic V-8s.

The Volvo GLE Wagon. It's just like driving a luxury car...

Except for a sunroof, you'll find the very same amenities in the GLE wagon that you'll find in the sedan; and, in addition, a rear window washer/wiper. Yet, for all its luxury, the GLE wagon has 76 cubic feet of hauling space, and an automatic load-leveling system that helps maintain the wagon's sedan-like handling characteristics.

Now the choice between a sedan and a wagon can simply be a matter of preference, not sacrifice.

The Volvo Bertone Coupe. A luxury car that offers more for the money."

Anyone nostalgic for the vanishing art of craftsmanship will appreciate the elegance of the Bertone Coupe.

It is, after all, the product of Volvo's engineering *and* the skill of one of Europe's most distinguished coach builders: Bertone of Turin, Italy.

Glove-soft Italian leather is hand-stitched over each seat; trims the door panels and covers the recessed sun visors. Elm veneer accents the door panels. Power windows, a central door-locking system, map lights, air-conditioning, a power antenna, heated driver's and front passenger's seats — all are standard.

And up front, a Volvo B28F V-6 engine awaits your pleasure — cruise control may be instructed to maintain a constant highway speed.

In every respect, the Bertone Coupe is extraordinary. What a shame time only permits the construction of a limited number of our luxury-class touring cars. And yet, for the sake of automotive history, better a few than none at all.



The Volvo GLT Sedan is a sports car in disguise . . .

Volvo engineers have made the GLT suspension taut, using high-rate springs and firm, gas-filled shocks, front and rear. Special front and rear stabilizer bars add the roll stiffness a sports car should have. Running on five-spoke, alloy rims fitted out with Pirelli P6 tires, the GLT is capable of embarrassing drivers who've paid twice as much for their sports cars.

This year, in addition to the GLT powered by the standard four cylinder engine, Volvo offers a special GLT with a turbocharged four cylinder overhead cam 2.13 liter that performs like a 3 liter. This exhaust-driven turbo delivers a torque increase of over 30% through the power range.

To help you monitor the behavior of the engine, a tachometer, turbo boost gauge, oil pressure gauge and voltmeter are standard equipment.

Specially designed seats, covered in a plush silver velour, are exclusive to the GLT Turbo and provide you with additional lateral support for more enthusiastic driving.

Luxury amenities such as power windows, air conditioning, dual remote control power mirrors, and a sunroof are standard on the GLT Turbo.

Turbocharged or not, the GLT is a Volvo for sports car buffs who want more sport *and* more car for the money.

The GLT wagon is a wolf in sheep's clothing.

There isn't a sports car driver alive who hasn't at one time or another, yearned for all the cargo space of a wagon. But to actually own one, instead of a sports car? Out of the question. Or so you think . . .

Explore the new GLT wagon. The GLT is virtually a GLT sedan, except that its shape creates seventy-six cubic feet of cargo space. If that's not a wolf in sheep's clothing, then at the very least it's a wagon to do a sports car lover's heart proud.

The Volvo GL Sedans are cars with the most nearly perfect combination of luxury and economy.

Glance around the inside. Run through the luxury you'll hope to find. Plenty of room for five adults? Sunroof? Air-conditioning? Power windows? Plush interior and upholstery? Tachometer? Heated driver's seat? All there!

Where's the economy, then? Under the hood . . .

Volvo's GLs, as David E. Davis of *Car and Driver* says, ". . . are four-cylinder cars, powered by Volvo's infinitely lovable B21F engine — 2.13 liters, 107 horsepower at 5,250 rpm, and 114 pounds-feet or torque — an oversquare, overhead-cam, fuel-injected four that just seems to beg for abuse."

Understandably, there are prospective GL owners who feel shaky about reducing their standard of driving by several cylinders. For them, Davis has heartening words: "(The Volvo GL) is a genuinely amusing car to drive. It's alert, responsive, and stable. The handling, braking, and roadholding that go with all that luxury are first-class, and though the ride is European, it would not offend a Pontiac driver."

For the skeptic, a test drive in a two- or four-door GL will prove convincing: a sensible, economical car can be a joy to own after all.





The DL Sedans.
Volvos for people who think
they can't afford one.

The DL sedan is a Volvo because nothing that would adversely effect the way it is built, or runs, or drives, or stops is ever sacrificed or left dangling as an option just for economy.

Walk around the DL. Open and close a door. That's how *solid* sounds.

Get in behind the wheel. In the opinion of experts, you're sitting on the best seat offered in a regular production car.

You can choose between a four-speed manual transmission with overdrive, or a three-speed automatic.

Volvo's basic four-cylinder B21F engine is rugged, dependable, and gives the DL plenty of power without squandering fuel. The B21F-MPG, only available on the two-door DL without a sunroof, has a new electronic ignition system that helps increase fuel economy.

When you get right down to the sticker price, the DL — the basic Volvo — is positively luxurious. And when a

car appeals to your heart as well as your head, you might be moved to add a bumper strip to the car's exterior motif — one that reads "I love my Volvo."

The Volvo DL Wagon ... you
get a sedan at no extra cost.

Of course the DL wagon has a decided advantage over any other wagon around. Except that its shape creates its cargo capacity, the DL wagon is virtually a DL sedan — which only goes to show that a wagon doesn't have to be as big as a boat, or make you feel as though you're floating down the road.

Despite its un-wagon-like characteristics, the DL wagon has an enormous capacity to haul things. With the rear seat down the cargo area measures roughly six feet long, four feet wide, and three feet high — nearly at right angles.

Frankly, the reason such attributes are missing from other wagons remains a mystery to us.



The Volvo Diesel Sedans and Wagons make other diesels seem underpowered or overpriced.

Volvo offers diesel sedans and wagons now — So — “Move over Mercedes and General Motors. Diesel Volvos are here, bringing value and performance

at a sensible price,” (*Diesel Motorist Magazine*, Summer, 1980).

In the past, if you wanted the benefits of a diesel, you had to accept its infamous idiosyncracies: underwhelming power, unforgettable noise, and plenty of shake, rattle and roll. No longer...

To quote *Diesel Motorist Magazine* (Summer, 1980), “Driving the car, one feels the quick response, lack of any sluggishness associated with ‘stiffer’ engines such as those with push-rod/rocker arm or cam-finger/followers... Because of fewer reciprocating parts, there is much less valve noise and hence, Volvo’s claim of a new diesel quietness, is true... On the open road, the Volvo Diesel is right at home, with its sporty-firm suspension, excellent high-speed cornering and passing ability.”

The six cylinders make all the difference, increasing performance, decreasing noise, and smoothing out vibrations.

Volvo diesel sedans and wagons pump out 76 hp @ 4800 rpm (S.A.E.) with a maximum torque of 98 @ 2800 (S.A.E.) Combine that with Volvo’s overall engineering excellence and what do you have?

A diesel, and a Volvo in the bargain. You couldn’t ask for more.

Volvo Diesel sedans and wagons are not available in California.



The 1981 Volvos at a glance.

Dimensions and Weights

Wheelbase	104.3 in.
Overall Length	192.5 in.
Overall Height, Sedans	56.2 in.
Wagons	57.5 in.
Coupe	53.9 in.
Legroom, Front, All	39.8 in.
Coupe	40.2 in.
Legroom, Rear, Sedans	36.6 in.
Wagons	36.4 in.
Coupe	33.5 in.
Trunk Capacity, Sedans	13.9 cu. ft.
Coupe	13.7 cu. ft.
Cargo Capacity, Wagons	41.1 cu. ft.
Rear Seat Down	76.0 cu. ft.
Approx. Curb Weights	
DL, GLT & GL Sedans	2891-3065 lbs.
GLE & Diesel Sedans	3120-3149 lbs.
Coupe	3111-3123 lbs.
DL & GLT Wagons	3129-3262 lbs.
GLE & Diesel Wagons	3230-3263 lbs.

B21F Engine: DL, GLT, GL Models

Fuel injected in-line four, cast iron block with light alloy “cross-flow” cylinder head. Overhead camshaft. Lambda Sond® emission control. Displacement: 130 cu. in. Compression ratio: 9.3:1 Horsepower: 107 @ 5250 (S.A.E.) Torque: 114 @ 2500 (S.A.E.) Sealed Cooling System: 9.9 qts. Fuel tank: 15.8 gallons, unleaded 91RON

B21F MPG Engine is available on 2 door DL models.

This version of the B21F is equipped with a breakerless electronic ignition system with computer controlled spark advance — which in combination with a low rear axle ratio helps provide improved mpg. Horsepower: 98 @ 5000 (S.A.E.) Torque: 112 @ 3000 (S.A.E.)

B21F T: GLT Turbo Model

Fuel injected, in-line four, cast iron block with light-alloy “cross-flow” cylinder head. Overhead camshaft. Lambda Sond® emission control. Exhaust-driven turbo-compressor. Displacement: 130 cu. in. Compression ratio: 7.5:1 Horsepower: 127 @ 5400 (S.A.E.) Torque: 150 @ 3750 (S.A.E.) Sealed Cooling System: 9.9 qts. Fuel Tank: 15.8 gallons, unleaded 91RON

B28F Engine: Coupe, GLE Models

Fuel injected V-6 with light-alloy cylinder heads and block; wet steel cylinder liners. Overhead camshafts. Lambda Sond® emission control. Displacement: 163 cu. in. Compression ratio: 8.8:1 Horsepower: 130 @ 5500 (S.A.E.) Torque: 153 @ 2750 (S.A.E.) Sealed Cooling System: 11.5 qts. Fuel Tank: 15.8 gallons, unleaded 91RON

D24 Engine: Diesel Models*

In-line, overhead cam, six-cylinder diesel with indirect fuel injection into swirl chambers.

Displacement: 145 cu. in. Compression ratio: 23.0:1 Horsepower: 76 @ 4800 (S.A.E.) Torque: 98 @ 2800 (S.A.E.) Sealed Cooling System: 11.5 qts. Fuel Tank: 15.8 gallons

Drivetrain

Manual: Four-speed fully synchronized transmission. Electrically operated overdrive which automatically releases when you shift from 4th to 3rd gear. Gear ratios: 1st 4.03:1 (GLE & Coupe 3.71:1), 2nd 2.16:1, 3rd 1.37:1, 4th 1.00:1, Overdrive 0.80:1. Final drive ratio: B21F, B21FT, and B28F 3.73:1, D24 and B21F MPG 3.54:1, B21F (GLT) 3.91:1.

Automatic: Three-speed with a floor-mounted shift lever, with an illuminated PRND21 pattern. Final drive ratio: B21F 3.73:1, B21F MPG and B28F 3.54:1; D24 3.31:1.

Steering System

Rack-and-pinion gear. Servo-assist is standard on all models except DL sedans with overdrive and without a sunroof. Turning circle 32’2”. Turns lock to lock: 3.5 (4.3 without power-assist).

Suspension System

Front: McPherson struts incorporating coil springs and telescopic shock absorbers. Stabilizer bar. GLT’s have larger diameter stabilizers and gas-filled shocks.

Rear: Rigid “live” axle located by

longitudinal control arms and torque rods. Lateral location by track rod. Coil springs and telescopic shock absorbers. Stabilizer bar. The GLT sedan has a larger diameter stabilizer and gas-filled shocks. The GLE wagon has an automatic rear load leveler; no stabilizer bar.

Tires: Steel-belted radials. Size: DL sedans 175SR14; GL, GLE sedan, Coupe and Diesel sedan 185/70SR14; DL, GLE and Diesel wagons 185SR14; GLT sedan 195/60HR15; GLT wagon 185/65-TR15.

Brake System

Self-adjusting disc brakes on all four wheels. Tandem type power-assist. Ventilated front discs are standard on the GLT, GLE, Coupe and Diesel models. Each circuit of the dual triangular-split hydraulic brake system connects both front wheels and one rear wheel. Stepped-bore master cylinder maintains near-normal pedal effort should one circuit fail. Handbrake operates mechanically on separate rear wheel drums.

Volvo

The factory reserves the right to make changes at any time, without notice, to prices, colors, materials, standard equipment, specifications and models and also to discontinue models. Roof rack is optional equipment.

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