

VOLVO 121/122 S



The Volvo 121/122 S.
Technical perfection. Perfectly designed.
Carefully tested. Part by part.
The leader of its class.

Fitted with the 2-litre Volvo B20 engine for safety-fast acceleration and wonder-



The two-litre B20 engine with outputs of 90 or 118 b.h.p. SAE.

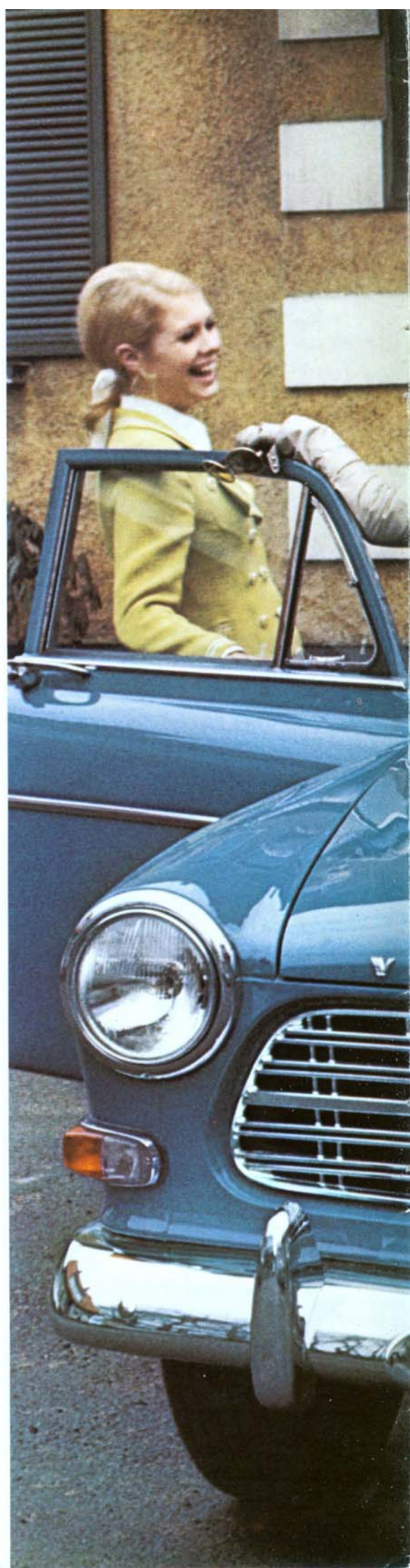
ful flexibility. With the Volvo dual-circuit "Triangle" brake system. One of the very best available.

Experience Volvo road holding. Cornering stability. Tenacious road adhesion. The ability to get through. On gravelled, snowbound and unsurfaced roads. Experience a car which is as tough as they come.

Tough yet docile. Tough yet elegant. Tough yet safe. Rust-proofed to last a lifetime.

These are a few of the recognizable reasons which have made the Volvo 121/122 S such an amazing success all over the world. You will realize the other reasons when you take a test run.

The Volvo 121/122 S is a two-door car with optional engine outputs of 90 b.h.p. or 118 b.h.p. SAE.







The seats are among the best that have ever been designed

- We think it can be seen
- We know it can be felt

Try the driver's seat. Notice the head restraints. They provide extra safety and protection from upper spine injuries should your Volvo be run into from behind. They are, of course, height adjustable. Check the distance to the steering wheel and pedals. Does anything need adjusting? This is easily done. The seat can be moved fore-and-aft. And vertically. The inclination of both the cushion and backrest can be adjusted to your individual requirements. Even the degree of lumbar support is infinitely variable by means of the conveniently located knob on the side of the backrest. Are you sitting comfortably, relaxed, alert? Feel the superb support the seat gives you across the shoulders, across the small of the back and under the thighs. These perfectly contoured bucket seats keep you located—in comfort.

Can anything be more comfortable? Notice the seat attachments in the floor. These very robust anchorages are built to stand up to extreme stress. A great deal of thought has also been given to the rear seat passengers. The rear seat itself is deep and provides plenty of leg room. This is what makes the Volvo 121/122 S a pleasure to travel in for all passengers. Relaxed, living-room comfort! And to sit in comfort is to sit in safety—particularly on long journeys.

The dashboard has a smooth lower edge without any protrusions. The upper surface is padded with impact-absorbing material. The sun visors are also padded. The laminated glass windscreen of "high-impact" type with a tough intermediary plastic skin retains full vision even when hit by flying stones.



The extremely effective steering wheel lock combined with ignition switch.

All controls are located within convenient reach and the dished steering wheel hub is extra wide in order to spread loading over the greatest possible area in the event of a collision. The antidazzle rearview mirror collapses under impact.



The dished safety steering wheel. Clearly marked and easy to read instrumentation.





This is a car built for all climates

A Volvo 121/122 S has safety built into it right from the start. Take the safety belts, for example. Volvo was the first car manufacturer to introduce three-point safety belts as standard equipment. Safety belt anchorages are also provided for rear seat passengers. The edges of the front seat backrests and the armrests are soft-padded for occupant protection.

Cold outside? It won't be noticed in a Volvo 121/122 S. Just as warm and comfortable in the winter as it is cool

and relaxing during the summer. The thermostat-controlled heater and defroster installation provides generous quantities of air. Separate ducts distribute the air evenly between the front and rear seats. There is also a powerful two-speed fan to increase the feed of warm or cool air even more and also provide you with extra defroster effect. Volvo rust-proofing is among the most effective on the market. The most exposed sections of the body are hot-dip galvanized. Cavities are rust-proofed

before they are welded. All exposed points are furthermore treated with weldable body paint. All weldable joints are treated with weldable sealing compound.

Even before leaving the factory, the cars are given very comprehensive underbody sealing. This is to provide effective protection against corrosion resulting from gravel, sand and road salt.

Volvo paintwork is one of the most outstanding in the world. The entire body is immersed in zinc-phosphate. It is then



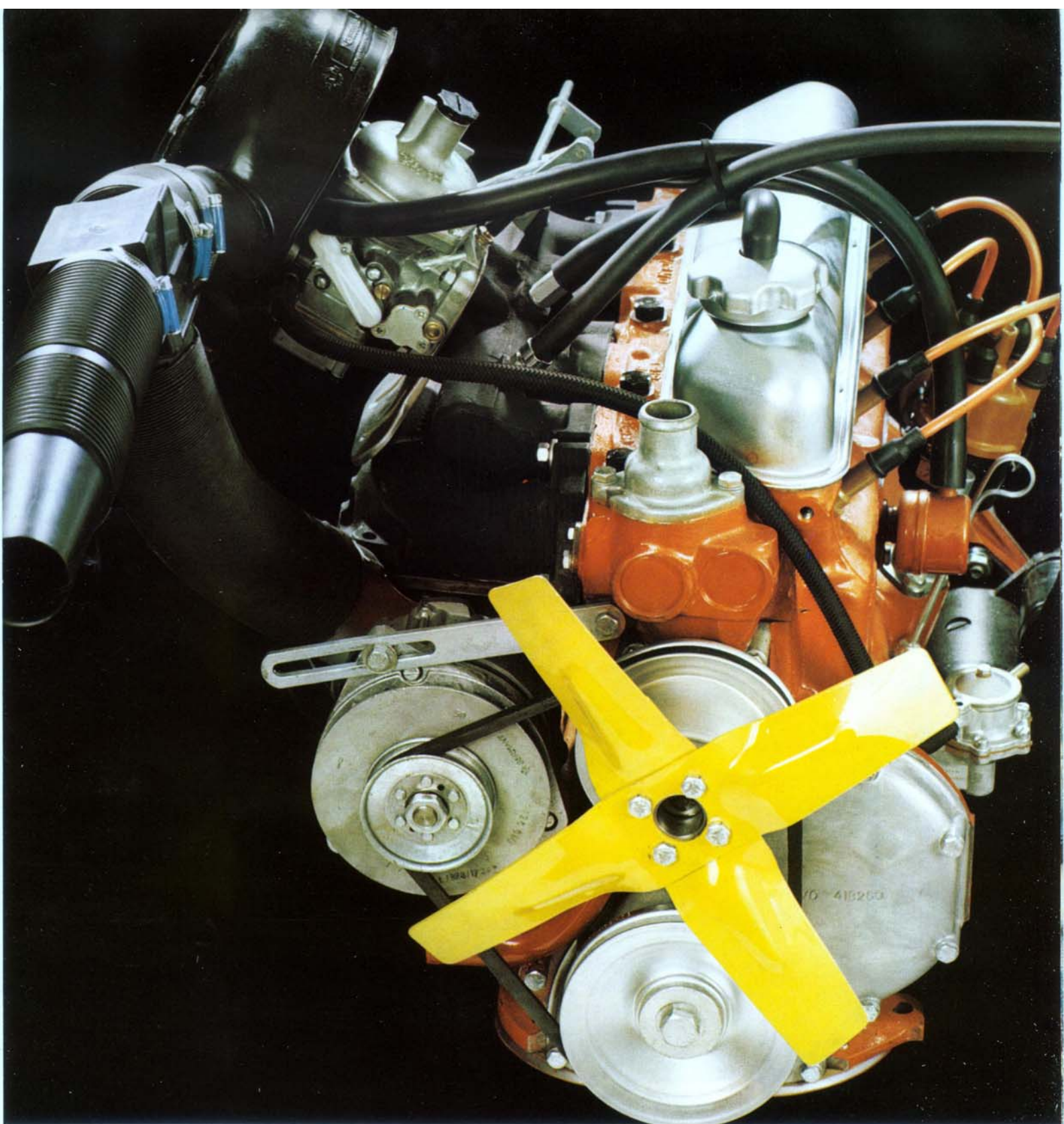
dipped in primer. After that, a layer of undercoat is applied and this is followed by a sealer coat and, finally, three enamel colour coats. Between each phase the body is baked, rubbed-down and carefully washed. Each resulting finish is carefully checked. The result is a tough and enduring surface which maintains its brilliant sparkle and colour for a very long time.



Thermostat-controlled heating system with clearly marked and illuminated controls.



Front seat three-point safety belts are standard equipment.



2-litre engine with exhaust emission control

The Volvo 121/122 S is fitted with the Volvo two-litre B 20 engine. Tough, durable and utterly reliable. Exhilarating acceleration for safety-fast overtaking. The powerful torque gives excellent performance even from low engine speeds. This engine also features the Volvo exhaust emission control system which, in combination with positive crankcase ventilation provides highly-

effective combustion and considerably cleaner exhaust gases. An added advantage is even better fuel economy. The newly designed air cleaner on the 118 b.h.p. engine cuts induction roar considerably.

The Volvo 121/122 S now feature thermostatically controlled preheating of induction air. No matter how cold the ambient temperature is, the air reaching

the carburettors via the induction pre-heater holds a constant temperature of approximately $+30^{\circ}\text{C}$ (86°F). No stalling. And smooth running immediately after a cold start.

The B 20 engine is available in two versions. 90 b.h.p. or 118 b.h.p. SAE.

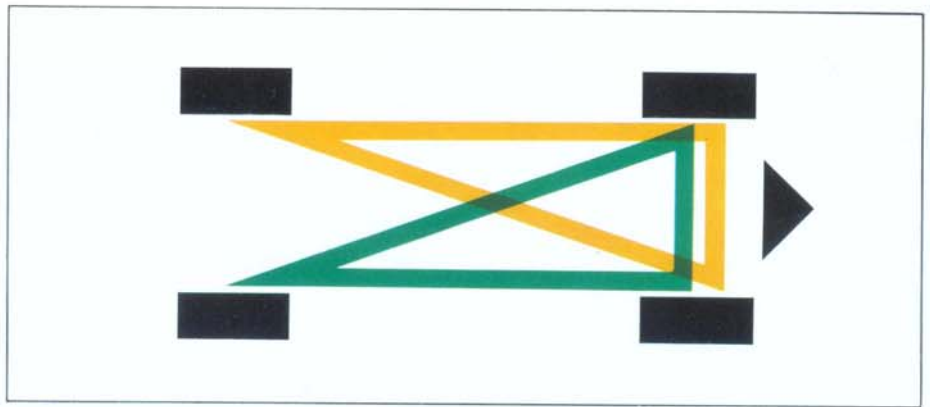
The sports version has twin carburettors.

The Volvo 121/122 S has one of the safest brake systems available in the world. The dual-circuit "Triangle" system. Each of the circuits operates on both front wheels and one rear wheel each. Should one of the circuits be damaged you only lose braking effect on one of the rear wheels. In figures this means that the brake system retains 80 % of full four-wheel braking effect. A reassuring fact.

A warning lamp on the dashboard gives indication of a brake circuit fault. This lamp also gives warning when the hand-brake is applied.

The Volvo 121/122 S has disc brakes up front and well-cooled drum brakes at the rear. This power-assisted system ensures effective braking at low pedal loads.

The strength of a car body is one of the vital factors which decide whether a car

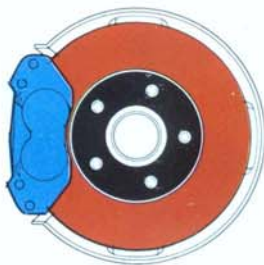


is safe or not. A well-designed body protects the driver and passengers even in very severe situations. The Volvo 121/122 S has a particularly rigid integral construction body. The passenger compartment provides outstandingly good occupant safety. There are particularly

robust closed-box profiles round each body opening.

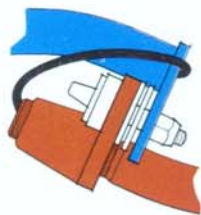
The immensely strong steel body with energy-absorbing front and rear ends constitutes one of the vital safety factors which mean that you travel in safety in a Volvo.

Triangular-split brake system. Safety body.



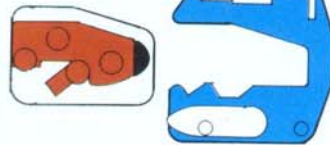
Disc brakes

The Volvo 121/122 S has disc brakes up front and large, well-cooled drum brakes at the rear. Relief valves in the brake circuits prevent the rear wheels from locking before the front wheels in the case of emergency braking.



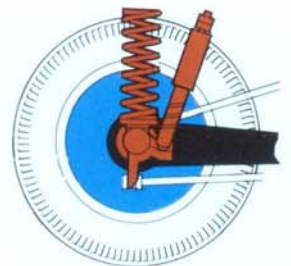
Collapsible steering shaft

The steering shaft is of the safety type and collapses should the front end of the car be subjected to severe impact. This means that the steering wheel is not forced into the passenger compartment.



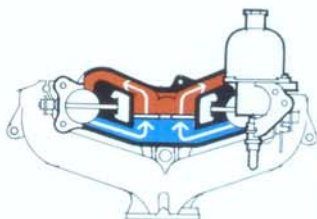
Burst-proof door latches

The door locks keep the doors closed even under extremely severe stresses. A locking plate in the door itself and a corresponding device in the door pillar interlock and prevent the latch from bursting even if the body of the car is subjected to deformation.



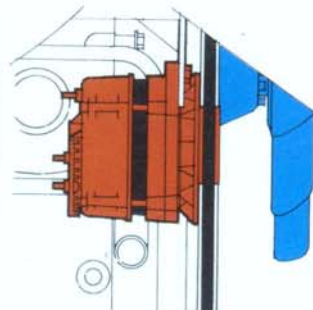
Hyper-effective rear axle suspension

The rear axle is carried in two longitudinal support arms. It is located laterally by means of a rubber-journalled track rod. There are coil springs and telescopic shock absorbers all round.



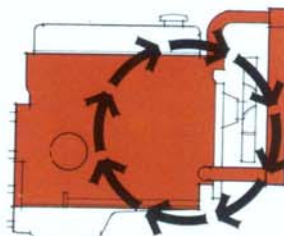
Exhaust emission control system

The new B 20 engine is fitted with an exhaust emission control system. In combination with the positive crankcase ventilation, it results in very clean exhaust gases and also even better fuel economy.



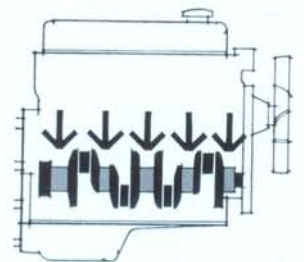
Alternator

The Volvo 121/122 S is fitted with an alternator which charges the battery even at low engine speed. This ensures that the battery is always well charged. It also means that the electrical system has the capacity for even more electrical equipment.



Sealed cooling system

The cooling system is sealed so that no air can get into it. This counteracts corrosion. At the same time there are anti-corrosive additives in the coolant as well as anti-freeze additives.



Five-bearing crankshaft

The B 20 engine crankshaft is carried in five main bearings, this ensuring extremely smooth and vibration-free running. It also makes the B 20 engine particularly dependable and increases the lifetime.

ENGINES

Type B 20. Four-cylinder with overhead valves and five-bearing crankshaft.

Available in two versions: 90 and 118 b.h.p.

Capacity 1.986 litres

Bore 3.500" (88.9 mm)

Stroke 3.15" (80.00 mm)

Exhaust emission control.

Induction air preheating.

90 b.h.p. SAE engine

Horizontal carburettor

Maximum output 90 b.h.p. SAE at

4,800 r.p.m.

82 b.h.p. DIN

at 4,700 r.p.m.

Maximum torque 120 lb.ft. (16,5 kgm) SAE

at 3,000 r.p.m.

116 lb.ft. (16,0 kgm) DIN

at 2,300 r.p.m.

Compression ratio 8.7:1

118 b.h.p. SAE engine

Twin horizontal carburettors

Maximum output 118 b.h.p. SAE at

5,800 r.p.m.

100 b.h.p. DIN

at 5,500 r.p.m.

Maximum torque 123 lb.ft. (17.0 kgm) SAE

at 3,500 r.p.m.

112 lb.ft. (15,5 kgm) DIN

at 3,500 r.p.m.

Compression ratio 9.3:1

COOLING SYSTEM

Sealed cooling system. Water cooling through pump and thermostat. Capacity approximately 7.5 quarts (8.5 litres). Frost-proofed.

ELECTRICAL SYSTEM

Voltage 12 V

Battery capacity 60 amp. hours

Alternator output 35 A

Starter motor output 1 h.p.

POWER TRANSMISSION

Clutch

Single dry plate clutch of diaphragm spring type.

Gearbox

Four-speed, fully synchronized with floor-mounted gear lever.

Ratios:

1st 3.13:1

2nd 1.99:1

3rd 1.36:1

4th 1.00:1

Reverse 3.25:1

Rear axle

Final drive of hypoid type.

Ratio: 4.1:1

CHASSIS

Steering gear

Cam and roller type. Collapsible steering shaft of safety type.

Turning circle:

Between kerbs 31 ft. 2 in. (9.5 m)

Between walls 32 ft. 10 in. (10.1 m)

Front wheel suspension

Independent front wheel suspension in rubber-mounted control arms. Steering knuckles carried in ball joints. Coil springs. Stabilizer.

Rear wheel suspension

Rigid axle carried in longitudinal, rubber-mounted support arms and torque rods. The axle is located by means of a rubber-mounted track rod. Coil springs.

Shock absorbers

Double-acting shock absorbers all round.

Wheels and tyres

4" rims, 165SR15 tyres.

Technical specifications



Brake system

Front: Self-adjusting disc brakes.
 Rear: Self-adjusting and self-centring drum brakes (9"). A relief valve in each brake system prevents locking of the rear wheels before the front wheels in the case of emergency braking.
 Dual-circuit brake system (triangular split type).

BODY

Integral construction, all-welded steel body, comprehensive rust proofing and underbody sealing. Particularly exposed sections are hot dip galvanized. Reinforcing closed box profiles round all openings in body.

Fuel tank

Located at rear. Capacity approx. 10 Imp. gallons (45 litres).

Instrumentation

Speedometer, mileometer and trip meter, cooling water temperature gauge and fuel gauge. Warning lamps for oil pressure and battery charging, headlight main beam and direction indicator flashers. A warning light indicates when the hand brake is applied and also any fault in one of the brake circuits.

Lighting equipment

Asymmetrical dipped headlights. Automatic reversing lights. Headlight flasher. Infinitely variable rheostat-controlled instrument lighting. Map-reading lamp.

Other equipment

Three-point, factory-installed safety belts on front seats. Attachments for three-point belts on rear seat. Laminated windscreen. Electric windscreen wipers of two-speed type. Electric windscreen washer. Thermostat-controlled heater system with large capacity, two-speed fan and warm air duct to rear seat. Exhaust emission control system and positive crankcase ventilation. Induction air preheating. Anti-dazzle rearview mirror. Courtesy handles and grab handle. Cigarette lighter. Mudflaps. Spare wheel. Jack. Tool kit. Head restraints.

MAIN DIMENSIONS AND WEIGHT

Wheelbase	102.4" (260 cm)
Track, front	51.6" (131 cm)
Track, rear	51.6" (131 cm)
Overall length	175.2" (445 cm)

Overall width	63.8" (162 cm)
Overall height, unladen	59.0" (150 cm)
Ground clearance, unladen	8.3" (21 cm)
Roof height, front (roof-seat cushion, 6" [15 cm] from backrest)	37.4" (95 cm)
Roof height, rear (roof-seat cushion, 6" [15 cm] from backrest)	34.3" (87 cm)
Rear seat front edge—front seat backrest	
max.	17.3" (44 cm)
min.	8.7" (22 cm)
Front seat width, shoulder height	50.8" (129 cm)
Front seat width, hip height	52.8" (134 cm)
Rear seat width, shoulder height	48.8" (124 cm)
Rear seat width, hip height	52.4" (133 cm)
Kerb weight (with coolant, oil and full fuel tank) approx.	2,381 lb. (1,080 kg).

The Volvo 121/122 S require no greasing whatsoever.

The factory retains the right to modify design and equipment without previous notice.





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