The Volvo 1800 S is a Grand Turismo Coupé. (A Grand Turismo Automobile is a car in which one can travel long distances rapidly and in comfort). Comfort is two things. First it's the fully adjustable seats constructed to give support where it is most needed — under the legs, in the small of the back, and around the shoulders. It also means ending a day's drive without the "whipped" feeling that you get from many cars. It is "feeling" comfortable as well as "being" comfortable.

Inside of the Volvo 1800 S Coupé are especially constructed seats upholstered in top grain leather where leather should be and vinyl at hard wear points. There are made-to-measure pile carpets on the floor, a map light under the dash, occasional seating on the fold down seats in the rear, where luggage tie-down straps are provided for the really generous luggage space behind the normal passenger seats.

Under the hood is a high output 108 SAE Horsepower Volvo engine. It is exceptionally efficient because of its twin carburetors, separate induction ports for each cylinder and fully machined combustion chambers. This engine will last a very long time because of its greater tolerance to stresses and heat during high speed driving due to its five-bearing crank shaft, oil cooler and thermostyphon cooling system.

All the transmission gears in the four speed synchronized transmission are carried in needle bearings.

As for economy this car at seventy miles an hour uses no more gas than the largest selling imported economy sedan. (If price is bothering you keep repeating, "It's an economy car, it's an economy car...".)
Almost infinitely adjustable seats – try them for size.

Exceptional luggage capacity.

Occasional seating behind the driver. Very exceptional luggage carrying capacity with leather strap tie-downs.
**SPECIFICATIONS**

**Type B 18 B engine**
Four-cylinder with overhead valves and five-bearing crankshaft.
- Bore: 3.313"
- Stroke: 3.15"
- Capacity: 109 cu.in.

**Transmission**
- Fully synchronized and quiet running. Short floor-mounted gear lever.
- Ratios:
  - 1st gear: 3.13:1
  - 2nd: 1.99:1
  - 3rd: 1.36:1
  - 4th: 1:1
  - Reverse: 3.25:1

**Overdrive**
Electrically operated. Operates on fourth gear.
- Ratio: 0.756:1

**Rear axle**
- Ratio: 4.56:1

**Steering gear**
Number of steering wheel turns from left lock to right lock: 3 1/4.
Turning circle approx. 31 ft.

**Front wheel suspension**
Independent suspension with rubber-mounted control arms. Steering knuckle in ball joints. Coil springs and stabilizer.

**Rear wheel suspension**
Rigid rear axle mounted in two longitudinal rubber-mounted support arms and two rubber-mounted torque rods. Transverse location of axle by means of a track rod. Coil springs.

**Shock absorbers**
Double-acting, hydraulic, telescopic shock absorbers, at front and rear.

**Footbrake**
Hydraulic brakes with servo-assistance.

**Front**

**Rear**
Drum brakes of the V-type. Self-centering.

**Handbrake**
Operates mechanically on the rear wheels. Handbrake lever between driving seat and door.

**Wheels and tyres**
Pressed steel wheels. All wheels balanced.
Braced-tread type sports tyres (with tubes).
Tyre size 165 mm-15"

**Body**
Integral, all-welded steel body. Rust-protected according to the most modern methods.

**Fuel tank**
Located at rear.
Capacity 12 US gallons.

**Lighting equipment**
Flashers at front and rear.
Stop and tail lights with built-in reflectors. Automatic reversing light. The interior lighting is switched on when either of the doors is open. Adjustable instrument lighting. Map-reading lamp.

**Instrumentation**

**Other equipment**

**Seat belts**
Three-point type seat belts are fitted for both front seats.

**Main dimensions and weight**
- Wheelbase: 96 1/2"
- Track, front: 51 3/4"
- " rear: 51 3/4"
- Overall length: 173 3/4"
- " width: 67"
- " height: 50 1/2"
- Ground clearance: approx. 6"
- Curb weight: 2,486 lb

The factory reserves the right to alter price, design and equipment without previous notification.