The new Volvo 1800 E with computer controlled electronic fuel injection.

The new 130 b.h.p. SAE engine now features electronic fuel injection. Exhilarating acceleration! It's sensible to have extra power in-hand for overtaking.

In addition to the famous Volvo quality, which in itself guarantees a Volvo car to be safe, the 1800E is fitted with disc brakes on all four wheels fed by twin brake circuits each of which powerbrake two front wheels and one rear wheel. This all-disc four wheel "Triangle" system is power-assisted to ensure light and responsive action. Silky-smooth gearbox and Overdrive.

We offer you four new colours, a new frontal appearance, new sportier "mag" wheels, a new dashboard and other finer points which will tailor-fit the Volvo 1800E to those of you who ask a little more—the fortunate few.
Welcome, into the most comfortable car you've ever met. You're surrounded by quality. Sumptuous leather upholstery. And we mean leather, genuine leather! Deep-pile, wall-to-wall carpeting. These are a few of the reasons which make long-distance driving a pleasure. You sit comfortably and drive alertly. You feel at home with the car and have immediate power-packed response at your command. The windscreen of "high-impact" type has a special tough intermediary safety skin. This is the safest type of windscreen available.

Sumptuous leather upholstered bucket seats with wide-range adjustment. The knob-adjusted lumbar support keeps your spine curvature as it should be, no aching back here. Head restraints are standard. For safety's sake!

Even the well dimensioned luggage compartment proves the Volvo 1800 E to be an excellent long-distance car. And should you ever need the spare wheel, it's easily accessible.

If ever you should have mountains of luggage, you can always fold down the rear seat backrest, it transforms into an extra luggage boot.
New and exclusive dashboard with precision instruments placed for prominence and best functional value. In the centre the revolution counter, coolant and oil temperature gauges and the matching speedometer. To the right—the fuel and oil pressure gauges and an electric clock. All controls within easy reach. The dished hub steering wheel features safety promoting wide spokes.

The Volvo 1800 E is a desirable car. That’s why we have fitted it with a rugged steering wheel lock which incorporates the ignition switch.

New manually operated anti-dazzle rear view mirror of safety type.

The steering wheel and gear lever are ideally spaced. This makes quick gear changes a matter of course.

Volvo safety belts of three-point type with immensely strong anchorage to the car body.

The new air extractor vents keep you breathing happily—no stuffiness or draughts. The rear window is electrically heated.

Electrically operated, fully-automatic Overdrive for quieter and more economic motorway driving.
The Volvo 1800 E is not only an ideal long-distance car. It's a smart and clever car by any measure. A car which gives that wonderful feeling of contentment. A car you are proud to show your friends. A car which is quite unique in that it combines most of the best qualities found in many types of cars, mostly the sporty. We've worked quite a few years now with the Volvo 1800, made it better and better, without altering the basic construction.

As a matter of fact, we are beginning to get quite proud of ourselves. So will you, it's something that rubs off!
This is the big news on our Volvo 1800 E: the B20E engine developing no less than 130 b.h.p. at 6,000 r.p.m. (120 b.h.p. DIN). With an electronic, computer-controlled fuel injection system! An engine born for hard work. Wonderfully flexible and with a sting in its tail for high speed performance.

And hyper-effective exhaust emission control. The B20E is truly a product of the computer age. No carburetters! A small electronic brain impulse-controls the four injectors which meter the exact amount of fuel into the cylinders. The amount of fuel fed for combustion is always exactly correct since the computer unit reads off engine speed, coolant and ambient air temperature and pressure, and then regulates the fuel injection accordingly. The result — higher output and complete combustion. An added advantage — excellent fuel economy throughout the entire engine speed range. New 4-speed gearbox with all-accommodating synchronization for noiseless and effortless shifts. In addition, an overdrive “fifth” gear is standard. It reduces engine speed yet retains road speed. Cuts engine noise as well as fuel consumption. Remote control, ultra-short gear stick with distinct positions.

Twin circuit brake system, three brakes on each circuit. The Volvo “Triangle” safety system.

Electronic controlled fuel injection system.

Rear axle Final drive ratio 4.30:1
Steering gear Cam and roller type. 3½ turns of steering wheel from lock to lock. Turning circle diameter:
- Between kerbs 9.5 m (31 ft. 3 in.)
- Between walls 10.5 m (34 ft. 10 in.)
Shock absorbers Double-acting, hydraulic telescopic shock absorbers all round.

Engine
Capacity 1.99 litres
Bore 83.5 mm (3.29 in.)
Stroke 80.0 mm (3.15 in.)
Compression ratio 10.5:1
Max. output 130 b.h.p. SAE at 6,000 r.p.m.
120 b.h.p. DIN at 5,800 r.p.m.
Max. torque 15.0 kgm SAE at 3,500 r.p.m.
17.0 kgm DIN at 3,200 r.p.m.

Coiling system

Electrical system
Voltage 12
Battery capacity 63 amp./hr.
Alternator 35 amp.—490 W
Starter motor 1 hp

Clutch
Diaphragm spring type clutch.

Gearbox
4-speed, fully synchronized with remote control.
Ratios:
1st 3.14:1
2nd 1.87:1
3rd 1.34:1
4th 1.00:1
Reverse 3.54:1
Electrically actuated overdrive operating on fourth gear. Ratio 0.797:1


Disc brake safety all round.

Electronic controlled fuel injection system.

New fan with slip-type coupling which maximizes fan speed to 3,500 r.p.m.

Four-way emergency flashers incorporated in indicators.

New sports "mag" wheels with 165 H/R 15 radial tires.

Rear axle Final drive ratio 4.30:1
Steering gear Cam and roller type. 3½ turns of steering wheel from lock to lock. Turning circle diameter:
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Shock absorbers Double-acting, hydraulic telescopic shock absorbers all round.

Brake system
Foot brake. "Triangle" split-circuit all-disc braking system. Each circuit operates on both front wheels and one of the rear wheels. Brake-adjusting, brake servo of tandem type. A relief valve in each circuit prevents the rear wheels from locking-up before the front wheels in the case of emergency braking.

Wheels and tires
Pressurized steel Disc with cast-aluminium Mag wheels—spoke hubs.
Dual operation.
Radial tires: 100HHR15

Body
Integral, all-welded steel body. Completely rust-proofed and underbody sealed.

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

Lighting equipment

Instrumentation

Miscellaneous equipment

Dimensions and weights
Wheelbase 2,415 mm (95.1 in.)
Track 1,215 mm (48 in.)
Overall length 4,485 mm (176.3 in.)
Overall width 1,700 mm (67 in.)
Overall height, unladen approx. 1,285 mm (50.5 in.)
Ground clearance approx. 165 mm (6.5 in.)
Head clearance (cushion) 6 inches from backrest.
Front seat width, shoulder height 1,320 mm (48 in.)
Front seat width, hip height 1,360 mm (53.5 in.)
Kerb weight (with coolant, oil and full fuel tank) approx. 1,150 kg (4,00 lb.)

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