

**VOLVO** ***164E***



*The 164E is Volvo's largest, most powerful, most opulently equipped sedan.*

*Its seats are upholstered with genuine leather. For additional comfort, you can not only adjust the bucket seats, you can alter the interior environment. (Air conditioning and a 10-outlet heating system are standard.)*

*You can change the scenery quickly, too. The 164E has a 3 litre, six-cylinder, electronically fuel-injected engine. Volvo's largest.*

*But unlike most luxury items, the 164E doesn't need to be handled with kid gloves. It's the one luxury car built as tough as a Volvo.*

*Which means that when you drive your 164E out into the world, you'll be able to experience the joys of the open road without worrying what it's doing to your car.*



***We don't know where you'll drive.  
So we equipped the 164 E  
accordingly.***

For 1973, a powerful 10-outlet air-conditioning system is standard equipment. In case you live in a hot, humid climate. In road tests, it has provided dry air 18° cooler than the outside temperature.

For cold winters there's a powerful new 10-outlet heating/ventilation system. In a test car driven at 35 mph when the outside temperature was 13° below zero, the heater maintained a constant interior temperature of 77°.

For driving in mountains, a computer in the fuel-injection system determines the precise fuel/air mixture the engine requires for those rarefied circumstances. And orders it up.

The computer performs this same function at sea-level. And below it. Result: wherever you drive, the engine operates at

maximum efficiency while pollutants exhausted into the air are reduced.

All glass is slightly tinted to reduce glare if you do a lot of day-time driving.

All instrumentation is easily read, day or night. Dials are designed clock-like to be read clock-wise. They include a tachometer to measure engine rpm's. And an electric clock, dials, rocker-type switches are all illuminated for night driving. You control the light intensity with a rheostat switch.

The center console contains those switches and controls that you don't have to use frequently. It's even equipped with extra switch positions for electrical equipment you haven't ordered yet.

We tried to prepare the 164E for any eventuality.



The heating/ventilation/air conditioning system has ten outlets: Two below the windshield, four adjustable monitors on the dash, two outlets for the front doors, two for the rear floor.

**We go to great lengths to protect you and your investment. However, exposure to the sun is up to you.**

Passengers in the 164E are surrounded by six boxed steel pillars, one at each corner of the passenger compartment and one on each side between the doors. (The presence of these last two pillars accounts for the absence of "hardtop" styling in the 164E). The roof is reinforced with horizontal steel members. Welded into every door is a steel anti-intrusion tube.

A huge, boxy trunk is not only practical for carrying things, but also provides a crumple-able barrier between the passenger compartment and a car that could hit you from behind.

The 164E has four-wheel power disc brakes divided into two independent braking circuits, each operating on three wheels. If one circuit should fail, three brakes should not. You'd still retain 80% of full braking efficiency.

Every 164E wears six coats of phosphating, primer and paint. A new painting process for 1973 applies the first primer coat electro-magnetically while the body is completely submerged in primer. Every inch of body metal inside and out attracts this coat of protection against rust and corrosion. It results in a thicker and more even application of rustproofing than in our previous process. As for color, you have a choice among five enamel finishes and two metallic.

Every underside is protected with two different undercoating compounds against rust and corrosion from road salt.

At Volvo, our philosophy is to build solid and substantial. And anyone who wants us to cut a hole in the roof will have to pay for the privilege.



A sliding steel sunroof is optional at extra cost. Completely open, it fits in 14.8" x 30.6" of sunlight. Closed, it fits flush with rest of the roof.



*Once you're seated in the 164E,  
you can always change your seat.*

Seat cushions and backrests in the 164E are upholstered in genuine leather.

More important, the bucket seats (where you spend most of your time) are genuine Volvo. Which means they were designed by orthopedic surgeons who know the human form takes many shapes. And that seats should be able to conform.

Ours do.

They travel forward and backward 9". (If you're not over 6'6" you should find all the legroom you require in the 164E.) The driver's seat can be

raised to three different elevations. Backrests adjust from erect to reclining. A lumbar support inside each backrest provides a variable pressure - from "firm" to "soft" - against the small of the back. And the height of the headrest is also adjustable.

In back, three adult passengers can sit comfortably. And should never have to share space with the luggage because the 164E is equipped with a device practically unheard of on other luxurious sedans: a huge trunk.



Fully adjustable bucket seats are standard equipment on the 164E.

*There is very little left to add.*



This solid-state computer receiver data from five electronic sensors. They report on air pressure and temperature, coolant temperature, throttle position and engine speed. The computer determines the precise fuel/air mixture required under varying conditions. And adjusts it up.



A three-speed automatic transmission is available at no extra cost. The floor-mounted selector lever is equipped with a push-button trigger device that makes it easy for you to select the proper gear.



The 6-cylinder, 138-hp engine is the largest in any Volvo. Instead of carburetors, it has an electronic fuel injection system, monitored by a computer, that feeds the engine a calculated quantity

of fuel and air. Throttleport could be increased 50% without increasing cylinder capacity but we won't do it because that would drastically reduce engine life.

Because standard equipment on the 164E includes so many items that other manufacturers charge you extra for, the list of options left for you to exercise is limited to a sunroof. (You choose a transmission, you don't pay extra for either one.)

An electrically operated overdrive is supplied on our manual transmission. (You switch it on for highway cruising. It saves the engine work. And you, gas.)

An automatic transmission is for those who'd prefer to forego the pleasure of shifting

through the gears of our standard four-speed synchromesh transmission. The automatic has three forward positions. Position "1" for starting out with a heavy load. Position "2" for braking on curves and hills and for stop-and-go city traffic. And position "D" for everything else.

You'll probably want a radio. (That's an accessory. Not an option.) We have them in all-transistor AMs, AM/FMs or AM/FM multiplex stereos.

We also have eight-track stereo tape players.

And that's about it.

## Specifications

### Engine

Max. output 138 hp SAE net at 5500 r.p.m.  
Max. torque 154 ft. lb. SAE net at 3500 r.p.m.  
Compression ratio 8.7:1.

B 30 F with electronically-controlled fuel injection. The engine is a six-cylinder, in-line unit with water cooling and a seven main bearing steel crankshaft.

### Cooling system

The sealed system holds 13.3 quarts of anti-freeze coolant and is fitted with a transparent expansion tank.

### Electrical system

A 12-volt system including a 55A rated alternator and a 60 amp. hr. battery. Starter motor output 1 hp.

### Transmission

The standard four-speed all synchromesh manual transmission has a ryming linkage and a floor-mounted gear shift. It's equipped with electrically operated overdrive. The clutch is of diaphragm spring type. The three-speed automatic has a floor-mounted shift lever and an illuminated quadrant with a PRND21 pattern.

### Steering system

The steering, with a safety column, is of the recirculating ball-and-out type with power assist as standard.

### Suspension

Front suspension is independent with unequal A-arms. The rigid rear axle is carried by longitudinal rubber-mounted control arms and torque rods. Lateral location of the rear axle is by means of a rubber-mounted track rod. Coil springs and double-acting telescopic shock absorbers are fitted all round.

### Wheels and tires

The 164E is equipped with radial ply 175 SR15 white sidewall tires mounted on 5 J X 15" pressed steel wheels.

### Brake system

Self-adjusting disc brakes are fitted on all four wheels. Tandem type



Pre-mounted disc brakes are standard on all four wheels. Specially ventilated discs are on the front wheels where heat buildup has reached 90° in laboratory tests.



Radial-ply tires take curves more successfully than conventional tires. White wall radials are standard on all five wheels.



The two-speed wipers have been enhanced to provide better visibility in a storm. Wipers and washers are now provided for a three-position lever on the steering column. A radio aerial is housed into the woodblock.



The towing circle is only 34 feet in diameter which is smaller than that of more so-called compact cars. So with this power steering unit (which is standard) you can make 10 turns effortlessly.



An electric rear defrost/defogger is standard. Wire filaments on the glass produce enough heat to melt a sheet of ice.



New bumpers are mounted on self-filled hydraulic shock absorbers. They're designed to take bumps at speed up to 2 1/2 mph (front) and 2.3 mph (rear) without damage to the bodywork.

power assist is standard. Each of the "triangle" type dual brake circuits operates on both front wheels, which have specially ventilated brake discs, and one rear wheel. A relief valve in each of the brake circuits prevents the rear wheels from locking prematurely in the case of emergency braking. The parking brake acts mechanically on special drums fitted to the rear wheels. A warning light on the dashboard indicates when the handbrake is applied and also any

possible fault in one of the brake circuits.

### Fuel tank

The 13.3 US gall. fuel tank is located at the rear and equipped with gas evaporation control.

### Instrumentation

Fully-padded and safety designed. Rheostat-controlled instrument lighting. The six-digit odometer has a separate trip meter. Fuel gauge and coolant temperature gauge.

Tachometer. Warning lights are for alternator charging, oil pressure, high beam headlights, parking brake and brake circuits. Audible and visible signals for turn indicators. Glove compartment lighting. Combined steering wheel and ignition lock with warning buzzer which indicates if the key has been left in the ignition lock when the front doors are opened. The center console houses the controls for the electrically-heated rear window, the first-aid hazard warning lamps and also a

"tatten seat belt" reminder with buzzer. Also fitted here are the controls for the heating standard and air conditioning systems. The cigarette lighter, ashtray and location for the radio are also on this center console.

### Other standard equipment

Combined levers for turn indicators and high and low beams. Combined lever for two-speed waddfield wipers and washers. Automatic backup lights. Side marking lights. Three-point automatic front seat belts. Two three-point automatic seat belts all fitted at the two outer rear seat positions while the center passenger has a lap belt. Tinted glass with radio antenna built into windshield of high-impact laminated type. Padded sun visors with make-up mirror on passenger side. Day/night position rearview mirror of safety type. Ashtrays in rear door panels. Towing points fitted front and rear. Adjustable head restraints.

### Dimensions

Overall length	192.0 in
Overall width	67.3 in
Overall height	56.7 in
Wheelbase	105.1 in
Track	53.2 in
Turning circle diameter:	
Between curbs	34 ft.

### Interior dimensions

Roof height, front	37.4 in
Roof height, rear	35.0 in
Seat width:	
Shoulder height	54.7 in
Hip level	36.3 in
Front seat, max. depth	19.3 in
Front seat, max. width	22.4 in

### Weight

Curb weight approx. 3085 lb.

The factory reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models and also in dimensions.

# VOLVO

AB VOLVO GÖTEBORG SWEDEN

VOLVO **164E**

