

# VOLVO 142 AND 144





## Here they are — the Volvo 142 and 144

Time for a trial run? Notice how easy it is to get into the car. The wide doors open almost at right-angles, 80°.

Are you sitting comfortably? Good. This is just what the Volvo seats are renowned for. But perhaps you could sit even more comfortably. The rake, height and distance to the pedals can be adjusted as well as the lumbar support. The back-rest is infinitely adjustable right down to a horizontal position.

It does not matter which time of the year you take your first run in a Volvo. On the Volvo 142/144 the heating and ventilating system have, if possible, been made even more effective. In addition to

twin air outlets at the front and rear seats, there are three separate defroster nozzles at the windscreen and two at the rear window. If you have travelled in a Volvo before on a cold winter's day, then you will know what we mean by Volvo-heating.

Look around you. Notice the well-balanced colours and the well-considered design of the component parts. Everything has been done for your comfort and your safety. Plenty of room — particularly for feet and legs. Long and convenient armrests on the doors and a folding armrest in the centre of the rear seat.



Sober interior with a well-balanced choice of colours



Room for plenty of luggage





Volvo has always been a pioneer and taken the initiative, particularly concerning safety. For example, Volvo was the first car manufacturer in the world to introduce safety belts as standard equipment. Talking about safety belts, try the safety belts in the Volvo 144. Notice the easily operated catch.

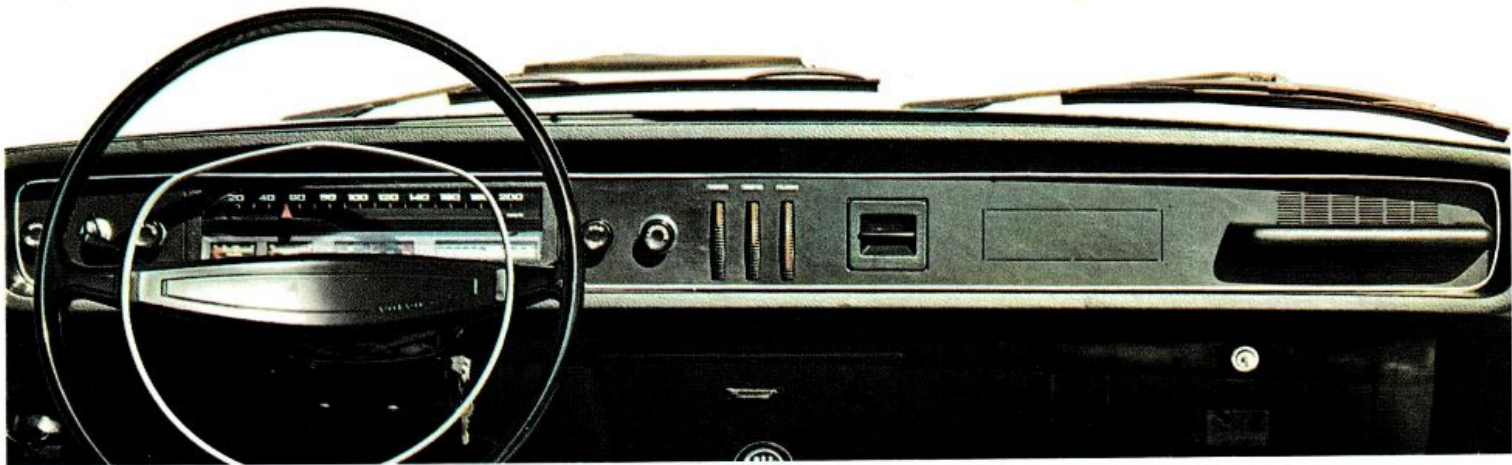
The instrumentation is attractive. All the instruments are functionally located and the controls have clearly marked symbols.

The large windscreen is naturally of laminated glass with a particularly tough intermediate layer. The excellent all-

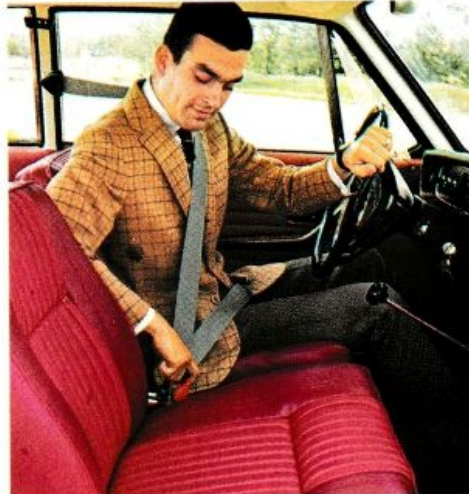
round vision in combination with a sensationally small turning circle and light, exact steering makes the Volvo 142 and 144 extremely manoeuvrable in traffic and even easier to park than many small cars.

The Volvo 142/144 are fitted with the renowned Volvo B 18 engine stated by leading press journalists to be one of the most robust and indestructible units ever designed. It is available in two versions in the Volvo, 85 b.h.p. or 115 b.h.p. (SAE), coupled to a fully synchronized four-speed gearbox. The 115 b.h.p. engine is available with an electrically operated overdrive. If you so prefer, an automatic gearbox is also available.

Road-holding is outstandingly good. And the brakes! Feel how smoothly they act. The Volvo 142 and 144 have a very advanced brake system with two completely separate brake circuits, each acting on both front wheels and one rear wheel. Even with one of the circuits out of operation, you will have about 80% of the braking effect left. Disc brakes all round. Servo-assistance. Parking brake with separate brake drums.



Effective and elegantly designed safety padding encloses the whole dashboard



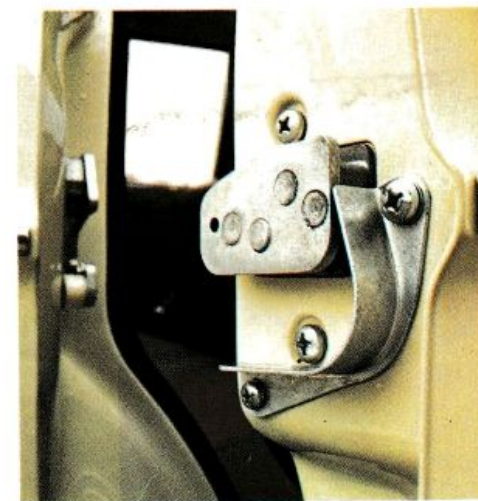
Three-point safety belts standard



Convenient adjustment of heating and ventilation

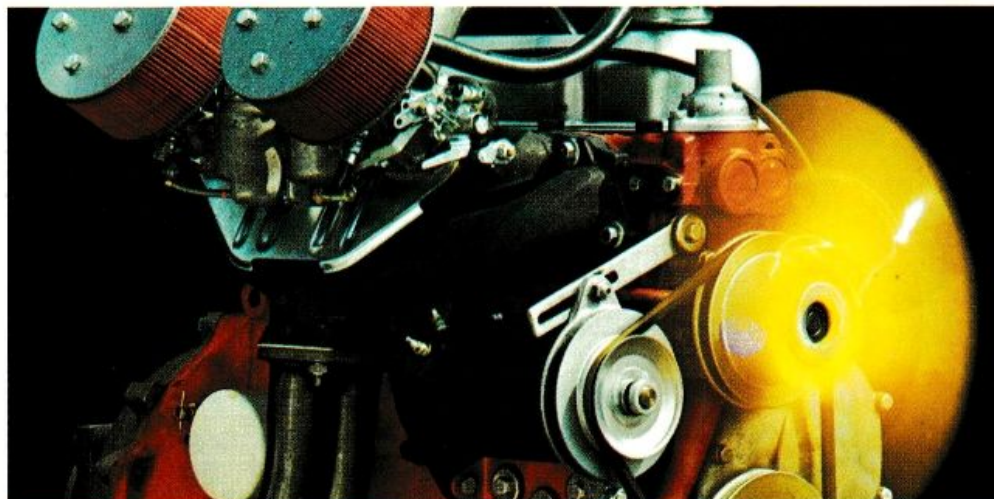


The safety-type steering column separates should the front end of the car be deformed

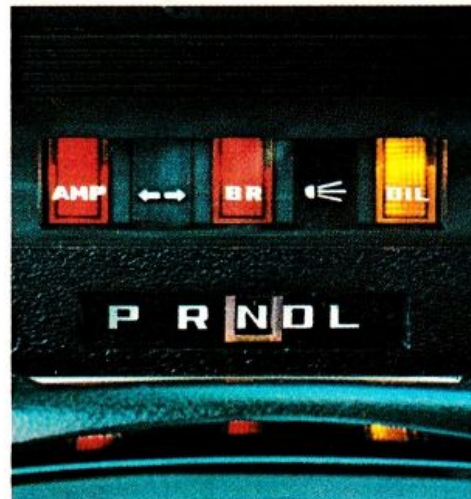


Burst-proof door locks

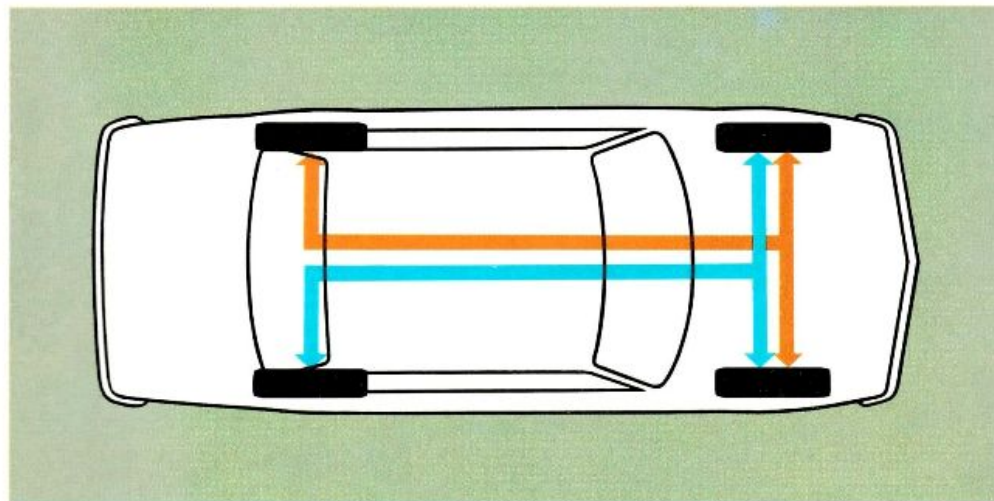




Extremely efficient B-18 engine



Easily read gear selector quadrant.



Even with one circuit out of order the dual circuit brake system still provides a minimum braking effect of 80%



Disc brakes all round

## SPECIFICATIONS

For more detailed specifications, see the separate technical data sheet.

### Engine

Type B 18 four-cylinder, overhead valves with five main-bearing crankshaft.

Displacement	1.78 litres (109 cu. in.)
Bore	84.14 (3.313")
Stroke	80 mm (3.15")

### 85 b.h.p. version

Carburettor	horizontal
Max. output	85 b.h.p. (SAE) at 5000 r.p.m.
Max. torque	15 kgm (108.5 lb. ft.)
Compression ratio	8.7:1

### 115 b.h.p. version

Carburettors	twin horizontal
Max. output	115 b.h.p. (SAE) at 6000 r.p.m.
Max. torque	15.5 kgm (112 lb. ft.)
Compression ratio	10:1

### Cooling system

Sealed. Water cooling with pump and thermostat.

Capacity approx. 8.5 litres (15 Imp. pints = 18 US pints). Frost-protected.

### Electrical system

Voltage	12 V
Battery capacity	60 Ah
Dynamo output	max. 360 W
Starter motor output	1 h.p.

### Gearboxes

4-speed, fully synchronized with floor-mounted gear lever; 4-speed with overdrive; fully automatic.

### Clutch

Single dry disc clutch of diaphragm spring type. Mechanically operated.

### Steering

Cam and roller type. Left or right-hand steering. Divided, safety type steering column. Four turns of steering wheel from lock to lock. Turning circle 9.25 m (30 ft. in.).

### Wheels and tyres

Pressed 4 1/2" vented steel rims with stainless steel hub caps. 165S15 tyres, constructed for high speeds.

### Body

All-welded, self-supporting steel body, with two or four doors. Reinforcing member profiles all round the body openings. Complete rustproofed and treated with underbody sealing.

### Fuel tank

Located at the rear. Capacity 58 litres (13 1/2 Imp. galls. = 15 1/2 US galls.).

### Dimensions and weights

Overall length	464 cm (182 1/2")
Overall width	174 cm ( 68 1/2")
Overall height (unladen)	146 cm ( 57 1/2")
Ground clearance (unladen)	20 cm ( 7 3/4")
Wheelbase	260 cm (102 1/2")
Track, front	135 cm ( 53")
Track, rear	135 cm ( 53")
Kerb weight (depending on vehicle)	approx. 1160–1200 kg (2557–2645 lb.)

The Volvo 144 has sealed-for-life lubrication. The factory reserves the right to alter the construction and equipment without previous notice.

**AB VOLVO** GÖTEBORG – SWEDEN