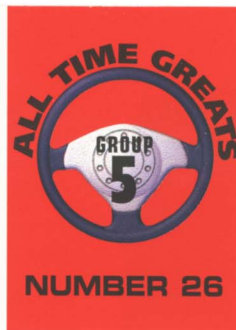




SWEDEN 1960-1971

Volvo P1800

Volvo is best known for its tough and boxy sedans, but it has always had a sporty side to its character. The P1800 was Volvo's first sports coupe and is a stylish-looking 2+2 with typical Swedish values of safety, quality, and reliability.



Produced by
Volvo Car Corporation,
Goeteborg, Sweden



VITAL STATISTICS

Top speed:	105 mph
0-60 mph:	14.0 sec.
Engine type:	In-line four
Displacement:	1,780 cc
Max power:	100 bhp at 5,500 rpm
Max torque:	108 lb-ft at 4,000 rpm
Weight:	2,404 lbs.
Gas mileage:	20.5 mpg
Price (1961):	\$3,490



"...a smooth grand tourer."

"The P1800 is more of a smooth grand touring machine than a sports car. It is quite heavy, and performance from the five-bearing, pushrod overhead-valve 1.8-liter engine is adequate rather than exciting. Around corners the Volvo handles pretty well, with a tendency to understeer as well as plenty of roll because of its soft suspension. Perhaps the P1800's biggest drawback is its steering, which is very heavy."

The Volvo's stark cabin may not have every creature comfort, but it's quite functional and all of the gauges are easy to see.



Volvo P1800



Style, sporty manners, and rugged reliability make the Volvo P1800 a durable and practical sports car. With no true rivals, the P1800 is very unique.

Safety features

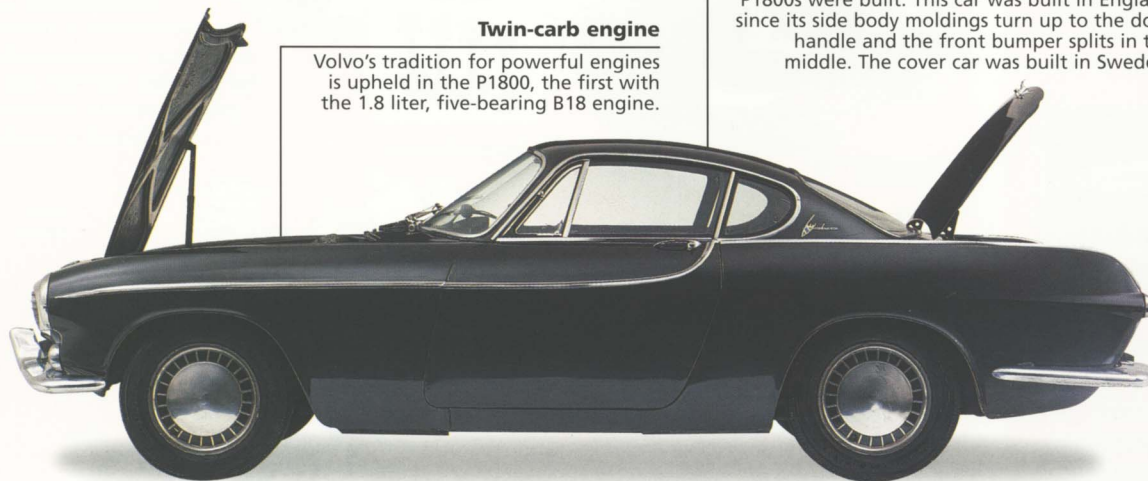
Volvo prides itself on high safety standards. Naturally, the P1800's standard padded dashboard was rare in the early 1960s.

English body styling

Simple body styling gives away where the P1800s were built. This car was built in England since its side body moldings turn up to the door handle and the front bumper splits in the middle. The cover car was built in Sweden.

Twin-carb engine

Volvo's tradition for powerful engines is upheld in the P1800, the first with the 1.8 liter, five-bearing B18 engine.

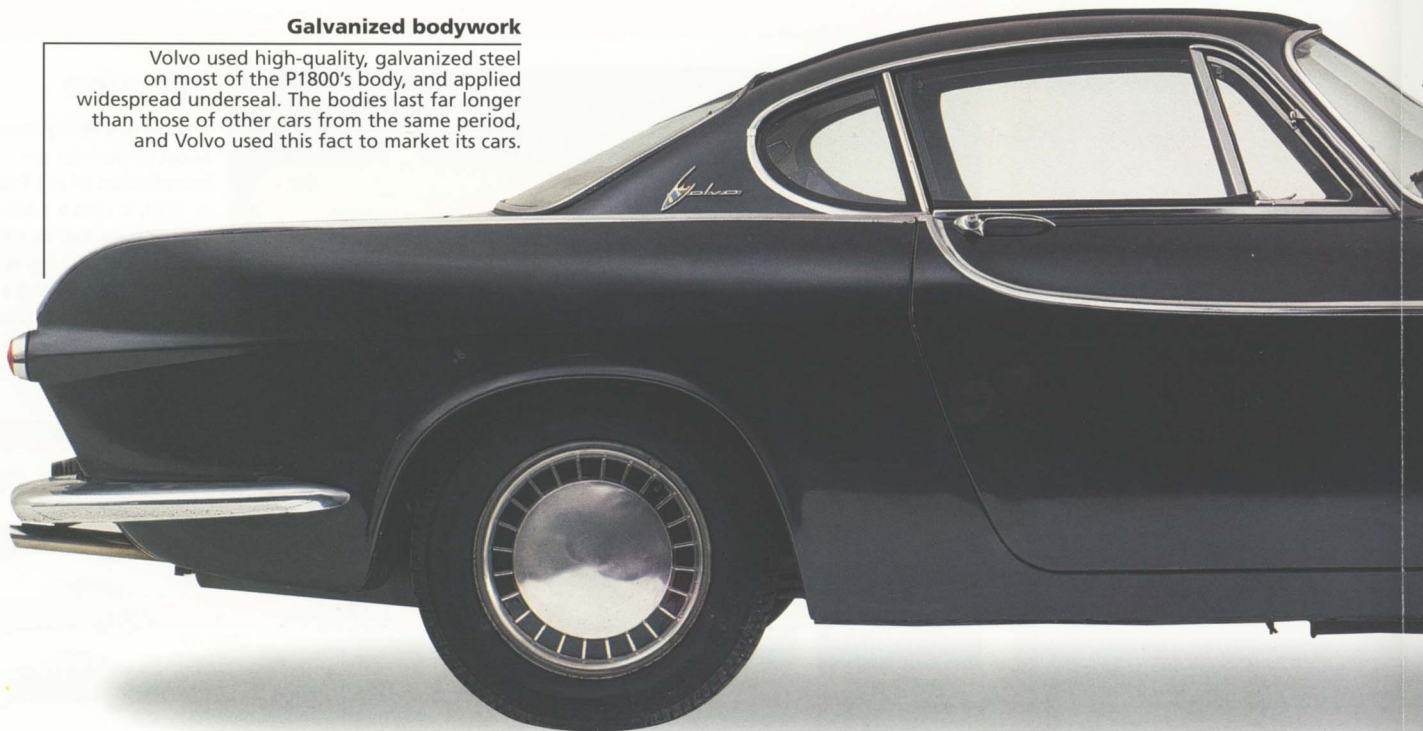


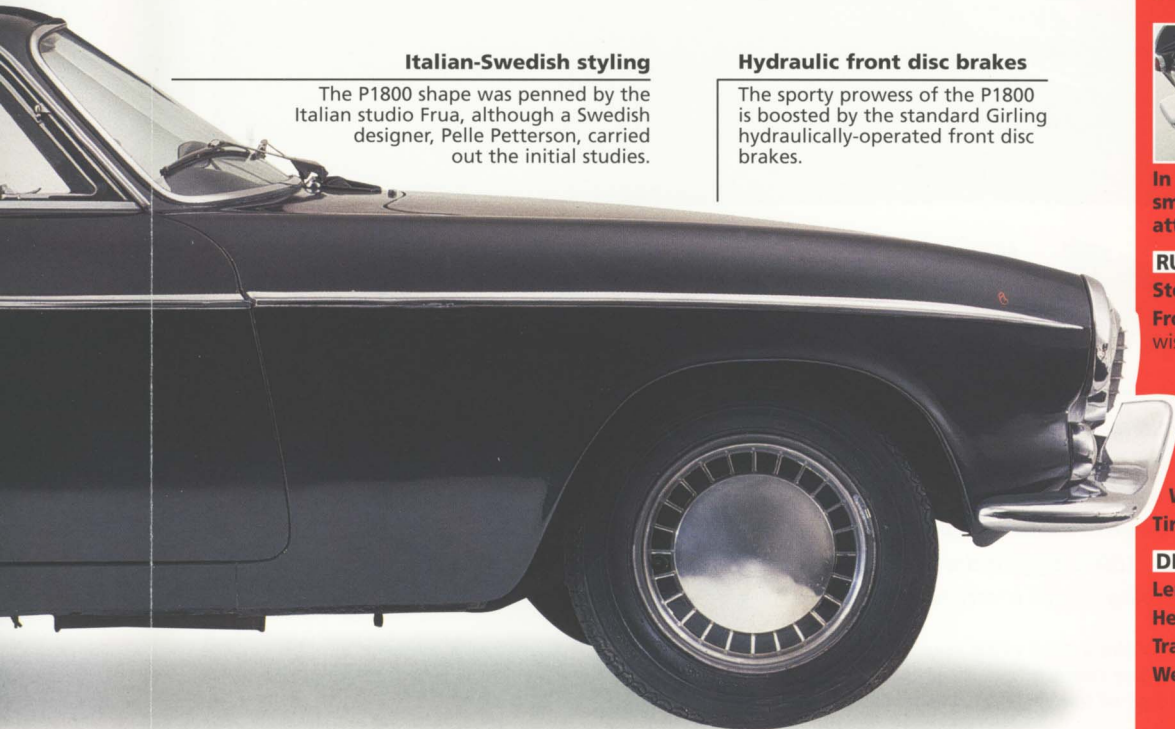
All-synchromesh transmission

Synchromesh on all four gears was unusual in 1961. The P1800 could also be ordered with optional overdrive, which became standard from 1963.

Galvanized bodywork

Volvo used high-quality, galvanized steel on most of the P1800's body, and applied widespread underseal. The bodies last far longer than those of other cars from the same period, and Volvo used this fact to market its cars.





Italian-Swedish styling

The P1800 shape was penned by the Italian studio Frua, although a Swedish designer, Pelle Petterson, carried out the initial studies.

Hydraulic front disc brakes

The sporty prowess of the P1800 is boosted by the standard Girling hydraulically-operated front disc brakes.

Specifications

1961 Volvo P1800

ENGINE

Type: In-line four-cylinder

Construction: Cast-iron cylinder block and head

Valve gear: Two overhead valves per cylinder operated by pushrods

Bore and stroke: 3.31 in. x 3.14 in.

Displacement: 1,780 cc

Compression ratio: 9.5:1

Induction system: Two SU carburetors

Maximum power: 100 bhp at 5,500 rpm

Maximum torque: 108 lb-ft at 4,000 rpm

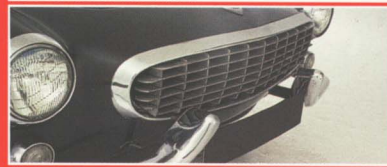
TRANSMISSION

Four-speed manual with optional overdrive

BODY/CHASSIS

Steel monocoque with two-door coupe body

SPECIAL FEATURES



Distinctive features of the early P1800 are the cowhorn front bumpers underneath an egg-crate oval grill.



In keeping with its era, the P1800 has small chrome-tipped tail fins and attractive circular tail lights.

RUNNING GEAR

Steering: Cam-and-roller

Front suspension: Independent with wishbones, coil springs, shocks and anti-roll bar

Rear suspension: Live axle with torque arms, Panhard rod, coil springs and shocks

Brakes: Discs (front), drums (rear)

Wheels: Steel, 15-in. dia.

Tires: 165 SR15

DIMENSIONS

Length: 173 in. **Width:** 66.9 in.

Height: 51 in. **Wheelbase:** 96.5 in.

Track: 51.6 in. (front and rear)

Weight: 2,404 lbs.

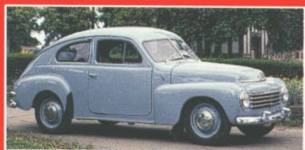
Milestones

1960 Volvo first

shows the P1800 at the Brussels and New York Motor Shows.

1961 Production of the P1800

begins, in Sweden, but is later switched to the Jensen factory in West Bromwich, England.



Volvo began its sporty tradition with the PV544 Sport.

1964 When Volvo switches

production back to Sweden, the model is renamed the 1800S and power is increased slightly. Roger Moore is seen driving one in the TV series *The Saint*.



Many components of the P1800 were borrowed from the Amazon.

1969 A new B20

118-bhp, 2.0-liter engine becomes standard.

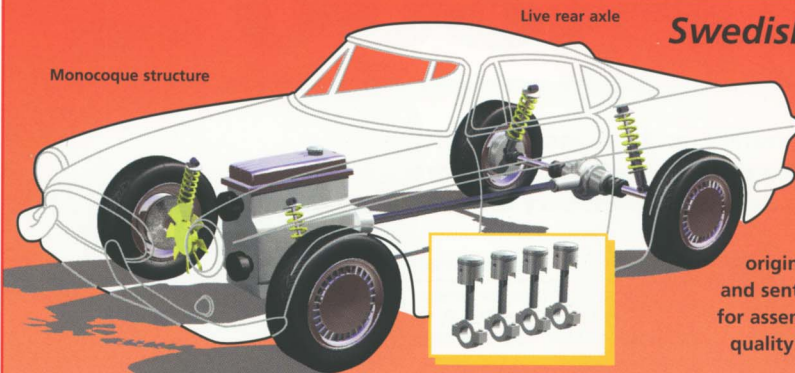
1970 Bosch fuel

injection is installed, plus four-wheel disc brakes, and the model is renamed the 1800E; it survives until 1971.

VALUE GUIDE

ORIGINAL PRICE	
1961	\$3,490
CURRENT VALUE	
	\$2,500-\$9,500
PRODUCTION TOTAL	
All 1800 models	47,483

UNDER THE SKIN

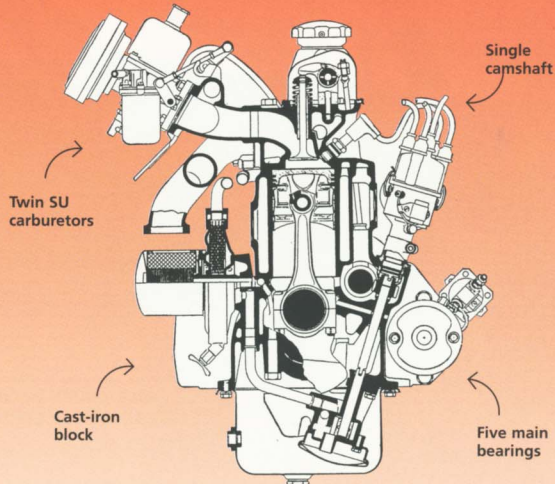


Independent front suspension

THE POWER PACK

Volvo resilience

When the P1800 was announced in 1960 it was the first Volvo to be powered by the company's brand-new B18 five-bearing engine. In the P1800, the 1,780-cc, four-cylinder unit was used with twin SU carburetors and a standard oil cooler, giving it a healthy 100-bhp output. Later, the engine grew to 2.0 liters and received Bosch fuel injection for the 1969 1800E. By this stage power output was up to 130 bhp and it had more of a sporty edge.



Swedish sturdiness

The P1800 has a similar structure to the tough 120 Amazon, and uses a shortened version of its floorpan. The steel bodywork was originally made in Scotland and sent to Jensen in England for assembly. However, due to quality problems, production returned to Sweden.



Bosch fuel injection boosts the power of the P1800E to 130 bhp.

Injection

The Volvo's final power boost came with the introduction of the P1800E in 1969. It uses a 1,986-cc engine with fuel injection to produce 130 bhp. It also has alloy wheels and a modern interior to take the 10-year-old car into the 1970s.

NOSE TO NOSE

Triumph GT6 Mk 1 • MGB GT • Volvo P1800

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
108 mph	10.4 sec.	95 bhp	1,903 lbs.	TRIUMPH GT6 Mk 1
106 mph	13.6 sec.	95 bhp	2,379 lbs.	MGB GT
105 mph	14.0 sec.	100 bhp	2,404 lbs.	VOLVO P1800

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