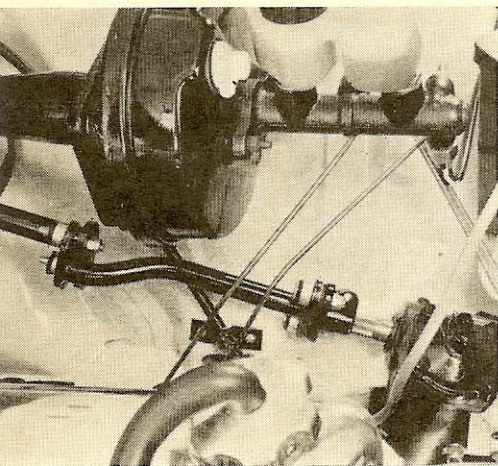


Instrument panel is surrounded by padding and large area of wheel hub is padded. Markers on speedometer are movable.

Joint in steering column breaks under crash impact. Brake booster is above.



VOLVO 144

Specifications (Sports version in parentheses)



Engine.....	4 cyl, ohv	Tire size.....	165-15
Bore x stroke, mm.....	.84.1 x 88	Steering.....	cam & roller
Displacement, cc.....	1778	Top speed, mph.....	93 (102)
Compression ratio.....	8.7:1 (10.0:1)	Frame.....	unit with body
Bhp @ rpm.....	.85 @ 5000 (115 @ 6000)	Front suspension: unequal-length A-arms, coil springs, telescopic shock absorbers, anti-roll bar	
Torque @ rpm, lb-ft.	112 @ 3000 (112 @ 4000)	Rear suspension: live axle, upper & lower trailing arms, Panhard rod, coil springs, telescopic shock absorbers	
Carburetion.....	1 Zenith Stromberg (2 SU)	Curb weight, lb.....	2550
Clutch.....	diaphragm sdp	Wheelbase, in.....	102.4
Transmission.....	4-speed (overdrive optional)	Track, front/rear.....	53.2
Synchromesh.....	on all 4	Overall length.....	182.5
Final drive ratio.....	4.1:1 (4.56 with od)	Width.....	68.2
Optional automatic.....	3-speed plus torque converter	Height.....	56.2
Brakes.....	disc; split circuit; limiting valve to rear brakes; drum parking brake		

VOLVO 122S, 123 GT AND 1800S

WITH THE INTRODUCTION of the new 144 sedan, Volvo has also made numerous minor modifications to the existing 1800S and 122S and added a high-performance version of the latter, the 123 GT 2-door sedan. The 122S and the 123 GT have a new rear axle linkage similar to that of the 144, with longer trailing arms to keep both wheels on the ground under more severe cornering conditions. Other chassis changes include a twin-branch exhaust manifold,

sealed cooling system, modified clutch and an alternator replacing the generator. The 3-point lap and shoulder harness has been redesigned and mounting points added for rear belts. Power of the 122S is now 100 bhp at 5700 rpm.

The 123 GT has the high-output engine of the 1800S, developing 115 bhp at 6000 rpm. Exterior identifying features are iodine fog and driving lights, chrome wheel trim rings and twin fender mirrors. Chassis improvements such as 1800S gearbox ratios, firmer shock absorbers and radially tires as standard equipment put the 123 GT in the rally class, in keeping with Volvo's reputation for rugged roadability. The interior has fully-reclining front seats and a 7000-rpm tachometer atop the instrument panel.

Least changed is the 1800S, with the new sealed cooling system and alternator plus a revised side trim.  

123 GT has 115-bhp engine, new grille texture and radial tires.



1800S gets the new grille texture too, plus side trim change.

