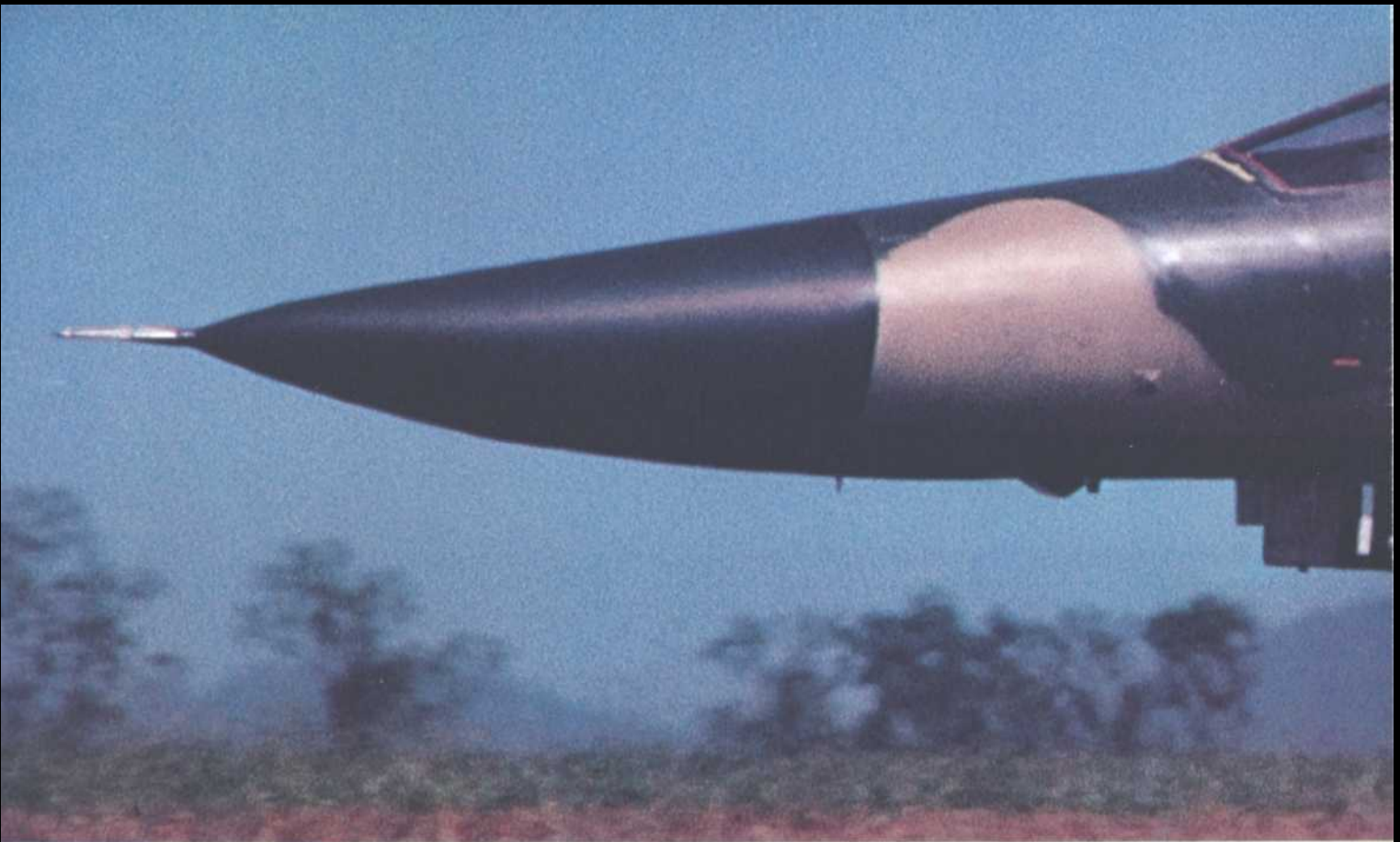




**THE VOLVO 242 GT.
IF IT HAD WINGS IT'D FLY.**





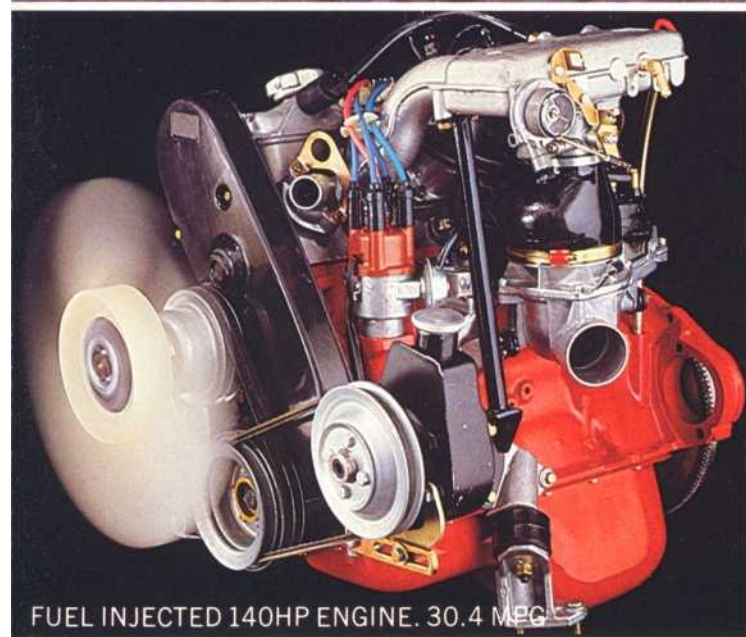
LUXURIOUS INTERIOR



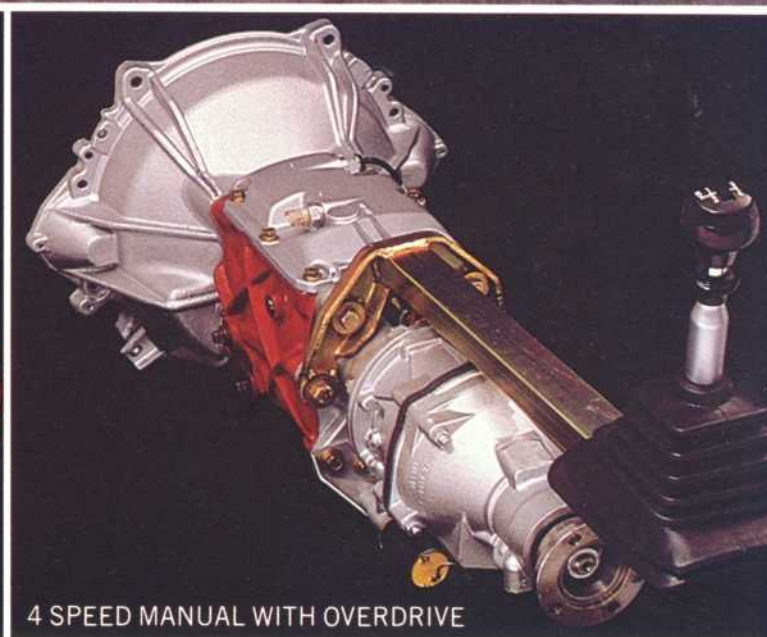
GT COCKPIT



MAG WHEELS WITH P6's.



FUEL INJECTED 140HP ENGINE. 30.4 MPG



4 SPEED MANUAL WITH OVERDRIVE

When "Wheels" car magazine went looking for "The European Express" they put 4 hot blooded machines through days of exhaustive tests. Cars like the BMW 323i, Lancia BetaHPE, Saab 900 Turbo and the Volvo 242 GT.

The result, "the Volvo is the best buy" and those are their words not ours. So if you're looking for a fully imported GT performer with a fuel injected 4 that delivers 140hp. Is shod with mags fitted with Pirelli P6's. Delivers 30.4 mpg.* And handles as if it were on rails, this is the GT for you.



*TOTAL Economy Run 1980.

Suspension.

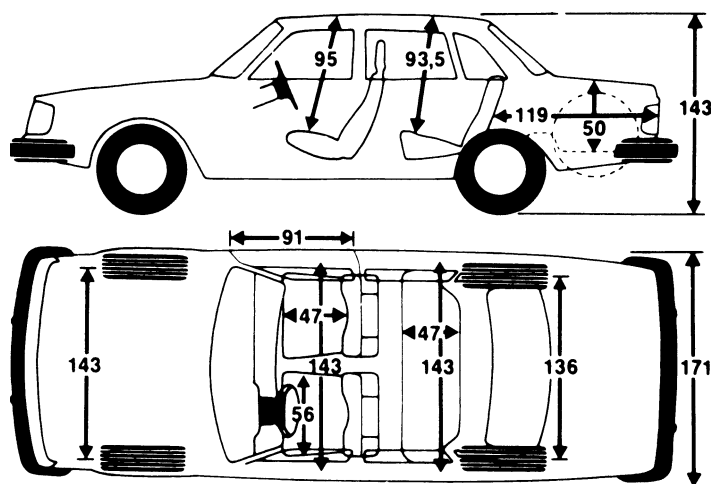
Front: spring strut type. Rear: live, carried in longitudinal rubber-mounted control arms. Also two torque rods and a track rod. Stabilizers front and rear.

Brake system.

Dual circuit. Each circuit operates on both front wheels and one of the rear wheels simultaneously. Brake pipes are made of rust-resistant alloy of copper, nickel and iron. Disc brakes on all wheels. Front wheel discs specially ventilated. Power assisted. A relief valve in each circuit prevents premature lock-up of the rear wheels during heavy braking. Master cylinder of stepped-bore type. Handbrake operates on rear wheels through separate drums.

Instrumentation.

Padded fascia. Rheostat-controlled instrument lighting. Six-figure mileometer with trip meter. Fuel gauge and coolant temperature gauge. Warning lamps for battery charging, oil pressure, main beam, turn indicators, parking lights, handbrake application and brake circuit failure. Bulb integrity sensor. Glove compartment lighting. Combined steering wheel lock and ignition switch. Separate key for glove compartment and boot. Centre console switches for electrically heated rear window, four-way hazard warning lights and also for heating and ventilation system. Seat belt reminder. Cigar lighter. Ash tray. Radio compartment.



Weights, approx. 242 GT

Kerb weight	1290 kg
Gross weight	1780 kg
Permissible trailer weight	1500 kg

Warranty.

12-month warranty without mileage limitations on all cars.

The factory reserves the right to make changes at any time, without notice, to design and equipment.

Technical information 242 GT

Engine

Designation	B23E
Configuration	4 cyl. in-line
Displacement (cc)	2315
Bore/stroke (mm)	96.0 x 80.0
Max output, kW. DIN at r/s (hp DIN r/min)	103/96 (140/5750)
Max torque N m DIN at r/s (kpm DIN r/min)	191/75 (19.5/4500)
Compression ratio/octane rating	10.0:1/97-98
Fuel system	CI fuel injection

Engine block and cylinder heads	Cast-iron/light alloy
Valve system	Overhead camshaft

Transmission

Manual gearbox	4-speed with overdrive
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Cooling system

Sealed. Volume (litres).	9.5
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Electrical system

Battery capacity	12 V/60 Ah
Alternator rating	55 A

Ignition system	Contactless, transistorized
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Fuel tank

Safety location	beside rear axle.
Volume, litres	60

Steering gear

Rack and pinion.	
Split steering column of safety type. Ratio	17.2:1 Power assisted
Turns of steering wheel, lock to lock	3.5
Turning circle (metres)	9.8

Wheels

Steel radial ply tyres	195/60 HR 15"
Rims	6J-15" 5 spoke light-alloy

Suspension

Front	Spring strut
Rear	Live

Brakes

Front/rear	Disc/disc. Front discs ventilated
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Shock absorbers

Front/rear	Standard/gas filled
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