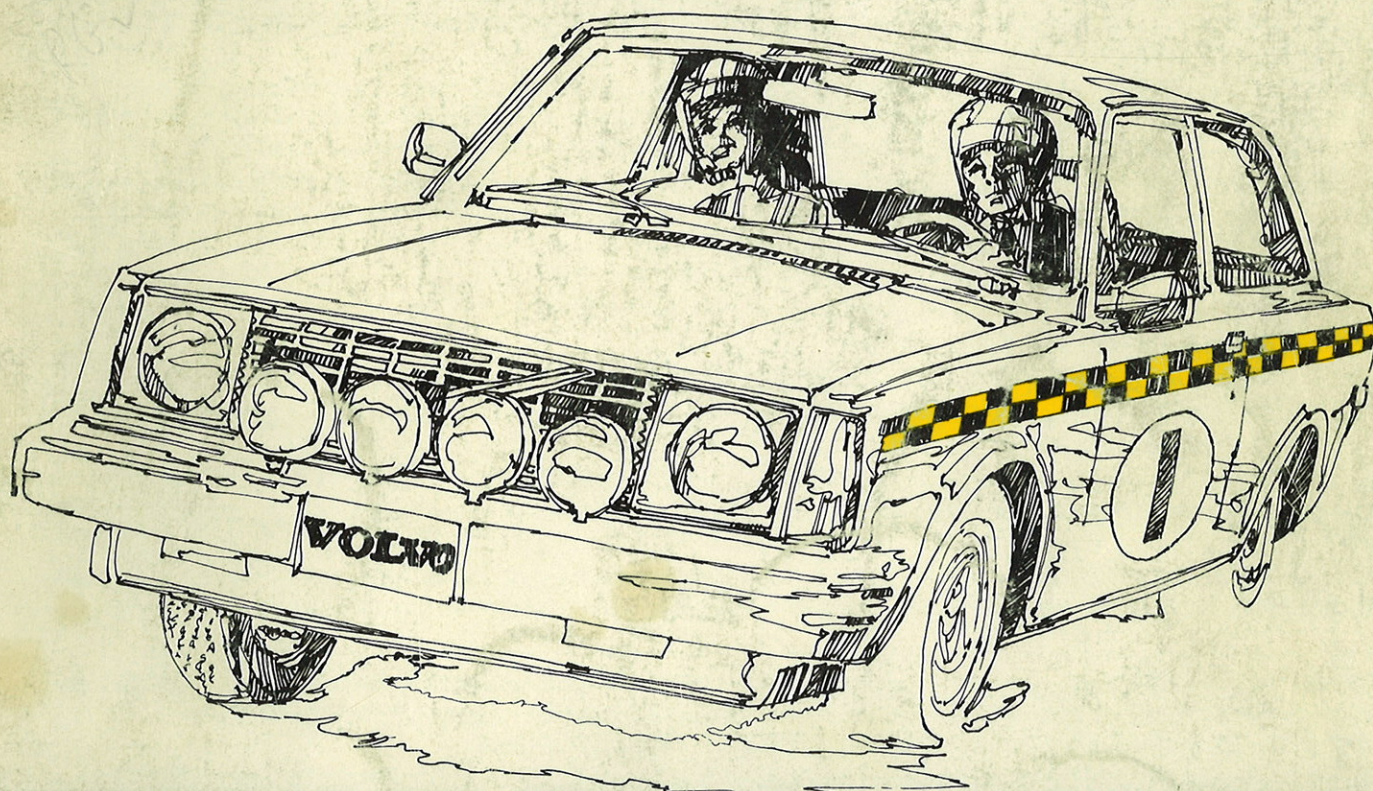


VOLVO

performance parts
and GT accessories



VOLVO



INTRODUCTION

Volvo R Sport—A new name representing a new era in Volvo performance and competition. Volvo's long established competition department in Gothenburg, Sweden, formerly known as Volvo Competition Service, has adopted the new name to reflect the expanded development program of competition parts and equipment to support both the Volvo enthusiast and the official factory re-entry into competition—the Volvo R Team.

The Volvo R Team (the R is for rally and racing) represents Volvo's official return to rally racing with two specially prepared Volvo 343 Turbo's competing in the European Rally Cross Championships during 1979.

The "Team" is the final test for parts and equipment developed and marketed by the "Sport" division, a combination that assures the Volvo enthusiast and competitor the finest in performance parts and GT accessories.

The Parts and Accessories Division of Volvo of America began distribution of competition parts back in 1974 from the Los Angeles Distribution Center. Since then, it has expanded into a national program that allows all Volvo dealers in the U.S. and Canada immediate access to these parts through their local Volvo Parts Distribution Centers.

Although Volvo of America does not actively participate in competition, Volvo has established a specialist to assist the dealer, competitor, and enthusiast in the application and preparation of performance parts and accessories.

In the U.S. write:
Volvo of America Corp.
Parts Division
Building C
Rockleigh, N.J. 07647

In Canada write:
Volvo Canada Ltd.
Parts Division
175 Gordon Baker Road
Willowdale, Ontario
M2H 2N7

The extensive technical resources of both the R Sport Department and other technical units within Volvo provide the important support to the specialist to assure that the most current and accurate information is available to the enthusiast and competitor.

The success of Volvo in European type performance rallies here in America attests to the importance of using the right parts and applications. Some of the best performance rally drivers in North America depend on Volvo, and consistently place in the top positions, often ahead of factory prepared cars costing five times as much.

In fact, the Volvo 142 may be one of the least expensive cars to prepare for competition. Volvo's legendary strength and durability means relatively little modification when compared to other manufacturers. Yet, the parts and equipment listed within these pages allows you to prepare a car identical to one our factory would build. Everything from GT stripes to specially cast, limited production, large port cylinder heads.

Like all genuine Volvo parts, performance parts and GT accessories are protected by a limited 12 month warranty against defects in material and workmanship.

This coverage, however, does not apply to any part actually used in performance rally or race-like competition.

All items listed in this catalog may only be purchased from an authorized Volvo dealer. Price information can be obtained from any Volvo dealer.

Volvo competitors in rally and racing can find individual competition maintenance and replacement parts listed in the Master Volvo R Sport (formerly Competition Service) catalog, available at the Parts Department of an authorized Volvo dealer.

Whether competing in rally and racing or just seeking improved performance for everyday use, Volvo Performance Parts and GT Accessories are designed to make your Volvo that much more rewarding and enjoyable to drive.

IMPORTANT NOTE: Many of the competition R Sport parts are intended strictly for off road competition use and are not certified or approved by the U.S. Environmental Protection Agency (EPA) the National Highway and Traffic Safety Administration (NHTSA), or Transport Canada.

Volvo dealers in the United States may be subject to legal penalties under The Clean Air Act and/or The National Traffic and Motor Vehicle Safety Act if they fail to advise customers of possible Federal and State violations before the sale or installation of subject parts.

In Canada, Volvo dealers may be subject to penalties under certain provincial laws and regulations if they fail to advise customers of possible violations before the sale or installation of subject parts.

Additionally, the owner and/or operator of a vehicle used on public roads and equipped with parts in violation of standards set forth by government agencies, may be subject to the same legal penalties.

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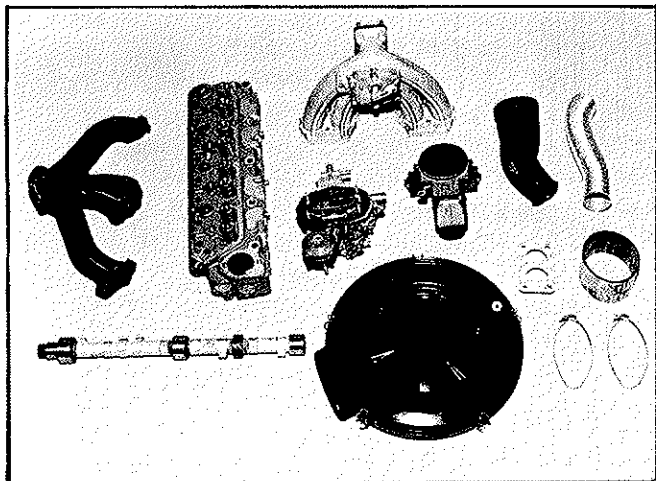
VOLVO

engine

B18/B20

PERFORMANCE TUNING KITS

GT Tuning Kit



The ideal kit for upgrading the power of the B18/B20 engine intended primarily for street use. When installed on the older B18, the engine should be rebored to B20 specs (3.5" bore) using std. B20 pistons. The kit features a specially cast cylinder head of 10.5:1 compression ratio that utilizes larger ports and valves for increased flow. This, coupled along with the high-lift camshaft and new single, down-draft dual throat carburetor results in approximately 130 h.p. DIN at 6000 RPM. The GT kit is the perfect solution when overhauling a worn engine. Rather than rebuild the original cylinder head and fuel intake system, simply upgrade the entire top half by installing the new GT kit. Complete with all nuts, bolts, gaskets, and installation instructions.

Part No.	Description	Model Application
552550-6	GT Kit	1966-75 B18/B20

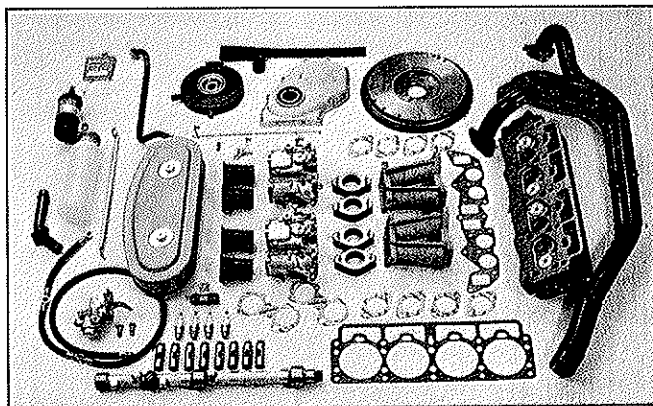
Horsepower: 130 DIN at 6000 RPM

Torque: 131 Lb Ft at 3500 RPM

Compression Ratio: 10.5:1

Camshaft: "K"

Stage I & II Tuning Kits



Sophisticated kits designed primarily for competition use. Both kits feature two twin choke 45mm side-draft Solex carburetors (aluminum body) coupled with two individual aluminum intake manifolds. Specially cast cylinder head and camshaft along with a 4 branch steel exhaust extractor manifold provides maximum horsepower and torque with excellent throttle response. Although more complex than the GT Tuning Kit, Stage Tuning Kits are built for very rugged driving conditions (off-road racing) so that very little service is needed. Ideal for performance rally, road racing, or spirited street driving.

Stage I

Part No.	Description	Model Application
552861-7	Stage I Kit	1966-73 B18*/B20
552470-7	Stage I Kit	1974-75 B20

Horsepower: 145 DIN at 6000 RPM

Torque: 142 Lb Ft at 4500 RPM

Compression Ratio: 10.5:1

Camshaft: "F"

*B18 should be overbored to B20 specs for effective utilization of Stage Kits.

Stage II

Part No.	Description	Model Application
552863-3	Stage II Kit	1966-73 B18*/B20
552472-3	Stage II Kit	1974-75 B20

Horsepower: 165 DIN at 6000 RPM

Torque: 150 Lb Ft at 4700 RPM

Compression Ratio: 11.0:1

Camshaft: "F"

Stage II is essentially the same as Stage I, but with the following exceptions:

Part No.	Qty.	Description
552423-6	1	Special cylinder head with modified valves and lower valve spring seats for high lift cam
552841-9	8	Lightened valve lifters
552029-1	4	Bosch 280S1S spark plugs (cold)
942058-9	10	Hardened washers for cylinder head bolts

* overbore to B20 spec.

Stage III

Horsepower: 175 DIN at 6250 RPM

Torque: 154 Lb Ft at 4500 RPM

Compression Ratio: 11.0:1

Camshaft: "R"

Stage III is not sold as an entire kit. Instead the following parts must be substituted with those in Stage II.

Part No.	Qty	Description
552432-7	1	Special cylinder head with larger polished ports and valves (see page 5 for specs)
552499-6	4	Racing Bosch spark plug 310SIS
552430-1	1	Camshaft "R" (see page 7 for specs)
552613-2	1	Polished & ground front intake manifold
552614-0	1	Polished & ground rear intake manifold
552004-4	1	Extra capacity electric fuel pump
1155255-1	1	40mm carburetor venturi kit with jets
552900-3	1	13 tube oil cooler complete with hose and adaptor plate

Stage IV

Horsepower: 190 DIN at 6500 RPM

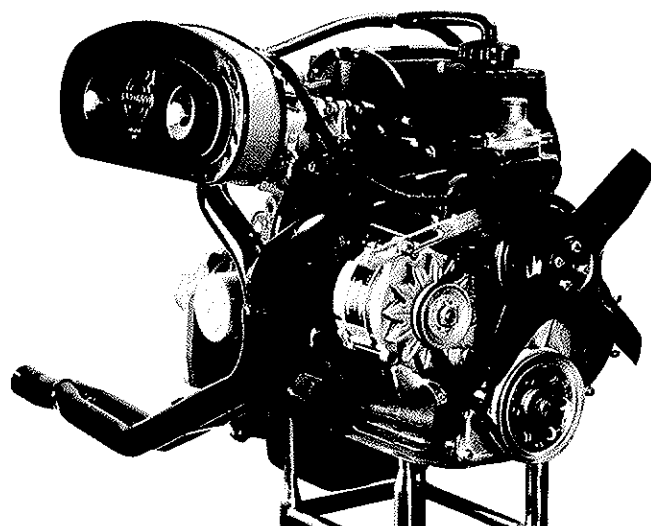
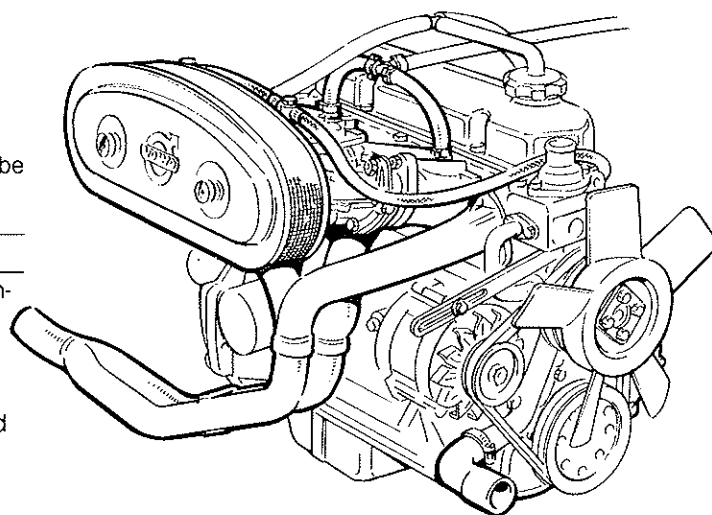
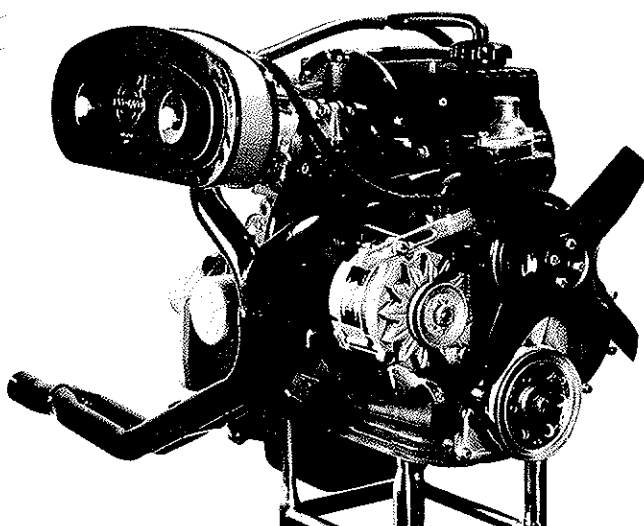
Torque: 169 Lb Ft at 4700 RPM

Compression Ratio: 11.5:1

Camshaft: "S"

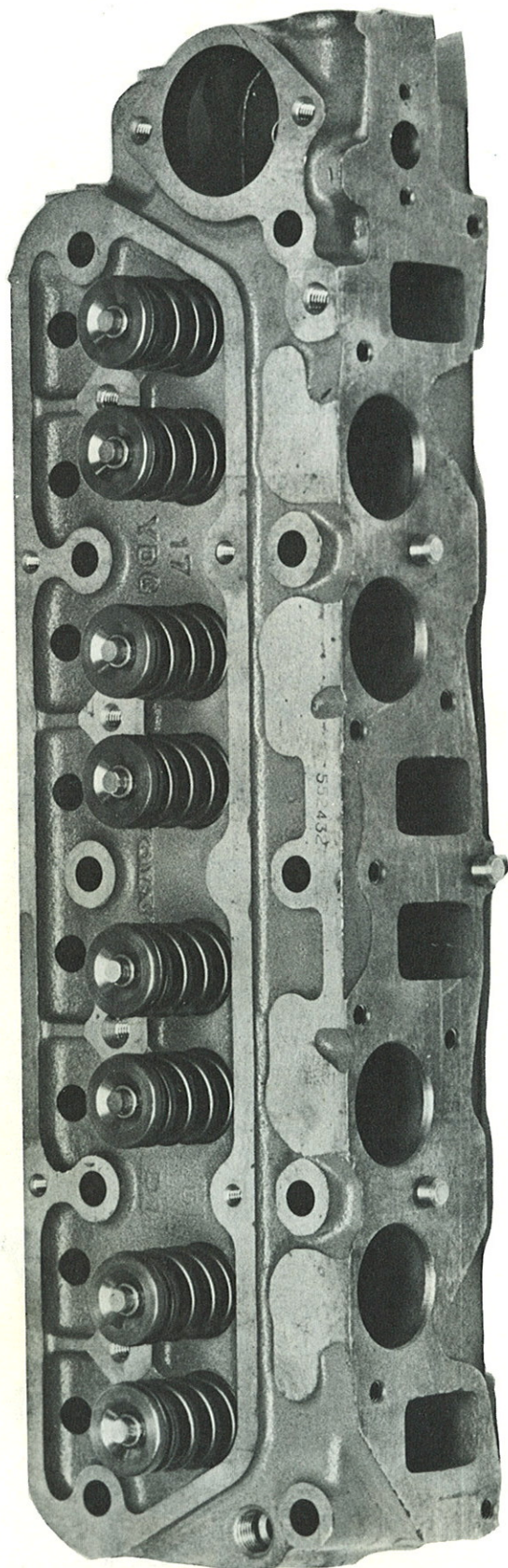
Stage IV is essentially the same as Stage III except that the engine is overbored to 93mm, increasing total displacement to 2200cc's. Again, this is not sold in kit form. Instead the following parts must be used.

Part No.	Qty.	Description
552424-4	1	Special cylinder head with large volume combustion chamber (see page 5 for specs)
552836-9	1	Special turbopressure head gasket for 93mm bore
552451-7	4	93mm forged aluminum Mahle pistons (1969-73 B20 only)
552450-9	4	93mm forged aluminum Mahle pistons (1974-75 B20)
552910-2	1	19 tube oil cooler
552445-9	1	Camshaft "S" (see page 8 for specs)



engine B18/B20

CYLINDER HEADS



All competition cylinder heads are specially cast with different port contours and combustion chamber design. Manufactured in our own Skovde, Sweden engine foundry for the upmost in materials, quality, and workmanship.

Stage I

* Port and valve sizes same as std. fuel injection head, but both are shaped differently. 44mm intake/35mm exhaust. Compression ratio 10.5:1. Produces 7 to 15 more horsepower, depending on induction system.

Part Number 552441-8 490-

Stage I "E"

Same casting as Stage I, but with holes drilled for fuel injection nozzels. Boosts power by approximately 15 h.p. DIN over std. B20E used in 1970-71 1800 and 142. Compression ratio 10.5:1.

Part Number 552442-6 490-

Stage I "F"

Same as Stage I "E" except compression ratio is dropped to 9.0:1 for use on B20F engine (regular or unleaded fuel). Increases power by approximately 12 h.p. DIN over std. B20F used during 1972-75.

? - Part Number 552444-2 441-

Stage I Special "E"

Same as Stage I "E" except ports remain standard size for Group I homologation.

Part Number 552425-1 490-

Stage II

Same as Stage I except valve spring seats are lower for use with "S" or "U" camshaft. Compression ratio 11.0:1.

Part Number 552423-6 528-

Stage III

* Large polished ports and valves (46mm intake/38mm exhaust), fitted with double valve springs and aluminum retainers. Compression ratio 11.0:1.

Part Number 552432-7 715-

Stage IV

* Same as Stage III except larger combustion chamber is used (39cm³) for 11.5:1 compression ratio in 2200 cc engine.

Part Number 552424-4 807-