



SWEDEN 1971

# Volvo P1800E



The beautiful though underpowered P1800E was a triumph of style over performance. With a subtle but effective makeover and a stack of up-to-date Volvo parts, this 200-bhp car now has the brawn to match its looks.

Produced by  
Volvo Car Corporation,  
Gothenburg, Sweden.



## VITAL STATISTICS

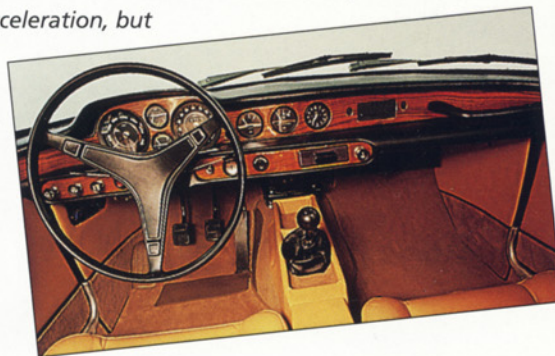
Top speed:	135 mph
0-60 mph:	6.5 sec.
Engine type:	Inline four
Displacement:	2,133 cc
Max power:	200 bhp at 5,500 rpm
Max torque:	180 lb-ft at 4,500 rpm
Weight:	2,535 lbs.
Gas mileage:	26 mpg
Price:	\$4,595

**BEHIND THE WHEEL**

*"...stiffened and uprated."*

*"Back in 1971, the P1800E was a comfortable cruiser that lacked much-needed power. This modified P1800E addresses the lack of power head on. Not only does it have really strong acceleration, but the suspension has been stiffened and uprated with Bilstein shocks that totally change the handling. This machine turns in sharply, rides flat through corners, and, thanks to a combination of wide wheels and low-profile tires, has immense levels of grip."*

*The interior has been luxuriously upgraded including these leather seats.*



# Volvo P1800E

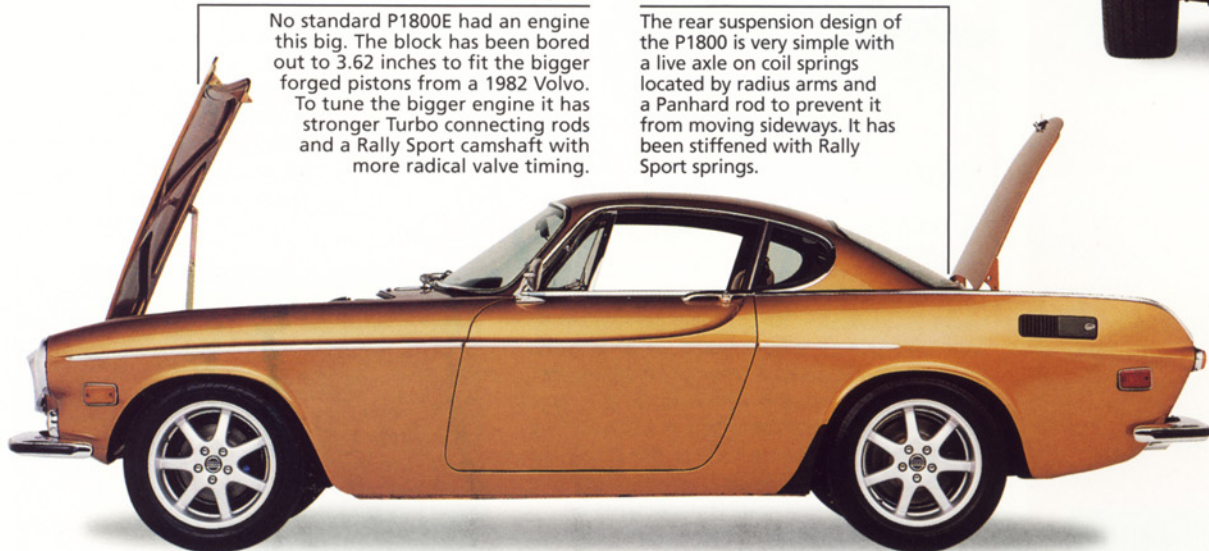
One of the most distinctive coupes ever made, the P1800 was a combination of Swedish and Italian design. Now this one also has a modern Volvo color scheme and a sumptuous Ferrari-inspired leather interior.

## Four-cylinder engine

No standard P1800E had an engine this big. The block has been bored out to 3.62 inches to fit the bigger forged pistons from a 1982 Volvo. To tune the bigger engine it has stronger Turbo connecting rods and a Rally Sport camshaft with more radical valve timing.

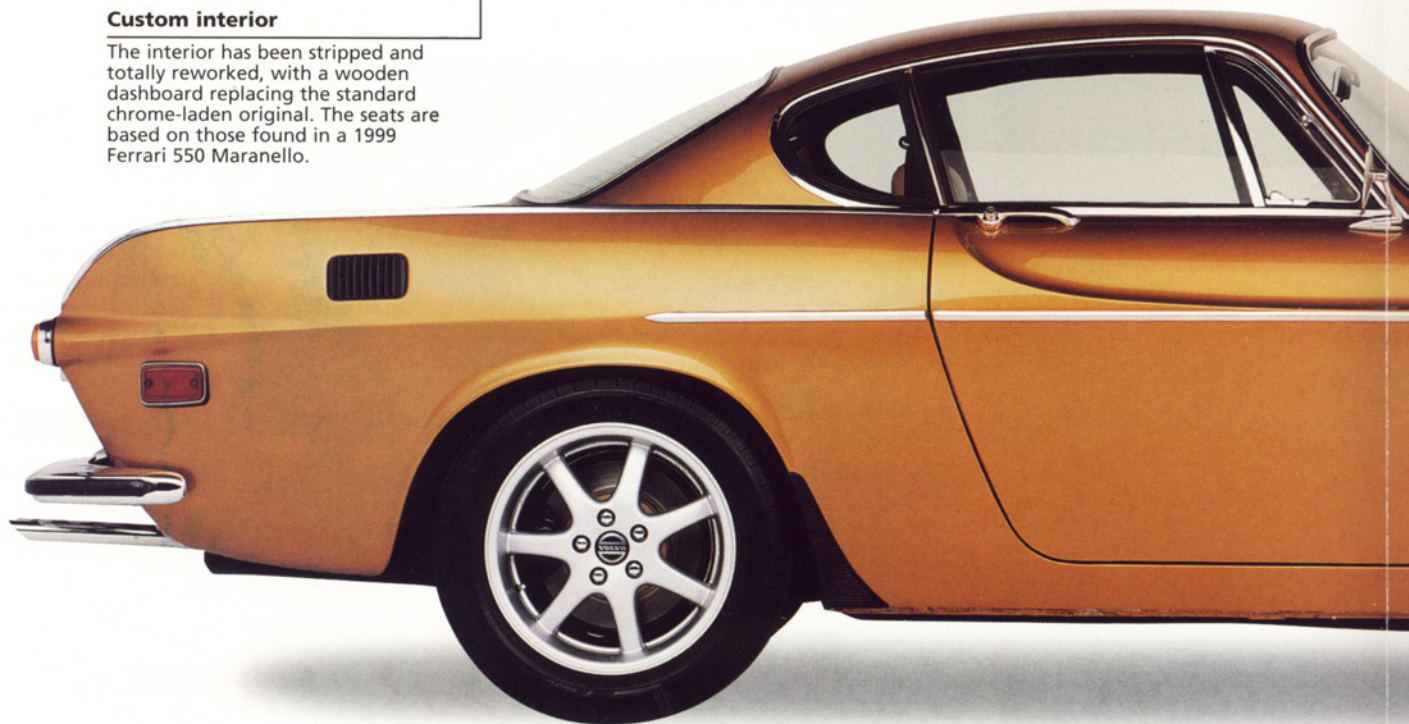
## Live axle

The rear suspension design of the P1800 is very simple with a live axle on coil springs located by radius arms and a Panhard rod to prevent it from moving sideways. It has been stiffened with Rally Sport springs.



## Custom interior

The interior has been stripped and totally reworked, with a wooden dashboard replacing the standard chrome-laden original. The seats are based on those found in a 1999 Ferrari 550 Maranello.





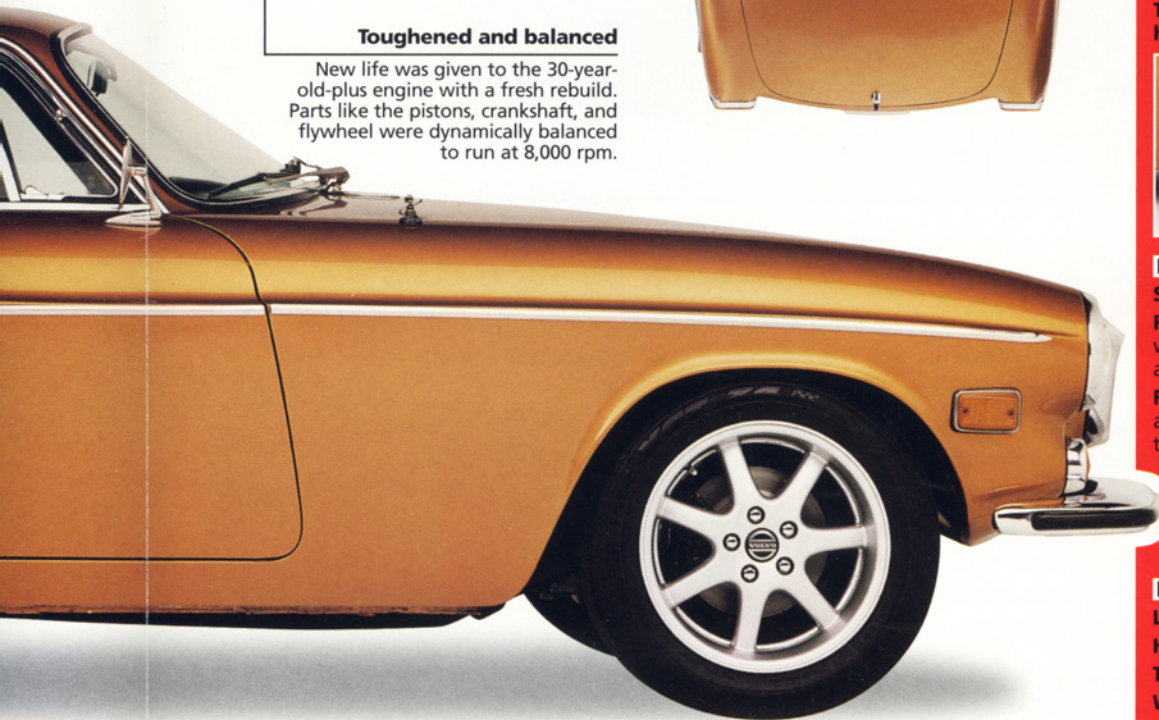
### Wishbone front suspension

The stock double-wishbone front suspension was well-designed and has been further improved here along the same lines as the rear, with stiffer Rally Sport coil springs plus Bilstein shocks. In addition, roll control is prevented with a 29 mm front bar.



### Toughened and balanced

New life was given to the 30-year-old-plus engine with a fresh rebuild. Parts like the pistons, crankshaft, and flywheel were dynamically balanced to run at 8,000 rpm.



# Specifications

## 1971 Volvo P1800E

### ENGINE

**Type:** Inline four-cylinder

**Construction:** Cast-iron block and head

**Valve gear:** Two valves per cylinder operated by a single block-mounted camshaft with pushrods and rockers

**Bore and stroke:** 3.62 in. x 3.15 in.

**Displacement:** 2,133 cc

**Compression ratio:** 10.5:1

**Induction system:** Bosch electronic fuel injection

**Maximum power:** 200 bhp at 5,500 rpm

**Maximum torque:** 180 lb-ft at 4,500 rpm

### TRANSMISSION

Four-speed manual with overdrive

### BODY/CHASSIS

Unitary monocoque construction with steel two-door coupe body

### SPECIAL FEATURES



The unusual taillights of the P1800E have been retained.



The seven-spoke alloy wheels perfectly complement the lines of the Volvo.

### RUNNING GEAR

**Steering:** Recirculating-ball

**Front suspension:** Double wishbones with coil springs, telescopic shock absorbers and anti-roll bar

**Rear suspension:** Live axle with trailing arms, Panhard rod, coil springs and telescopic shock absorbers

**Brakes:** Discs (front and rear)

**Wheels:** Alloy, 7 x 16 in.

**Tires:** Michelin Pilot XGT Z4, 205/55 VR16 (front), 225/50 VR16 (rear)

### DIMENSIONS

**Length:** 171.3 in.    **Width:** 66.9 in.

**Height:** 50.4 in.    **Wheelbase:** 96.5 in.

**Track:** 51.6 in. (front and rear)

**Weight:** 2,535 lbs.

# Milestones

**1959 The P1800 makes** its debut at the Brussels Motor Show.



*P1800 bodies were originally built in England, but production later moved to Sweden.*

**1961 Sales begin with the cars** fitted with a 1,780-cc inline pushrod four-cylinder engine with 90 bhp.

**1963 Production is moved** from the Jensen company in England to Sweden, and the car is renamed the P1800S.



*The wheels and paint scheme for this P1800E come from the C70.*

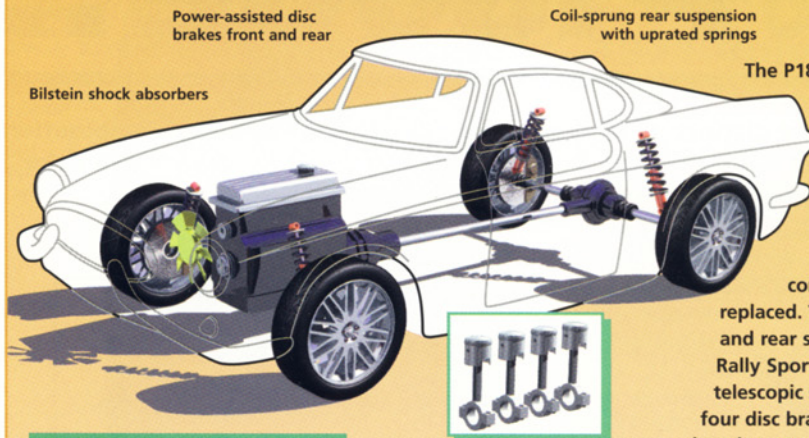
**1969 The P1800E appears**, the 'E' signifying fuel injection with a Bosch electronic system. This makes the engine smoother and increases power to 130 bhp (SAE).

**1972 The ES sport wagon is** launched in 1971, and P1800E production comes to an end this year.

## VALUE GUIDE

ORIGINAL PRICE		
1971	P1800E	\$4,595
CURRENT VALUE		
\$1,500-\$6,000		
PRODUCTION TOTAL		
9,414		

## UNDER THE SKIN



## Silhouette

The P1800 is built on a steel unitary-monocoque originally pressed and assembled in Britain. This car retains the same basic layout, but almost all of the components have been replaced. The coil-sprung front and rear suspension now have Rally Sport springs and Bilstein telescopic shock absorbers. The four disc brakes are still in place, but they are now power assisted. The four-speed transmission with overdrive is stock.

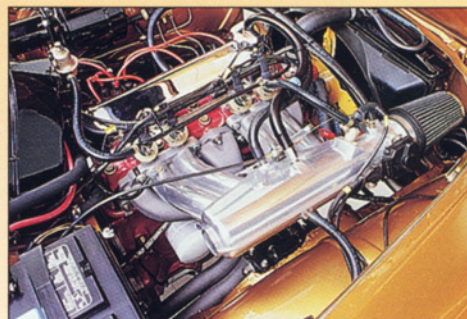
## THE POWER PACK

### Cosmopolitan engine

The builder of this car spent 20 years as a Volvo mechanic, and it shows in the diversity of parts used in the engine. The standard powerplant for the 1971 1800E is a 2.0-liter B20—an all cast-iron pushrod four-cylinder unit with two valves per cylinder and a non-crossflow head. To this, forged pistons from a 1982 Volvo have been added and the capacity enlarged to 2,133 cc. The Bosch fuel injection remains, although it is now electronic, and a computer-controlled fuel management system has been fitted. A Rally Sport camshaft and Chevy mechanical lifters contribute to the increased power of 200 bhp.



Inline four



*The Saffron paint scheme is a modern Volvo C70 color.*

## World beater

By taking an already desirable car and giving it a quality paint job and the stiffer chassis it has always deserved, and upgrading the engine to deliver performance to match its looks, this machine is one of the finest examples of a P1800 in the world.

## NOSE TO NOSE

TOP SPEED	0-60 mph	POWER	S/S ¼ MILE	RIVAL CARS
143 mph	5.4 sec.	425 bhp	13.7 sec.	CHEVROLET CAMARO RS/SS (MODIFIED)
130 mph	7.2 sec.	340 bhp	15.4 sec.	FORD TORINO GT SPORTS (MODIFIED)
135 mph	6.5 sec.	200 bhp	16.6 sec.	VOLVO P1800E (MODIFIED)

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