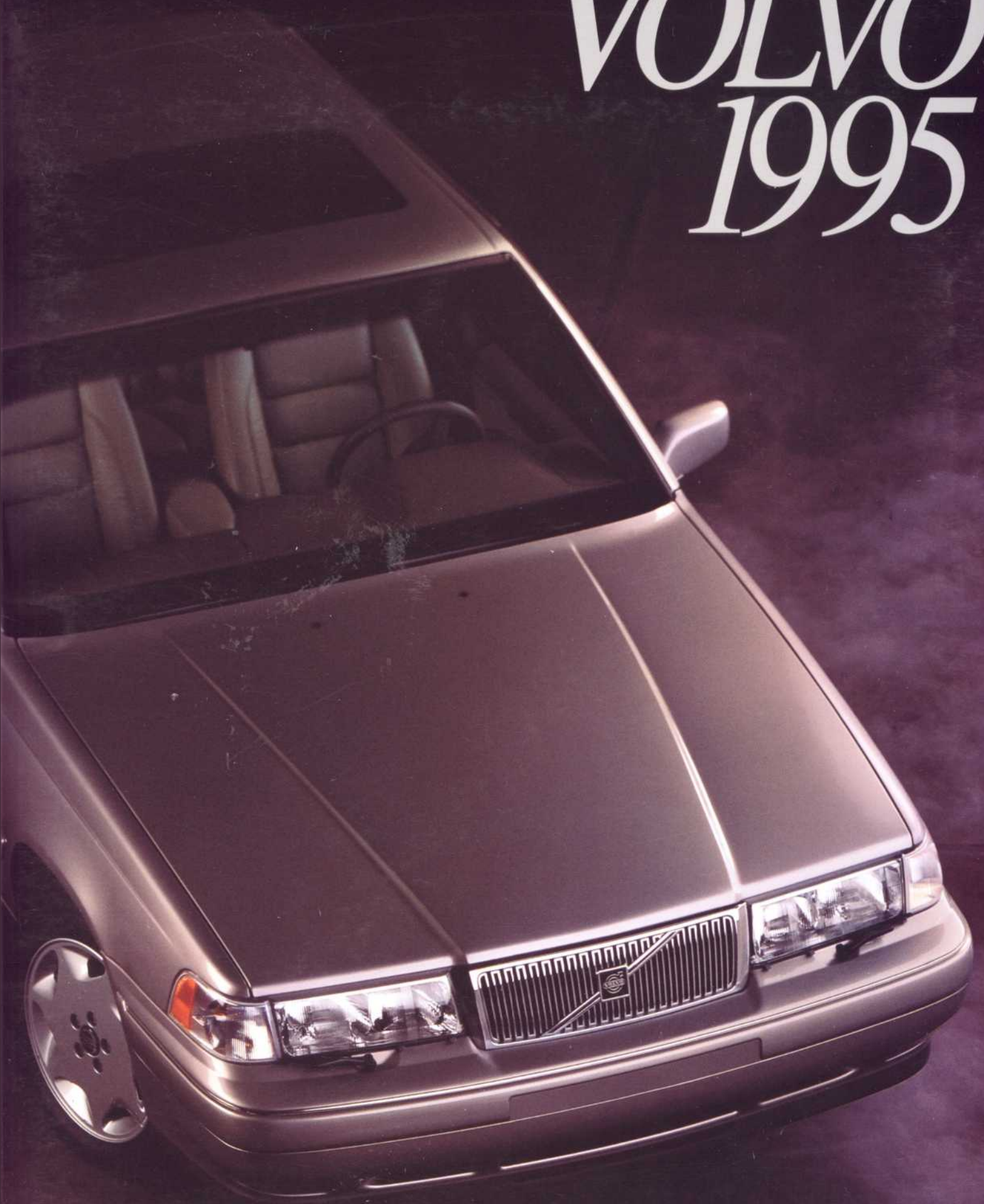


VOLVO *1995*





THE NEW 1995 960 FROM VOLVO: REFINING VOLVO'S CLASSIC STYLING

At first glance there is no denying that this is a Volvo. It has the classic Volvo grille design, large glass areas for good visibility, and that solid appearance that makes you wonder if Volvos aren't carved from a single block of steel. While there is no chance of confusing it with one of those jellybean shaped cars, there is something very stylish about the new 960. The headlights, grille, and fenders are lower and smoother. The front and rear bumpers and side mouldings are now color keyed and beautifully integrated into the overall contour of this new Volvo. Stylish seven spoke alloy wheels boldly proclaim this new 960 to be unlike any before.



THE NEW 960 FROM VOLVO: A SHARP PACKAGE WITH ROUNDED CORNERS!

As you look at this new 960 you can almost hear the Volvo designers saying, "We would never cut corners, but no one said we couldn't round a few ". Stylish rounding creates an integrated, solid appearance for Volvo's stylish 960. The overall effect is modern and smooth, very well integrated, yet retains Volvo's distinctive appearance. The 960 rides on an all new suspension system that is more nimble and responsive, yet maintains excellent ride and comfort.



VOLVO 960 WAGON: EXCELLENCE IN TOURING

Even a short drive in Volvo's new 960 will convince you that the changes in this car go much deeper than the skin. Power comes from Volvo's light alloy, 2.9 liter, 24 valve, in-line, six-cylinder engine. Volvo engineers traded away some peak horsepower, handy for the autobahn, for some more torque which is handy on highway entrance ramps. This year Volvo engineers have replaced the original Multi-link independent rear suspension with a more compact and lightweight version. The rear steel coil springs have also been replaced with single, transversely mounted, composite leaf spring. The new 960 wagon is quiet, elegant and sophisticated, yet very practical. And for the first time. Multi-link independent rear suspension is fitted on all 960 wagons!



NEW 960 ROUNDED STYLISH BEGINS ON THE INSIDE

The first thing you notice is the sculptured door panels with their rich textures and gently curved openings and controls. The leather facing on Volvo's fine orthopedically designed seats is supple and brings to mind a fine piece of furniture. Discrete use of burlled walnut and wood grained accents carry this new styling to all passengers. Standard equipment includes: Dual front air bags, electronic climate control, power glass sunroof, Volvo Premium Sound System, power adjustable front seats, three-point self-adjustable safety belts and head restraints in all five seating positions.



THE VOLVO SIDE IMPACT AIR BAG - A WORLD FIRST

Volvo is the first and only manufacturer to offer this important safety innovation. Side impacts account for about one third of all serious accidents. Volvo's side impact air bag system should help to significantly reduce injuries in this type of accident. The entire system is built into the seat and has no electrical components. A mechanical sensor mounted in the seat base triggers the system when an impact moves the door into contact with the seat. A firing charge in the sensor sends an ignition pulse up two plastic tubes to a pair of gas generators in the outboard side of the seat back. When the gas generators sequentially fire, the bag bursts through the seam at the edge of the seat and inflates forming a barrier between the chest and the door. All of this happens in 12 milliseconds.



VOLVO INTRODUCES DAYTIME RUNNING LIGHTS TO AMERICA...A VERY BRIGHT IDEA!

Volvo will be the first manufacturer to equip 100% of its 1995 cars sold in the U.S. with Daytime Running Lights (DRLs). Basically DRLs turn on automatically when the ignition is turned on. Volvo first introduced this system in Sweden in 1975 and in 1990 for our Canadian neighbors. DRLs provide better oncoming traffic visibility not only during low light conditions, but even in the bright environments like the desert. DRLs have proven again and again their ability to reduce the frequency and even the severity of certain types of accidents. Volvo believes they will prove their value in the U.S. as well.



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For Immediate Release
September 1, 1994 V5-1

SAFETY INNOVATIONS AND PRODUCT REFINEMENTS CONTINUE TO ROLL FROM VOLVO

ROCKLEIGH, NJ -- Things are changing at Sweden's largest car maker and chances are you will like the changes. Since the beginning of the 90's, there has been a continuous flow of new products. While these new models were true to Volvo's reputation for safety and durability, they were also noticeably more stylish, and a great deal more fun to drive. Volvo has kept the changes flowing for 1995, offering a new 960 Series, the world's first Side Impact Air Bags, and an illuminating idea to improve daytime driving safety.

The new 960 retains the distinctive overall appearance people have come to expect from Volvo's larger rear wheel drive cars. But wait, while the strong character of the car is still there, the lines are much softer, bumpers and trim more integrated, and the front-end visibly lower and sleeker. The smooth and flowing exterior design theme has been carried over to the redesigned interior, where an extensive array of luxury features tell you that you are sitting in a top-of-the-line automobile. Even the shortest test drive in the new 960 will let you know the changes are not limited to cosmetics!

Power for the 960 comes from Volvo's 2.9 liter in-line, six cylinder engine with four valves per cylinder. For '95, the engine management system has been recalibrated to put out significantly more torque at speeds below 4,200 rpm which means more performance where you can use it to enter freeways and accelerate into traffic.

The all new suspension system delivers an impressive combination of comfortable ride, excellent road feel, and good handling. A slightly wider track, along with a 35% decrease in body roll, and suspension geometry borrowed from Volvo's sporty 850 add up to a totally new and much more lively driving experience. Volvo's Multi-link independent rear suspension now uses a transverse composite leaf spring. This makes the system lighter and more compact. It also allowed Volvo to put this smooth and quiet independent rear suspension into the 960 wagon for the first time. This has got to be the quietest, most comfortable, elegant and poised wagon on earth.

Intent on making the value of the 960 as impressive as its appearance and handling, Volvo is introducing the fully equipped new 960 sedan at a suggested retail price of only \$29,900. The elegant wagon will be \$31,200. These cars require virtually no options. Standard equipment includes: deluxe leather interior with wood accents, alloy wheels, glass sunroof, and a custom audio system. Like all Volvos, the 960's also have four-wheel disc brakes with ABS, SRS with driver and passenger air bag, CFC-free climate control, and an all welded steel body with roll cage like construction. The 960 has been designed and priced to please its owners and frustrate its competitors.

Safety and the name Volvo are interchangeable in many people's minds. Volvo engineers have always worked to expand the frontiers of automotive safety and that is exactly what they have done with the introduction of the world's first Side Impact Air Bags on the 1995 Volvo 850's. Volvo is the only car company offering this added level of protection! It will be standard equipment on 850 Turbo sedans and wagons and a \$500 option on other 850 models.

An article in Automotive News stated, "Volvo's Side Air Bag Sets Makers Scrambling." Volvo's patented system is truly innovative and mechanically elegant.

The entire system is mounted in each of the front seats. At the outboard edge of the lower seat cushion is a trigger which fires when an impact moves the door in to touch the seat. An ignition charge runs through plastic tubes up to two gas generators in the outer edge of the seat back. When the gas generators fire they inflate the bag which bursts through a seam in the upholstery and inflates, forming a barrier between the chest and the door. All of this takes place in less than 12 milliseconds!

Because the air bag is mounted in the seat, it is always in the proper location relative to the occupant. This means the bag can be much smaller than a bag mounted in the door, which would have to be big enough to cover both tall and short operators. The bag itself has a 12 liter volume and is roughly six inches in diameter and twelve inches long.

Volvo believes the Side Impact Air Bag is a true safety break through and will help to save thousands of lives in the years ahead. It is an idea you will likely see offered by virtually all car manufacturers at some future date. While not required by law, it could well become the new standard of the industry and Volvo pioneered it.

A final piece of news from Volvo for this year is also in the safety area. Volvo will be the first manufacturer to equip 100% of its 1995 cars sold in the U.S. with Daytime Running Lights. The Daytime Running Light System basically turns the headlights on automatically when the ignition is turned on. Volvo first used this system in Sweden in 1975. A few years later Daytime Running Lights became mandatory in Sweden. Today many countries around the world including our neighbor Canada require such a system.

The benefits of Daytime Running Lights may appear obvious at dawn, dusk, or in foul weather. But they have also been shown to enhance the visibility of oncoming cars in extremely bright environments like the desert. DRL's help oncoming traffic to be

aware of you. Their ability to reduce the frequency and even the severity of accidents has been proven again and again. Volvo believes the benefits of Daytime Running Lights will be very visible in the years ahead.

As you can see, there are a lot of changes coming out of Volvo. They are changes not just for the sake of change, but rather to improve the safety, enjoyment and value that customers will experience in their products. The Volvo people think that is definitely change for the good and they don't intend to stop anytime soon.

For Immediate Release
September 1 V5-2

THE NEW 960 FROM VOLVO AN UNEXPECTED EXPERIENCE

ROCKLEIGH, NJ -- Some cars you can look at, some cars you can read about, but to really appreciate the new 960 from Volvo, you need to drive it. Re-engineered from the inside out for 1995, this Volvo is the embodiment of the fine European car ideal.

At first glance there is no denying that this is a Volvo. It has the classic Volvo grille design, large glass areas for good visibility, and that solid appearance that makes you wonder if Volvos aren't carved from a single block of steel.

While there is no chance of confusing it with one of those jellybean shaped cars, there is something very stylish about the 960. The front lights, grille, and fenders are lower and smoother. The front and rear bumpers are now color keyed and beautifully integrated into the overall contour of the car. Even the door handles, body mouldings, and window trim have been refined. The overall effect is very modern, very smooth, very well integrated, while retaining Volvo's distinctive appearance. As you look at this car you can almost hear the Volvo designers saying, "We would never cut corners, but no one said we couldn't round a few." Opening the door reveals another area where Volvo has done its homework. The first thing you notice is the sculptured door panels with their rich textures and gently curved openings and controls. The driver and front seat passenger each have one of Volvo's fine orthopedically designed bucket seats for proper support and comfort.

The leather facing on these seats is supple and brings to mind a fine piece of furniture. This feeling is followed up by the discrete use of wood in the instrument panel and wood grained accents on the door panels.

There is a quality to the interior of the new 960 that says richness rather than luxury. Color coordination of the interior is extremely well thought out and the overall impression is very harmonious. From a practical standpoint, it has everything you would expect in a car of this class: driver and front passenger airbags, electronic climate control, power glass sunroof, AM/FM stereo cassette Premium Sound System, leather wrapped tilt steering wheel, power adjustable front seats, power windows, electrically operated side mirrors, and three-point self adjusting safety belts for all five seating positions. And believe it or not, the new 960 comes with cup holders as an integral part of the center armrest!

Even a short drive will convince you that the changes in this car go much deeper than the skin. Power comes from Volvo's light alloy, 2.9 liter, in-line, six-cylinder, 24 valve engine. For 1995 this smooth running power plant has been retuned to provide increased torque in the low to medium rev range to enhance around town driveability. Volvo engineers traded away some peak horsepower, which was handy for the autobahn, for some more torque which is handy on highway entrance ramps.

You can feel this difference almost immediately, and the electronically controlled four-speed automatic transmission does a fine job of getting the most performance and economy out of the engine with the least fuss. Any of three driving modes may be selected by the driver: Economy, for maximum fuel mileage and smooth shifts at low rpm's; Sport, for enhanced performance and shifts that occur at high rpm's; or Winter,

which locks out the first two gears for enhanced starting ability in low traction conditions. All 960s utilize an automatic locking differential for enhanced traction at low speeds.

The first time you turn a corner you will recognize some of the other changes the Volvo engineers have made. There is 35% less roll in the new 960. It corners flatter, rides smoother, and handles with noticeably more dignity than its predecessor. The chassis and suspension under the 960 is virtually all new.

At the front is a McPherson strut system that makes extensive use of geometry and suspension settings Volvo engineers developed for their highly respected 850. Steering is very nimble, road feel is quite good, and the cars response always feels willing, predictable and linear.

Volvo first introduced its multi-link independent rear suspension in 1988. This sophisticated system delivers a quiet and smooth ride while minimizing any changes in wheel angle or track which might adversely affect handling. This year Volvo engineers have replaced the original stamped steel subframe with a compact and lightweight alloy casting. The steel coil springs on each side have been replaced by a single transversely mounted composite leaf spring. The only other vehicle presently using such a system is the Chevrolet Corvette!

An important benefit of this redesigned rear suspension is that, for the first time, the 960 wagon will also have the multi-link independent rear suspension. Driving the new 960 wagon is an experience with few, if any, parallels. It is quiet, competent, roomy, and stylish. ..not to mention practical.

Safety considerations have not been overlooked either. In re-engineering the front suspension, Volvo engineers added an additional cross member tying the frameroils together at the rear of the control arms. This significantly enhances the energy management in offset frontal accidents. An additional high strength steel insert in the front floor also helps to reduce footwell intrusion in severe frontal accidents. Even SIPS, the Side Impact Protection System which Volvo introduced years before government standards would require such protection, has been enhanced for 1995 with the addition of several energy absorbing plastic door inserts. Like all Volvos, the new 960 has four-wheel disc anti-locking brake system and a long list of other safety features as standard.

The new 960 from Volvo actually seems to add up to more than the sum of its parts. It truly feels like a new automobile - which it should, with more than half of its pieces re-engineered. It is a more willing, more enjoyable, and more lively car than many people would expect from Volvo. The new 960 is a very pleasant surprise to drive.

The final surprise Volvo offers in its "No Compromises" 960 for 1995 is an exceptional value for the money. When they arrive at Volvo dealerships this fall, the new fully equipped 960 will be introduced at a Manufacturer's Suggested Retail Price of only \$29,900 for the sedan and \$31,200 for the wagon.

For Immediate Release
September 1 V5-3

VOLVO ANNOUNCES SIDE-IMPACT AIR BAGS - A WORLD SAFETY FIRST

ROCKLEIGH, NJ -- After frontal crashes, side impacts are the most serious type of automobile accidents. Because of the small distance between the occupants and the point of impact, side crashes have been a big safety challenge. Now, Volvo is advancing the frontier of automotive safety by introducing a patented seat-mounted air bag system in its 1995 model year 850 sedans and wagons. This system is designed to significantly reduce injuries in side impacts which produce about one-third of all serious crash related injuries. No other car manufacturer currently offers such a system.

The Side Impact Air Bag is located in the outside edge of the seat back of the driver and front passenger seats. Designed to deploy in certain side impacts, the bag acts as a barrier to help prevent contact between the chest and the door. As a secondary benefit, the bag is designed to help reduce head injuries by holding the front seat occupant away from the door, B-pillar and side window. Mounting the Side Impact Air Bag in the seat back instead of the door means it is always in the correct position relative to the occupant, no matter how the seat is adjusted.

Other car companies are considering side impact air bags, but the Side Impact Air Bag system is unique in that it is mechanically triggered, requires no electrical hook-up, and is totally contained in the seat. It consists of a bag, a pair of gas generators, and a sensor built into each of the front seats. In a side impact of sufficient force, the sensor mounted on the base of the seat triggers the system when it is contacted by the

door. Then, a pyrotechnic charge fires, an ignition charge travels up the seat back via two plastic tubes and activates the gas generators mounted in the seatback. The expanding gases deploy the bag through the seam in the outboard edge of the upholstery. The bag inflates within 4 to 6 milliseconds and the total time to activate the entire system, from first contact to inflation, is less than 12 milliseconds. The bag itself is about a foot long and just over 5 inches in diameter.

Volvo is introducing the system on its 1995 850 model which are arriving at dealerships during September. The Side Impact Air Bag system will be standard equipment on 850 Turbos and an option, priced at \$500 on other 850 models. Volvo 940 and 960 models are expected to receive the system by the next model year.

While there is no current legislation which mandates a side impact air bag, Volvo has a long history of introducing safety features before they become a requirement. Examples of this include: the three-point seat belt, front head restraints, laminated windshield, side impact protection, and now, the Side Impact Air Bag. All have helped Volvo earn its legendary reputation for safety.



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VOLVO LIGHTS THE WAY TO SAFETY 100% OF VOLVOS HAVE DRL'S

ROCKLEIGH, NJ -- Mats Ola Palm, president and CEO of Volvo Cars of North America, Inc., wanted Volvo to be the first manufacturer to commit to equipping 100% of its 1995 models with this safety enhancing feature, so he laid down the gauntlet at New York's International Auto Show on March 31 of this year. It appears that the American public has developed a tremendous appetite for automotive safety. For manufacturers it has become a safety race.

"Safety has always been the driving force behind all Volvo automobile design," Palm stated. "The introduction of Daytime Running Lights is simply Volvo's way of expanding the boundaries of safety."

Volvo was the first car company to introduce Daytime Running Lights on the cars sold in their home market of Sweden back in 1975. A few years later, Daytime Running Lights were made mandatory by Swedish law. Today, many other European countries and Canada have passed laws requiring Daytime Running Lights. It was not until this past year that the National Highway Traffic Safety Administration formulated a ruling which will permit Daytime Running Lights in the U.S. Prior to this, each state had its own laws on light operation during the day. With this ruling in place, Volvo moved quickly to equip all of its 1995 cars.

"We have seen in country after country that Daytime Running Lights do help enhance visibility and contribute to safety," Palm explained. "I believe it is just a matter

of time before all cars are equipped with them. We wanted Volvo to be the first to have it on all of our cars."

The advantages of Daytime Running Lights are obvious in the dim and often glary light of dawn and dusk. While it is not as obvious, Daytime Running Lights also contribute to visibility in extremely bright environments like the desert. Across a wide variety of conditions, oncoming cars with Daytime Running Lights are visible at an average of three times the distance of cars without any lights on.

Volvo's history of safety innovation is a long one. Just last month the company announced it would be the first to equip many of its 1995 model year cars with a unique side impact protection system which uses an airbag mounted in the outer edge of each front seat to help reduce injuries in side crashes. In concluding his remarks, Palm noted that this year is the thirty-fifth anniversary of the three-point self-adjusting seat belt -- arguably the single greatest safety device in the history of the automobile. He pointed out that this ubiquitous lifesaving device was developed and patented by a Volvo engineer and installed in Volvo cars as early as 1959! At Volvo, the job of enhancing car safety never takes a back seat.



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VOLVO 1995 TECH AND SPEC

RQCKLEIGH, NJ - The following contains technical information about Volvo's 1995 models for the U.S. market. This information is accurate as of September 1, 1994. However, the manufacturer reserves the right to alter specifications at any time without notice.

Major News For 1995

A New 960

The 960 for 1995 has been significantly re-engineered and features a new front suspension, enhanced Multi-link independent rear suspension, revised engine power output parameters, restyled body surfaces, and new interior appointments. Multi-link independent rear suspension is now, for the first time, fitted to 960 wagons

Side Impact Air Bag - A World First

The 850 Turbo features Volvo's award winning, patented Side Impact Air Bag. Standard on all 850 Turbo's, this system is integrated into the driver's and front passenger's seat back, on the outward facing side bolsters. Mechanically actuated, and completely self-contained, the Side Impact Air Bag is designed to enhance side impact protection. The Side Impact Air Bag is optional on standard level 850 and 850 GLT models for \$500 for both seats.

Daytime Running Lights

Daytime Running Lights (DRLs) for improved vehicle recognition by other drivers, are standard on all 1995 Volvo's for the U.S. market. This feature has been on all Canadian Volvo's since 1990 and is required in many European countries. Where used, this system has proven beneficial in reducing accidents. Volvo will be the first automobile manufacture to install DRLs on 100% of their vehicles for the United States market in 1995.

960 Detailed Features

Engine

Volvo's all alloy, 2.9 liter, dual overhead camshaft, 24 valve, in-line 6-cylinder engine, has been recalibrated to provide greater torque than its 1994 counterpart. Higher torque occurs earlier in the rpm range and is maintained longer to provide quick "off the line" performance and consistent acceleration throughout the engine's useful rpm range. Torque at 2,400 rpm is up from 166 lb/ft to 185 lb/ft, an increase of over 11 %. Torque continues higher to well over 4,000 rpm. In its new state of tune, peak horsepower is now 181 bhp at 5,200.

Suspension

New front suspension and redesigned Multi-link independent rear suspension deliver tighter, quieter, ride control while maintaining Volvo's traditional positive road feel and predictability.

The new front suspension geometry is similar to that of the 850 for enhanced steering response, less brake dive, smoother ride, 35% reduction in body roll, excellent road feel, and still retains one of the best turning radius of any automobile in its class, a tight 32.0 feet.

Volvo's patented Multi-link independent rear suspension, first introduced in 1988, has been significantly enhanced . Multi-link suspension now features a mono-leaf composite spring which sits transversely under the differential. This new composite spring replaces two steel coil suspension springs and, when combined with a new aluminum sub-frame, reduces unsprung weight by 15 pounds. For the first time, the 960 wagon will feature Multi-link rear suspension. The resulting improvements in ride comfort and quietness are substantial, putting the wagon in a class by itself.

Safety

Offset frontal collision impact forces are now channeled not only through the impacted side's supporting members but diagonally across to the opposite side's body structure. This energy channeling is handled by a new transverse mounted cross member located behind the engine cross member.

The rear section of each front fender well has been reinforced with High Strength Steel (HSS) to provide greater passenger protection from road wheel intrusion.

Side Impact Protection (SIPS) has been improved thanks to larger energy absorbers inside both front and rear doors. These absorbers are positioned at hip and chest level for front door and at hip level for rear doors.

Additional major safety features for 960:

- All-Season Tires
- Daytime Running Lights
- Head restraints in all five seating positions
- Three-point seat belts in all five seating positions (sedan and wagon)
- Integrated Child Booster Cushion (wagons)
- Remote Central Locking with Alarm
- Rear Fog Light

Exterior Styling

New for 1995 will be color coordinated bumpers, door handles, lower body spoilers, body side moldings, front fenders, hood, and headlights. Combined these changes improve aerodynamics and reduce drag from 0.34 *Cd* to 0.32 *Cd*. There is no change to drag coefficient on wagons.

Front turn signals lenses sweep around into the front fenders giving a smooth and integrated appearance. Headlights will be equipped with wiper/washers. Fog lights are standard and sit in the front spoiler.

Interior Styling

Glass tilt and slide sunroof is standard and now includes a vented sunscreen to provide fresh air circulation without excessive wind buffeting noise. New for 1995 will be auto-down driver's window, step-in courtesy lights for front occupants, and 100% air recirculation.

Cup holders for front and rear passengers, Integrated into the center armrest, are now standard in the 960! Burlled walnut panels for the dash and styled wood accent panel for all doors create a warm, personal feeling for passengers. Interior door handles are easier to use and the traditional door lock pop-up buttons are replaced by a flip tab integrated into each handle. Leather faced seating is standard. Eight-way adjustable power seating is standard for both front seats. Driver's seat features memory settings.

Volvo "Premium Sound System" features full logic cassette, 4x25 watt amplifier, Dolby, balance control, anti-theft LED and coding, and is *Compact Disc* ready. Sedans will have eight speakers and while the wagon has six speakers.

850 - Detailed Features.

850 Sedans and Sportswagons will be available in three configurations: Standard, GLT and Turbo. The 850's have received relatively few changes for 1995.

Engine/Drivetrain

All 2.4 liter engines with automatic transmission will use Motronic 4.3 Engine Management System with On-Board Diagnostic II for 1995. First and second gears on manual transmission equipped 850's are more evenly spaced for smoother, closer ratio shifting.

Safety

Side Impact Air Bag (SIPSBAG) is standard on driver's and passenger's front seats for all Turbo 850's in 1995. The Side Impact Air Bag helps to provide the front seat occupant increased protection during side impacts. A mechanical trigger is integrated into this completely self-contained system and is not dependent on electrical connections. Physical contact between the sensor and the body side panel will create a pyrotechnic flash that travels from the trigger via tubing up to two sequentially actuated gas generators. At this point, the first gas generators pushes the Side Impact Air Bag through the stitching at the outboard edge of the seat, whereupon the second gas generator continues the inflation sequence. Maximum inflation capacity of 12 liters is achieved within 12 milliseconds.

The Side Impact Air Bag is integrated into the front driver and passenger seats, outward facing side bolster. Thanks to this design, the Side Impact Air Bag's effectiveness is not dependent on seat placement and is independent from the vehicle's electrical system, electrical sensor inputs, and computer controls.

The Side Impact Air Bag is fitted as standard to all 850 Turbo's and factory optional for both front seats on standard and GLT's for \$500 (U.S. dollar).

All-Season Goodyear Eagle GA's are fitted on 850's and 850 GLT's. All 850 Turbo's will have 16" Michelin MXM ZR tires. Optional for 850 Turbo customers who prefer All-Season tires, will be factory installed 15" All-Season Goodyear tires, at no charge to customer.

Daytime Running Lights as well as a rear fog light are standard on all 850 models.

940 - Detailed Features

The 940 sedans and wagons continue their role as the entry level Volvos and are largely unchanged. Two engine options are available: a normally aspirated engine with 114 bhp, 136 lb/ft of torque and a turbo charged with 162 bhp, 195 lb/ft of torque. Both engines are 2.3 liter, four cylinders with a single overhead cam and 8 valves

Daytime Running Lights and a rear fog light are standard on all 940's. Audio equipment will be Volvo's CR-915, AM/FM Stereo Cassette, 4 x 20 watt amplifier, anti-theft circuitry and is *Compact Disc* ready. Six speakers are standard on both models.

Factory optional equipment are: Glass Sunroof, Leather Seating, Power Seats, Alloy Wheels Cold Weather Package and Roof Rails (wagons).

VOLVO

1995 SPECIFICATIONS

960 SEDAN & WAGON

ENGINE-B6304F

Type	In-Line 6-Cylinder
HP (SAE NET)	181 @ 5,200 RPM
Torque	199 lb/ft @ 4,100 RPM
Cylinder Block	Light Alloy
Cylinder Head	Light Alloy
Bore & Stroke	83mm x 90mm
Displacement	2,922 cc
Compression Ratio	10.7:1
Fuel Requirements	87 Minimum 91 Optimum
Engine Management	Bosch Motronic 1.8
Main Bearings	7-Shell Type
Valve Train	DOHC, 24 valves
Valve Operations	Direct Acting
Battery/Alternator	600/120 AMP
Crankcase Capacity	6.0 US Qts.
Fuel Tank Capacity	(80.0 L) 20.8 U.S. Gallons

DRIVETRAIN

Transmission:

Automatic AW 40 Electronically Controlled, 4-Speed W/3 Gear Driver Option

Transmission Ratios 2.80:1, 1.53:1, 1.1:1, 0.71:1
Final Drive 3.73:1. Reverse 2.39:1

Changing Modes *Economy, Sport, and Winter/wet*

Chassis & Suspension:

Front; MacPherson Strut With Eccentrically Mounted Coil Springs and Stabilizer Bar

Rear; Volvo Multi-link, Independent Suspension With Aluminum Sub Frame/Transverse Composite Leaf Spring, Gas Charged Shock Absorbers and Stabilizer Bar

Steering:

Power Assisted Rack and Pinion
Ratio: 16.9:1
Turns Lock To Lock: 3.5
Turning Circle: 31.8 Ft.

Brakes:

Four Wheel Disc With Vacuum Assist, Bosch ABS
Front-Vented Disc 11.0"
Rear-Solid Disc 11.06"
Drum Type Parking Brake, Mechanical Operation

Wheels/Tires:

Wagon - 6.0" x 15" Alloy
195/65 HR 15 GA Goodyear All-Season
Sedan - 6.5" x 16" Alloy
205/55 VR 16 MXV 4 Michelin All-Season

DIMENSIONS & CAPACITIES

	Sedan	Wagon
Wheel Base	109.1"	109.1"
Track Front	59.2"	59.2"
Track Rear	59.7"	59.7"
Overall Length	191.8"	191.4"
Overall Width	68.9"	68.9"
Overall Height	56.6"	57.6"
Curb Weight - Min.	3461 lbs	3547 lbs

DIMENSIONS & CAPACITIES (cont'd)

	Sedan	Wagon
Curb Weight - Max.	3521 lbs	3611 lbs
Ground Clearance	4.1"	4.1"
Weight Distribution F/R (%)	53/47	52/48
Interior Dimensions:		
Head Room Front	37.4"	38.1"
Head Room Rear	36.9"	36.7"
Leg Room Front	41.0"	41.0"
Leg Room Rear	34.7"	34.7"
Shoulder Room Front & Rear	54.5"	54.7"
Hip Room Front & Rear	54.3"	54.7"
Cargo Capacity (Cu. Ft.):		
Seat Up	16.6	39.3
Seat Down	NA	74.9
EPA Size Class: Compact		
Cu. Ft.	106.9	128.0
EPA Fuel Economy:		
Automatic	City 17	Hwy. 25

STANDARD EQUIPMENT

Driver And Passenger Side SRS
Side Impact Protection System (SIPS)
CFC-Free Electronic Climate Control
Daytime Running Light System
Cruise Control
ABS
P/Windows Drivers Auto Down/Central Locking
Remote Entry With Alarm System
Leather Wrapped Tilt Steering Wheel
Power Glass Sunroof W/Tilt & Slide, W/Sunshade
Head Lamps Washer/Wipers
SC 811 Premium Sound System, AM/FM Stereo Cassette, Full Logic W/CD Compatibility and Anti-theft, 8-Speakers Sedan, 6 Speakers Wagon
Power Antenna (<i>Sedan Only</i>)
Integrated Window Antenna (<i>Wagon Only</i>)
Power Outside Mirrors - Heated
Front Reclining Bucket Seats
8-Way Power Driver Seat W/3-Position Memory
8-Way Power Passenger Seat
Leather Upholstery
Automatic Locking Differential
Front Fog Lamps and Rear Fog Light
Integral Child Booster Cushion (<i>Wagon Only</i>)
Electronic Climate Control
Solid Or Metallic Paint
Alloy Wheels

OPTIONAL EQUIPMENT

Cold Weather Package (Heated Seats, Ambient Temperature Gauge)
Roof Rails (<i>Wagon Only</i>)
Walnut Wood Dash Panels
Compact Disc Changer
Nivomat Shocks (Self-Leveling)
Premium Style Leather Upgrade

VOLVO

1995 SPECIFICATIONS

940 SEDAN & WAGON

ENGINE-B230 and B230 FT - Turbo

Type	In-Line 4-Cylinder
B 230 F HP (SAE NET)	114 @ 5,400 RPM
Torque	136 lb/ft. @ 2,150 RPM
B 230 FT HP (SAE NET)	162 @ 4,800 RPM
Torque	195 lb/ft @ 3,450 RPM
Cylinder Block	Cast Iron
Cylinder Head	Aluminum
Bore & Stroke	96 mm x 80 mm
Displacement	2,316 cc
Compression Ratio	B230 F / B230 FT 9.8:1/8.7:1
Fuel Requirements	87 Minimum 91 Optimum
Fuel Injection	Bosch LH 2.4
Ignition	EZ 116K
Main Bearings	5-Shell Type
Valve Train	SOHC, 8 Valves
Valve Operations	Direct Acting
Battery/Alternator	520/100 AMP
Crankcase Capacity	4.7 US Qts. (Inc.Filter)
Fuel Tank Capacity	(75 L) 19.8 U.S. Gallons

DRIVETRAIN

Transmission:

Automatic AW-71L, 4-Speed

Transmission Ratios: 2.45:1, 1.45:1, 1.0:1, 0.69:1. Final Drive: 4.10:1. Reverse: 2.21:1

Body/Chassis:

Pressed Steel Unit Body

Chassis & Suspension:

Front; MacPherson Strut With Eccentrically Mounted Coil Springs, 23 mm Stabilizer Bar and Hydraulic Shocks

Rear; Constant Track Live Axle, Trailing Arms, Wishbone Sub-Frame Panhard Rod, Stabilizer Bar (19 mm-4Dr., 16 mm-5 Dr.), and Gas Pressure Shock Absorbers

Steering:

Power Assisted Rack and Pinion

Ratio: 16.9:1

Turns Lock To Lock: 3.5

Turning Circle: 32.2 Ft.

Brakes:

Four Wheel Disc With Vacuum Assist, Bosch ABS

Front-Vented Disc 11.0"

Rear-Solid Disc 11.06"

Drum Type Parking Brake, Mechanical Operation

Wheels/Tires:

6" x 15" Steel With Full Cover

185/65R 15T Goodyear GT+4, All-Season

DIMENSIONS & CAPACITIES

	<u>Sedan</u>	<u>Wagon</u>
Wheel Base	109.1"	109.1"
Track Front	57.9"	57.9"
Track Rear	57.5"	57.5"
Overall Length	191.7"	189.3"
Overall Width	69.3"	69.3"
Overall Height	55.5"	56.5"
Ground Clearance	4.1"	4.1"
Curb Weight - Min.	3,208 lbs	3,283 lbs
Weight Distribution F/R (%)	51/49	52/48

DIMENSIONS & CAPACITIES (cont'd)

	<u>Sedan</u>	<u>Wagon</u>
Interior Dimensions:		
Head Room Front	38.6"	38.6"
Head Room Rear	37.1"	37.6"
Leg Room Front	41.0"	41.0"
Leg Room Rear	34.7"	34.7"
Shoulder Room Front & Rear	56.4"	56.4"
Hip Room Front & Rear	54.7"	54.7"
Cargo Capacity (Cu. Ft):		
Seat Up	16.6	39.3
Seat Down	---	74.9
EPA Size Class: Midsize		
Cu. Ft.	110.7	134.7
EPA Fuel Economy:		
	<u>City</u>	<u>Hwy.</u>
Automatic	19	26
Automatic - Turbo Engine	19	24

STANDARD EQUIPMENT

Driver And Passenger Side SRS
Side Impact Protection System (SIPS)
3-Point Seat Belts And Head Restraints In All Five Seating Positions
Child Proof Rear Door Locks
CFC-Free Air Conditioning
Daytime Running Light System
Rear Fog Light
Cruise Control
ABS
Power Windows/Central Locking
CR-915 AM/FM Stereo Cassette, 6-Speaker, 4 x 20 Watt Amp., CD Compatible
Power Antenna (<i>Sedan Only</i>)
Integrated Window Antenna (<i>Wagon Only</i>)
Power Outside Mirrors
Front Reclining Bucket Seats
Velour Upholstery
Automatic Locking Differential
Integral Child Booster Cushion (<i>Wagon Only</i>)
Solid Or Metallic Paint

OPTIONAL EQUIPMENT

Turbo Engine Option - 162 HP
Cold Weather Package (Heated Seats, Heated Mirrors, Ambient Temp Gauge)
8-Way Adjustable Power Driver's Seat W/3 Position Memory. 8-Way Adjustable Power Passenger's Seat
Leather Upholstery
Alloy Wheels
Power Glass Sunroof, W/Tilt & Slide, W/Sunshade
Roof Rails (<i>Wagon Only</i>)

VOLVO

1995 SPECIFICATIONS

850 SEDAN & WAGON

ENGINE-B5254 F	
Type	In-Line 5-Cylinder
HP (SAE NET) w/Manual Trans.	168 @ 6,200 rpm
Torque w/Manual Trans.	162 lb/ft. @ 3,300
HP (SAE NET) w/Automatic Trans.	168 @ 6,100 rpm
Torque w/Automatic Trans.	162 lb/ft @ 4,700 rpm
Cylinder Block	Die-Cast Aluminum
Cylinder Head	Die-Cast Aluminum
Bore & Stroke	83mm x 90mm
Displacement	2,435 cc
Compression Ratio	10.5:1
Fuel Requirements	87 Minimum 91 Optimum
Ignition (Manual Trans.)	Bosch EZK 129
Fuel Injection (Manual Trans.)	Bosch LH 3.2
Engine Management (Automatic Trans.)	Motronic 4.3
Main Bearings	6-Shell Type
Valve Train	DOHC 20 valves
Valve Operations	Hydraulic Tappets
Battery/Alternator	520/100 AMP
Crankcase Capacity	5.6 US Qts. (Inc. Filter)
Fuel Tank Capacity	(73 L) 19.3 U.S. Gallons

DRIVETRAIN

Transmissions:

Manual = 3.07:1, 1.77:1, 1.19:1, 0.87:1, 0.70:1,
Final Drive = 4.00:1, Reverse 3.30:1

Automatic = 3.61:1, 2.06:1, 1.37:1, 0.98:1, Final
Drive 2.74:1, Reverse 3.95:1

Changing Modes *Economy, Sport, and Winter/wet*

Body/Chassis:

Pressed Steel Unit Body

Suspension:

Front; MacPherson Hydraulic Struts With
Asymmetrically Mounted Coil Springs and
20mm Stabilizer Bar

Rear; Volvo Patented Delta-link, Semi-
Independent Suspension With Coil Springs, Gas
Charged Shock Absorbers and 19.5mm Stabilizer
Bar (Sedan)

Steering:

Power Assisted Rack and Pinion

Ratio 16.8:1

Turns Lock To Lock 3.2

Turning Circle 33.5 Ft.

Brakes:

Four Wheel Disc With Vacuum Assist, Bosch 3-
Channel ABS

Front-Vented Disc 11.0"

Rear-Solid Disc 11.5"

Drum Type Parking Brake, Mechanical Operation

Wheels/Tires:

6.5" x 15" Steel

195/60 VR 15 GA Goodyear All-Season

DIMENSIONS & CAPACITIES

	Sedan	Wagon
Wheel Base	104.9"	104.9"
Track Front	59.8"	59.8"
Track Rear	57.9"	57.9"
Overall Length	183.5"	185.4"
Overall Width	69.3"	69.3"
Overall Height	55.7"	56.9"
Curb Weight (Auto.Trans.)	3,232 lbs	3,342 lbs

	Sedan	Wagon
Ground Clearance	6.2"	6.2"
Weight Distribution F/R (%)	60/40	60/40

Interior Dimensions:

Head Room Front	39.1"	39.1"
Head Room Rear	37.8"	37.8"
Leg Room Front	41.4"	41.4"
Leg Room Rear	32.3"	35.2"
Shoulder Room Front	57.1"	57.1"
Shoulder Room Rear	56.3"	56.3"
Hip Room Front	55.2"	55.2"
Hip Room Rear	55.2"	55.2"

Cargo Capacity (Cu. Ft.):

Seat Up	14.7	37.1
Seat Down	33.2	67.0

EPA Size Class: Midsize

Cu. Ft.	111.5	130.7
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EPA Fuel Economy:

	City	Hwy.
Automatic	20	29
Manual	20	29

STANDARD EQUIPMENT

Driver And Passenger Side SRS

Side Impact Protection System (SIPS)

CFC-Free Electronic Climate Control

Manual Dual Climate Control

Daytime Running Light System

Rear Fog Light

Integral Child Booster Cushion (*Wagon Only*)

Cruise Control

ABS

3-Point Seat Belts And Head Restraints In All Five
Seating Positions

Child Proof Rear Door Locks

P/Windows Drivers Auto Down/Central Locking

Power Outside Mirrors, Heated

SC 710 AM/FM Stereo Cassette, 4x20 Watt Amp. W/CD
Compatibility and Anti-Theft, 6 Speakers

Power Antenna (*Sedan Only*)

Integrated Window Antenna (*Wagon Only*)

Tilt/Telescope Steering Column

Trip Computer

Front Reclining Bucket Seats

Tilt And Fold Front Passenger Seat

8-Way Manually Adjustable Driver's Seat

Plush Velour Upholstery

Solid Or Metallic Paint

OPTIONAL EQUIPMENT

Driver and Front Passenger Side Impact Air Bag
(SIPSBAG)

24 Spoke Alloy wheels

TRACS (Traction Control System)

Cold Weather Package (TRACS, Heated Seats, Ambient
Temp. Gauge, Head Lamp Wiper/Washer)

Rear Deck Spoiler (*Sedan Only*)

Driver And Passenger 8 Way Adjustable Power Seat W/3
Position Memory

Remote Keyless Entry/Security System

Electronic Climate Control

Burlled Walnut Instrument Panel Trim

Leather Upholstery

Trip Computer

Extra Firm Shock Absorbers and Stabilizer Bar (No
Stab.Bar on Wagons)

VOLVO
1995 SPECIFICATIONS
850 GLT SEDAN & WAGON

ENGINE-B5254 F	
Type	In-Line 5-Cylinder
HP (SAE NET) w/Manual Trans.	168 @ 6,200 rpm
Torque w/Manual Trans.	162 lb/ft. @ 3,300
HP (SAE NET) w/Automatic Trans.	168 @ 6,100 rpm
Torque w/Automatic Trans.	162 lb/ft@ 4,700 rpm
Cylinder Block	Die-Cast Aluminum
Cylinder Head	Die-Cast Aluminum
Bore & Stroke	83mm x 90mm
Displacement	2,435 cc
Compression Ratio	10.5:1
Fuel Requirements	87 Minimum 91 Optimum
Ignition (Manual Trans.)	Bosch EZK 129
Fuel Injection (Manual Trans.)	Bosch LH 3.2
Engine Management (Automatic Trans.)	Motronic 4.3
Main Bearings	6-Shell Type
Valve Train	DOHC 20 valves
Valve Operations	Hydraulic Tappets
Battery/Alternator	520/100 AMP
Crankcase Capacity	5.6 US Qts. (Inc. Filter)
Fuel Tank Capacity	(73 L) 19.3 U.S. Gallons

DRIVETRAIN

Transmissions:	
Manual = 3.07:1, 1.77:1, 1.19:1, 0.87:1, 0.70:1, Final Drive 4.00:1 Reverse 3.30:1	
Automatic = 3.61:1, 2.06:1, 1.37:1, 0.98:1, Final Drive 2.74:1, Reverse 3.95:1	
Changing Modes <i>Economy, Sport, and Winter/wet</i>	

Body/Chassis:

Pressed Steel Unit Body

Suspension:

Front; MacPherson Hydraulic Struts With Asymmetrically Mounted Coil Springs and 20mm Stabilizer Bar

Rear; Volvo Patented Delta-link, Semi-Independent Suspension With Coil Springs, Gas Charged Shock Absorbers and 19.5mm Stabilizer Bar (Sedan)

Steering:

Power Assisted Rack and Pinion
 Ratio: 16.8:1
 Turns Lock To Lock: 3.2
 Turning Circle: 33.5 Ft.

Brakes:

Four Wheel Disc With Vacuum Assist, Bosch 3-Channel ABS

Front-Vented Disc 11.0"
 Rear-Solid Disc 11.5"

Drum Type Parking Brake, Mechanical Operation

Wheels/Tires:

6.5" x 15" Six Spoke Alloy Wheels
 195/60 VR 15 GA Goodyear All-Season

DIMENSIONS & CAPACITIES

	Sedan	Wagon
Wheel Base	104.9"	104.9"
Track Front	59.8"	59.8"
Track Rear	57.9"	57.9"
Overall Length	183.5"	185.4"
Overall Width	69.3"	69.3"
Overall Height	55.7"	56.9"
Curb Weight	3,232 lbs	3,342 lbs
Weight Distribution F/R (%)	60/40	60/40

Interior Dimension	Sedan	Wagon
Head Room Front (Sunroof)	38.0"	38.4"
Head Room Rear (Sunroof)	37.3"	37.9"
Leg Room Front	41.4"	41.4"
Leg Room Rear	32.3"	35.2"
Shoulder Room Front	57.1"	57.1"
Shoulder Room Rear	56.3"	56.3"
Hip Room Front	55.2"	55.2"
Hip Room Rear	55.2"	55.2"

Cargo Capacity (Cu. Ft):

Seat Up	14.7	37.1
Seat Down	33.2	67.0

EPA Size Class: Midsize

Cu. Ft.	111.5	130.7
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EPA Fuel Economy

	City	Hwy.
Automatic	20	29
Manual	20	29

STANDARD EQUIPMENT

Driver And Passenger Side SRS
Side Impact Protection System (SIPS)
CFC-Free Air Conditioner
Manual Dual Climate Control
Daytime Running Light System
Rear Fog Light
Integral Child Booster Cushion (<i>Wagon Only</i>)
Cruise Control
Remote Keyless Entry/Security System
ABS
3-Point Seat Belts And Head Restraints In All Five Seating Positions
Child Proof Rear Door Locks
Power Glass Sunroof, W/Tilt and Slide, W/Sunshade
P/Windows Drivers Auto Down/Central Locking
Power Outside Mirrors, Heated
SC 811 AM/FM Stereo Full Logic Cassette, 4x25 Watt Amp. W/CD Compatibility and Anti-Theft, 8 Speakers Sedan, 6 Speakers Wagon
Power Antenna (<i>Sedan Only</i>)
Integrated Window Antenna (<i>Wagon Only</i>)
Tilt/Telescope Steering Column
Front Reclining Bucket Seats
Tilt And Fold Front Passenger Seat
8-Way Power Adjustable Driver's Seat W/3 Position Memory
Plush Velour Upholstery
Solid Or Metallic Paint

OPTIONAL EQUIPMENT

Driver and Front Passenger Side Impact Air Bag (SIPSBAG)
24 Spoke Alloy Wheels
TRACS (Traction Control System)
Cold Weather Package (TRACS, Heated Seats, Ambient Temp. Gauge, Head Lamp Wiper/Washer)
Rear Deck Spoiler (<i>Sedan Only</i>)
Passenger 8 Way Adjustable Power Seat W/3 Position Memory
Electronic Climate Control
Burled Walnut Instrument Panel Trim
Leather Upholstery
Trip Computer
Extra Firm Shock Absorbers and Stabilizer Bar

VOLVO 1995 SPECIFICATIONS

850 TURBO SEDAN & WAGON

ENGINE - B5254 FT		<u>Sedan</u>	<u>Wagon</u>
Type	In-Line 5-Cylinder	Shoulder Room Front	57.1" 57.1"
HP (SAE NET)	222 @ 5,200 RPM	Shoulder Room Rear	56.3" 56.3"
Torque	221 lb/ft. @ 2,100 RPM	Hip Room Front	55.2" 55.2"
Cylinder Block	Die-Cast Aluminum	Hip Room Rear	55.2" 55.2"
Cylinder Head	Die-Cast Aluminum	Cargo Capacity (Cu. Ft.):	
Bore & Stroke	81mm x 90mm	Seat Up	14.7 37.1
Displacement	2,319 cc	Seat Down	33.2 67.0
Compression Ratio	8.5:1	EPA Size Class: Midsize	
Fuel Requirement	91 (R+M)/2	Cu. Ft.	111.5 130.7
Ignition And Fuel Injection	Motronic 4.3 EMS	EPA Fuel Economy:	<u>City</u> <u>Hwy.</u>
Main Bearings	6-Shell Type	Automatic	19 26
Valve Train	DOHC 20 valves	STANDARD EQUIPMENT	
Valve Operations	Hydraulic Tappets	Driver And Front Passenger Side SRS	
Battery/Alternator	520/100 AMP	Driver And Front Passenger Side Impact Air Bags (SIPSBAG)	
Crankcase Capacity	5.6 US Qts. (Inc. Filter)	Side Impact Protection System (SIPS)	
Fuel Tank Capacity	(73 L) 19.3 U.S. Gallons	3-Point Seat Belts And Head Restraints In All Five Seating Positions	
DRIVETRAIN		Child Proof Rear Door Locks	
Transmission:		CFC-Free Air Conditioning System	
Automatic = 3.61:1, 2.06:1, 1.37:1, 0.98:1,		Electronic Climate Control	
Final Drive 2.54:1 Reverse 3.95:1		Daytime Running Light System	
Changing Modes <i>Economy, Sport, and Winter/wet</i>		Rear Fog Light	
Body/Chassis:		Integral Child Booster Cushion (<i>Wagon Only</i>)	
Pressed Steel Unit Body		Cruise Control	
Suspension:		Remote Keyless Entry/Security System	
<i>Front;</i> MacPherson Hydraulic Struts With Asymmetrically Mounted Coil Springs and 20mm Stabilizer Bar		ABS	
<i>Rear;</i> Volvo Patented Delta-link, Semi-Independent Suspension With Coil Springs, Gas Charged Shock Absorbers and 19.5mm Stabilizer Bar (Sedan)		3-Point Seat Belts And Head Restraints In All 5 Seating Positions	
Steering:		Power Glass Sunroof, W/Tilt and Slide, W/Sunshade	
Power Assisted Rack and Pinion		P/Windows Drivers Auto Down/Central Locking	
Ratio: 16.8:1		Power Outside Mirrors, Heated	
Turns Lock To Lock: 3.2		SC-811 AM/FM Stereo Full Logic Cassette, 4x25 Watt Amp. W/CD Compatibility and Anti-Theft, 8 Speakers	
Turning Circle: 34.5 Ft.		Power Antenna (<i>Sedan Only</i>)	
Brakes:		Integrated Side Window Antenna (<i>Wagon Only</i>)	
Four Wheel Disc With Vacuum Assist, Bosch 3-Channel ABS		Leather Steering Wheel W/Tilt/Telescope Steering Column	
Front-Vented Disc 11.0"		Front Reclining Bucket Seats	
Rear-Solid Disc 11.5"		Tilt And Fold Front Passenger Seat	
Drum Type Parking Brake, Mechanical Operation		8-Way Power Adjustable Driver's Seat W/3 Position Memory	
Wheels/Tires:		Split Leather Upholstery	
6.5" x 16" Five Spoke Swept Design, Alloy		Trip Computer	
205/50 16" ZR MXM Michelin		Solid Or Metallic Paint	
DIMENSIONS & CAPACITIES		OPTIONAL EQUIPMENT	
	<u>Sedan</u>	<u>Wagon</u>	
Wheel Base	104.9"	104.9"	TRACS (Traction Control System)
Track Front	59.8"	59.8"	Cold Weather Package (TRACS, Heated Seats, Ambient Temp. Gauge, Head Lamp Wiper/Washer)
Track Rear	57.9"	57.9"	Passenger 8 Way Adjustable Power Seat W/3 Position Memory
Overall Length	183.5"	185.4"	Electronic Climate Control
Overall Width	69.3"	69.3"	Burled Walnut Instrument Panel Trim
Overall Height	55.7"	56.9"	Leather Upholstery
Curb Weight	3,278 lbs	3,387 lbs	Extra Firm Shock Absorbers and Stabilizer Bar
Ground Clearance	6.2"	6.2"	All-Season Michelin, 195/60 6.5"x15" W/6-Spoke Alloy Wheels (No Charge Replacement for 205/50 16" MXM Michelin)
Weight Distribution F/R (%)	60/40	60/40	
Interior Dimension:			
Head Room Front (Sunroof)	38.0"	38.4"	
Head Room Rear (Sunroof)	37.3"	37.9"	
Leg Room Front	41.4"	41.4"	
Leg Room Rear	32.3"	35.2"	