



SWEDEN 1977-1981

Volvo 262C



NUMBER 60

Solid Swedish virtues are sometimes woven into something other than a sedan or wagon at Volvo. The 262C coupe had style, but its real appeal was that it was hand built by the Italian coachbuilder Bertone.

Produced by
Volvo Car Corporation,
Gothenburg, Sweden



VITAL STATISTICS

| | |
|---------------|------------------------|
| Top speed: | 109 mph |
| 0-60 mph: | 11.1 sec. |
| Engine type: | V6 |
| Displacement: | 2,664 cc |
| Max power: | 125 bhp at 5,750 rpm |
| Max torque: | 150 lb-ft at 2,750 rpm |
| Weight: | 3,120 lbs. |
| Gas mileage: | 20 mpg |
| Price: | \$14,700 |



"...many endearing qualities."

"This coupe is mechanically identical to the standard Volvo 260 sedan, and so behaves in very much the same way. That means performance is always lively, although the chassis gives a firm ride and the car lacks the agility of rivals. That said, the 262C does have many endearing qualities. The V6 engine hustles it along at a fair pace, there's a reassuring feeling of quality, and noise levels are always kept well in check."

Although the uncompromisingly black interior gives the cabin a claustrophobic feel, the 262C's controls are well located.



Volvo 262C



Swedish solidity and Italian craft combined in the unusual but controversially-styled Volvo 262C. Its price tag—twice that of a 260 sedan—was partially justified by its exclusivity.

Uniform color scheme

Almost all 262Cs are painted silver with a black vinyl roof and matching leather interior. Some later cars were gold with a brown interior.

Swedish styling

Contrary to popular belief, the 262C was not styled by Bertone but is the work of Volvo's Jan Wilsgaard. The assumption that Bertone was the stylist comes from the Bertone badge on the body, but the Italians just built the cars.

Low roof line

The 262C straddles the two domains of chunky safety and stylish sportiness. It is essentially the same as the 264 from the waist down, and from the waist up it has a steeply raked windshield and narrow windows.



Safety features

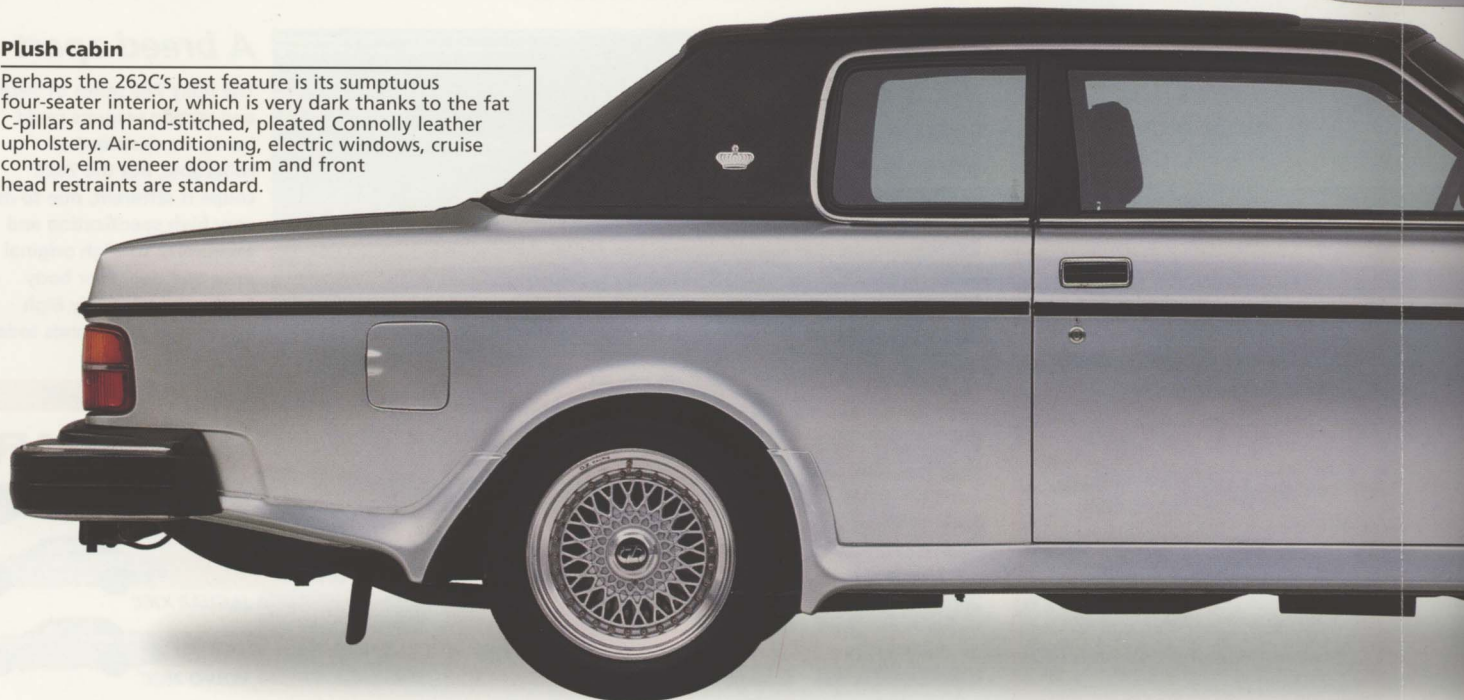
Volvo has always been a leader in safety measures. It pioneered the use of three-point seat belt mounts and side impact protection, both of which feature on the 262C.

Live rear axle

Unusually for a European luxury car of this era, the rear axle is a solid beam. Most cars of the time have a more sophisticated independent suspension system, and the Volvo suffers as a result.

Plush cabin

Perhaps the 262C's best feature is its sumptuous four-seater interior, which is very dark thanks to the fat C-pillars and hand-stitched, pleated Connolly leather upholstery. Air-conditioning, electric windows, cruise control, elm veneer door trim and front head restraints are standard.



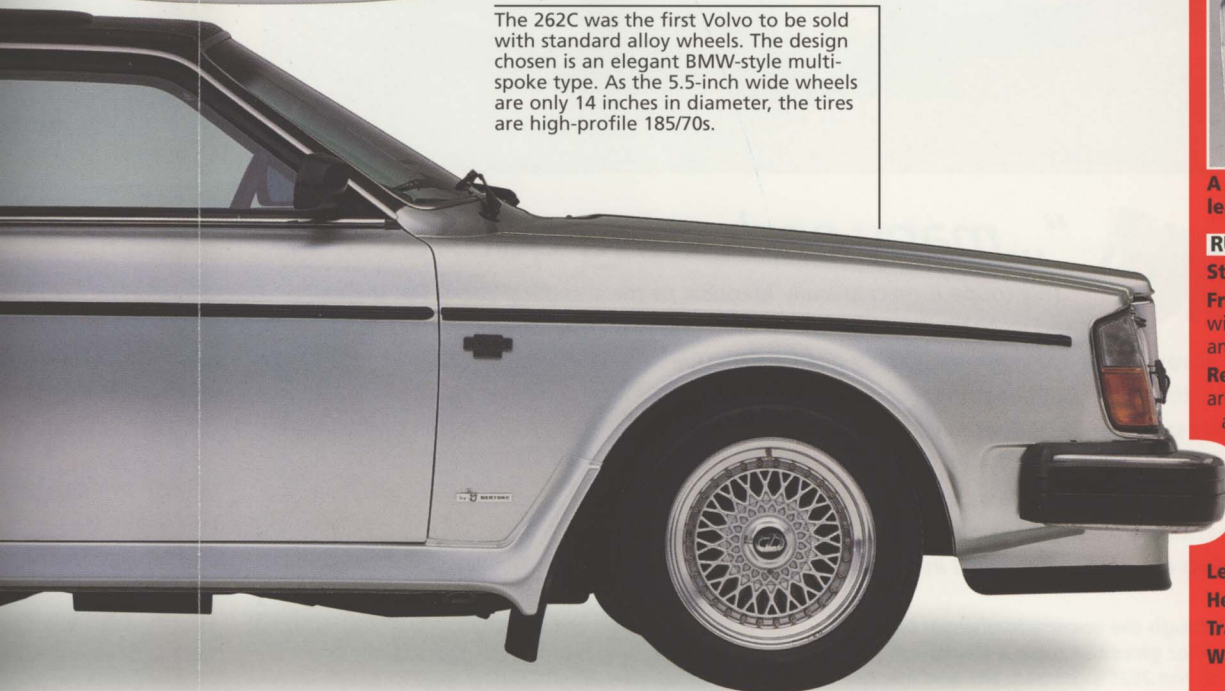
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Alloy wheels

The 262C was the first Volvo to be sold with standard alloy wheels. The design chosen is an elegant BMW-style multi-spoke type. As the 5.5-inch wide wheels are only 14 inches in diameter, the tires are high-profile 185/70s.



Specifications

1978 Volvo 262C

ENGINE

Type: V6

Construction: Aluminum cylinder block and heads

Valve gear: Two valves per cylinder

Bore and stroke: 3.46 in. x 2.87 in.

Displacement: 2,664 cc

Compression ratio: 8.2:1

Induction system: Fuel injection

Maximum power: 125 bhp at 5,750 rpm

Maximum torque: 150 lb-ft at 2,750 rpm

TRANSMISSION

Three-speed automatic or four speed manual with overdrive

BODY/CHASSIS

Integral chassis with steel two-door coupe body

SPECIAL FEATURES



The taillights on European spec cars have integral fog lights.



A plush interior with pleated Connolly leather gives this Volvo its character.

RUNNING GEAR

Steering: Rack-and-pinion

Front suspension: MacPherson struts with coil springs, shock absorbers and anti-roll bar

Rear suspension: Live axle with trailing arms, Panhard rod, coil springs, shock absorbers and anti-roll bar

Brakes: Discs (front and rear)

Wheels: Alloy, 14-in. dia.

Tires: 185/70 HR14

DIMENSIONS

Length: 192.5 in. **Width:** 67.3 in.

Height: 53.9 in. **Wheelbase:** 104.0 in.

Track: 56.3 in. (front), 53.5 in. (rear)

Weight: 3,120 lbs.

Milestones

1977 Volvo presents its new 262C, a Bertone-built coupe with an innovative (for Volvo) square low-roof look. It is based on the successful 260 series sedan.

1978 The 262C debuts in the U.S. market with a huge \$15,000 price tag.



Volvo's 240 series was the epitome of sensible motoring in the 1970s and 1980s.

1980 A new bored-out 2.85-liter V6 is substituted. Most models have automatic transmission and air-conditioning.



Bertone later built another Volvo coupe, the 780.

1981 Now priced at \$19,550, production of the 262C ends without a replacement (the Bertone-styled 780 coupe would not arrive until 1987). The relatively short production run and Bertone build have already guaranteed exclusivity. Some 5,000 models—75 percent of all production—went to the U.S.

VALUE GUIDE

| ORIGINAL PRICE | |
|------------------|-----------------|
| 1978 | \$14,700 |
| CURRENT VALUE | |
| | \$2,500-\$6,500 |
| PRODUCTION TOTAL | |
| | 6,622 |

UNDER THE SKIN

Rear-wheel drive with a live axle

Three-speed automatic transmission

Four-wheel disc brakes

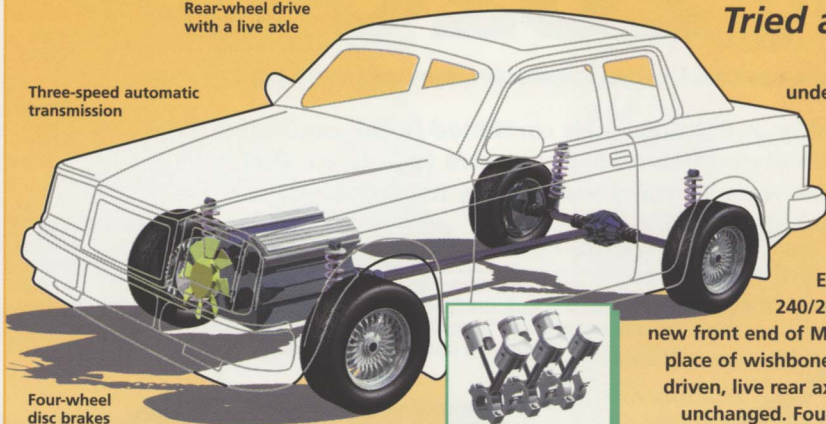
THE POWER PACK

Joint development

In the mid-1970s Volvo began cooperating with Renault on a number of projects, the most important of which was the development of a new V6 engine. Peugeot was the third partner in this engineering alliance. The result is a fine 2.7-liter V6 engine with one overhead camshaft per bank of cylinders, lightweight aluminum block and Bosch electronic fuel injection. In 1980 the engine's bore was taken out to 3.58 inches, increasing capacity to 2,849 cc and power to 155 bhp.

Tried and tested

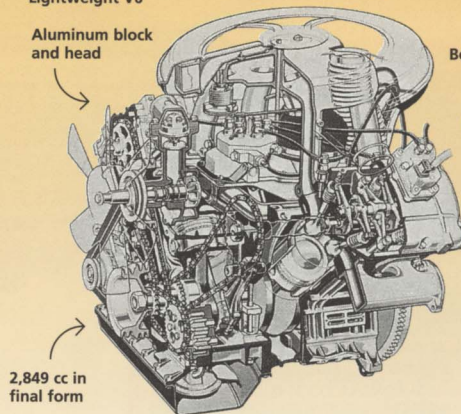
The 262C shares its underpinnings with the rest of the Volvo 260 family. The basic package dates back to 1966, when the 144 was launched. Eight years later the 240/260 series brought a new front end of MacPherson struts in place of wishbones, but the old rear-driven, live rear axle set up was kept unchanged. Four-wheel disc brakes confirm Volvo's reputation for safety.



Lightweight V6

Aluminum block and head

Bosch electronic fuel injection



2,849 cc in final form

155 bhp, 170 lb-ft in final form



The 262C is the most collectible Volvo from the 1970s.

A breed apart

The boxy 260 series of sedans and station wagons can hardly be described as collectible, but the 262C coupe is different, due to its very high specification and exclusivity. Its high original price and two-door body justify the relatively high values that it demands today.

NOSE TO NOSE

BMW 630 CSI • Jaguar XJ6C • Volvo 262C

| TOP SPEED | 0-60 mph | POWER | WEIGHT | RIVAL CARS |
|-----------|-----------|---------|------------|-------------|
| 122 mph | 9.7 sec. | 176 bhp | 3,510 lbs. | BMW 630 CSI |
| 119 mph | 10.6 sec. | 180 bhp | 3,878 lbs. | JAGUAR XJ6C |
| 109 mph | 11.1 sec. | 125 bhp | 3,120 lbs. | VOLVO 262C |