

# 1968 Volvo 1800S

Asking: \$6,000.00 or best offer.

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[Photos can be found here.](#)

[Here is a slideshow](#)

[Rebuilding the engine in 2005](#)

I've had the car for over five years. Only known history of the car is that it was originally a California car: evidence is the lack of rust in the usual places. Previous owner had done the customization work: de-chrome, "shaving", body modifications, later wheel bolt pattern and unique 2-tone paint job. All the recent work was done by me except for obvious machine-shop work. It has won prizes (2<sup>nd</sup> in category and "Staff's Choice Award" in two very small car shows. In a nut shell: this is a decent driver and with a little more work, could be a big winner. Another DIY owner would be the perfect fit. Included with the car is a box of extra miscellaneous parts.

Type:	183451
Color:	79
Upholst	307-500
No.	27982
Chassis	18345-027935

## The Good:

All mechanical aspects of the car (except the transmission) have been worked on or rebuilt and now more dependable. The engine purrs and with the suspension work, handles 100% better than when I got it. It is a really fun car to drive.

## The Bad:

2<sup>nd</sup> Gear chirps when down shifting after warming up: synchros are going bad. Not serious now, but will need to be looked at.

Exhaust needs some adjusting: rattles a bit over bumps.

Hard starting: I can only think that the distributor needs re-building or replacing. Have another 009 Bosch distributor in the extras box.

## The Ugly:



The following is a list of all the work that has been done over the years:

### Spring 2004 – Initial Condition on Acquisition

- Fresh 2-tone Paint job: on top of 80's era Red over original white.
- No Interior: Honda seats not bolted to the floor, no carpets or panels
- Engine running rough & low oil pressure (result of 3 broken rings, a spun rod bearing, a spun main bearing and evidence of overheating - didn't find that out until later).
- Clunking noise coming from front right suspension: cracked shock tower.
- No Rust!

### 2004 – Interior Work

- Carpets
- Seats: 2002 Saab charcoal leather seats, fabricated brackets to fit.

Car was in an accident a long time ago (pre-2<sup>nd</sup> paint job). Passenger headlight, door and taillight have lots of bondo. Pictures show bubbles on the fins and crack on rear valence. I think these are just the result of sloppy prep work by the previous owner.

The engine has had a tendency to overheat at idle in 80+ degree weather. It cools down once it gets moving. It has all new hoses, thermostat and water pump, so I suspect the radiator needs to be looked at.

The "shaving" modification means access to the trunk is tricky.

- Rear deck and speakers
- Radio
- Door panel repair and installation.
- Re-wire headlights, tail lights and turn signals.

### **2005 – Engine Rebuild**

- Engine removed, disassembled and hot-tanked.
- 0.030" overbore, new pistons and rings.
- "D" cam installed, new cam bearings.
- Crank and rods from low-miles B-18
- New main and rod bearings.
- New high-output oil pump (IPD).
- New steel timing gears.
- New water pump.
- New head bolts.
- 1968 Serpentine exhaust manifold replaced by early aluminum intake and B-20 dual pipe exhaust manifolds.
- New clutch, pilot and throw-out bearings.
- New Starter.
- New hoses.

### **2006 – Suspension work**

- New lower A-arm bearings. A-arms were straightened as well.
- Polyurethane bushings installed: Upper & lower A-arms, trailing arms and panhard rod.
- All ball joints replaced.
- IPD sport-tuned lowering springs front and back.
- KYB heavy duty shocks installed.
- Reinforcing plates welded onto front shock towers.

### **2007 – Brakes & Etc.**

- Replaced rubber intermediate brake lines with Steel braded ones.
- New shoes and pads.
- New springs and hardware on calipers and drums.
- New right, rear drum (original was warped).
- All lines purged and new DOT-4 fluid added.
- Door popper solenoids removed and early style door handles put on.
- Added electric fan to radiator with 180° switch.
- Replaced thermostat.

### **2008 – Head Work and Exhaust**

- Valve seats re-ground: valve guides checked.
- New valve springs
- IPD sport exhaust installed (down pipe, mufflers, 2 ¼" pipe , and tail pipes).

### **2009 – Miscellaneous**

- Generator and Voltage regulator replaced with 65 amp GM Alternator and after-market bracket.
- SU carburetors re-built (new throttle shafts, butterflies, jets and float valves).
- New points, condenser, rotor and cap for distributor.
- New Coil.
- New spark plugs and leads.