I have a 1972 Volvo 1800E in San Diego, that I have owned since 2013. This document is a advertisement for sale of the car. It also includes an ownership history and detailed condition report. I would appreciate it if you would forward the document to anyone who might be interested in the car. I am in San Diego until May 14, 2018 and can be reached at 1-619-414-0873. After May 14 I will be in British Columbia and can be reached at 1-604-469-1216 My email in both locations is grmorris@shaw.ca The car is kept in San Diego. Thanks.

FOR SALE: 1972 VOLVO 1800E - US$27,544

This 1972 1800E is an exceptional car. It was purchased new in Hollywood and has always been in southern California. The car is in excellent condition in every way. It has a 4 speed with overdrive transmission and is totally stock. The paint from the 1990s is still like new. For much of its life it has been garaged and covered. It is in perfectly roadworthy condition and can be driven anywhere and gets noticed everywhere. It has an interesting history and I have its service and ownership records. The car is located in San Diego

Gregg Morris  grmorris@shaw.ca
Ownership

I have owned this car since the Spring of 2013. It was in excellent stock condition when I purchased it. It had been continuously licensed and carefully stored, but had not been driven regularly. That is good in that it accounts for low mileage, and bad because they need to be driven. In my ownership I have brought it to a reliable driving condition and retained its excellent stock character. It has no corrosion what so ever and more surprisingly it has no UV damage which is very rare for a 46 year old car in southern California.

The car came with the owners manual, warranty and maintenance record book and the original owners Volvo identification card. It also came with many, but not all service records, from which I have been able to piece together its history.

The car was purchased new from Colonial Imports in North Hollywood by Mrs. Agate Boyer. The next owner was Robert Westlund of Huntington Beach who kept it from about 1986 to 1990, by which time it had 48971 miles and was sold to Michelle Maider of Newport Beach. She had a lot of service work done to the car and kept it until probably 1993 when it was purchased by Bill Nielsen of Hemut, Ca. He had a bad hip and did not drive it much so that by 2000 it had 54400 miles and was purchased in March 2001 by Gail Mangano at 54679 miles. She loved the car but used it infrequently. I have a picture of Gail receiving and award for the car at the El Cajon Nights car show in October 2001. She owned the 1800for 12 years,
kept it covered in an air conditioned garage in San Diego and put on only 2000 miles. In May 2013 I bought it from Gail with 56626 miles. I have enjoyed driving the car and bringing it out of its semi-retirement. Now it is April 2018 it has 61,000 miles and it is mechanically sorted and can be driven confidently. When not in use it is garaged and covered. I have kept detailed records of my work on this car.

To clarify how I fit in the Volvo community, I have owned, driven and repaired Volvo 1800 series cars since 1976. I know them well. I have been a director of the Volvo Club of British Columbia since its inception in 1992. In my experience there are very few 1800s that are better that this one.

CONDITION REPORT AS OF APRIL 30, 2018

Body and Paint

The body is straight and totally rust free. It has not been out of southern California and has never had any corrosion. It has had a new nose panel, well installed at some point and a repair to the right rear fender. The car must have been painted at that time which I estimate to be in the early 90s. I do not have the repair invoices for the bodywork. A seam between the RR fender and the rear panel was filled during that repair. The hood, doors and trunk lid
fit very nicely. The right hinge of the trunk is worn and I replaced the torsion bar. There are two slight vertical creases above the right rear wheel arch.

The doors, hood and trunk lid fit correctly. There is minor damage under the trunk lid near the latch that is visible only with the trunk open.

**Under Body**

The whole subframe, cross member, floors, front inner fenders and rear wheel wells are all totally rust free and undamaged. The spot welds are still visible in the rear wheel arches.

**Trim**

The chrome on the bumpers, headlight rings, signal lights, tail lights, side marker lights, door handles, fin caps, is in very good to excellent condition. The nose ring and grill are flawless and the fit is perfect. The side stainless steel strips have a few small dents but are otherwise excellent. The fin caps are not perfect and a tiny hole has been drilled in the right fin chrome but they still look fine. A spare set comes with the car. The cowl vent grill, and louvered side ventilation grills are in excellent condition. The rear light housing is perfect. The chromed aluminum trim pieces around the front and rear windshield are excellent. The chromed aluminum cap of the doors is undamaged; the side view mirror is perfect. The chromed aluminum gutter caps are very good. A 6” piece of gutter trim at the leading end of the driver’s side must have been damaged and has been trimmed.

**Glass**

No chips or cracks and all in excellent condition.

**Rubber**

Bumper rubbers are undamaged and fit well. Rubber moldings for front and rear windshield and side “D” windows, scraper rubbers for the window doors are all undamaged and supple. The trunk seal and door opening seals are in excellent undamaged condition. The rubber moldings where the bumper irons pass through the body are excellent. The rubber escutcheons at the front of the rear wheel arches were not replaced when the car was painted. That is a good thing because they are mud traps and promote corrosion.

**Tires and Wheels**

The wheels are nicely painted, the stainless steel center caps are undamaged, trim rings are chrome and perfect. A good set of the stainless steel stock trim rings come with the car. The tires on the car when I bought it were unworn but old Michelin XZX. I have replaced these with Kumho Solus tires and they are as new. The wheels are all straight and balanced.

**Interior**

The upper and lower dash pads were replaced in 1990 and are perfect. All the instruments are in good condition. The clock does not work. The speedometer quit in April 16, 2015 at 57804 miles and I immediately had it repaired at Foreign Speedo in San Diego. The repair technician said he believed that the speedometer had not been apart before. The steering wheel is in excellent un-cracked condition and the rear view mirror is perfect with no UV damage. It has a working Volvo AM/FM radio.

The front seats have been nicely reupholstered in leather, I am estimating in the 90s and are in perfect supple condition. The rear seats, arm rests, door panels, front kick panels, rear side
panels are all unworn, un-faded and undamaged. The carpets are unworn and un-faded except for the exposed part of the rear deck which is inevitably faded. The seat belts function and are in good condition.

The headliner and visors are like new.

**Trunk**

The trunk mat is in great shape. The jack and handle are in place. The spare tire and its cover are excellent. The black cardboard lining of the trunk space is in place and in good condition.

**Engine Bay**

The engine bay is nicely detailed and complete. The paint is in good condition and original except for repainting the battery box.

**Cooling system**

The rad, fan and hoses are in excellent condition. The engine does not overheat even in very hot conditions.

**Engine**

I believe it has never been rebuilt. It runs well, with good compression 160-155-160-155 psi and good power. It has its original Bosch D Jetonic fuel injection system and it functions just fine. The fuel pump has been replaced once. This is a good fuel injection system and can be easily owner maintained. I have written a detailed manual on maintaining the fuel injection system that will be provided to the purchaser.

**Exhaust System**

The exhaust system is in stock and in good shape. The dual chrome tailpipes are mounted correctly and the chrome is good.

**M41 Transmission with Overdrive**

The transmission has been rebuilt. Input bearing and 2nd gear and 4th gear synchro rings were replaced. It is quiet and the overdrive engages and disengages quickly. The clutch has been replaced and it is smooth and does not slip.

**Drive shaft.**

All the u-joints are good and the center support bearing is smooth and the rubber housing is sound.

**Differential**

The differential functions well and is quiet accelerating and decelerating. It is sometimes a little thrashy when unloaded.

**Brakes**

I replaced the master brake cylinder. The rotors and pads are all good and the calipers are free. The brake booster functions correctly and the braking is good. The hand brake works well. The 6 rubber brake hoses have been replaced.

**Suspension and Steering**
The steering box has no play. I disassembled, checked, lubricated and reassembled the whole front suspension and steering. It is unworn and in stock condition.

The rear suspension bushings have been replaced according to the service records and show no signs of wear. The shock absorbers are KYB gas.

**Lighting**

The headlights are Bosch H4 Halogens and the incandescent bulbs of the signal lights, side marker lights, rear light, tail lights, brake lights, back up lights and dash lights all function correctly. The cabin interior light functions via the manual switch but the door switches are faulty and do not turn on the interior lights.

**Air Conditioning**

The car has the stock Volvo air conditioning system. It is complete but not functional. It still has some charge but not enough. The circulating fans work. It has not been converted to modern refrigerant. It has its stock York reciprocating compressor. These systems were marginal when new. To make the stock A/C effective, replace the York compressor with a modern rotary compressor and possibly a larger condenser. Bob’s Brackets that advertises in VCOA and VSA supplies brackets that allow installation of the modern compressor like a Sankyo. These compressors can be found in wrecking yards.

**Accessories**

The heater fan functions on both speeds and the heater control valve works. The wiper motor works on both speeds and the windshield washer pump motor functions. The signal lights function and the high beam switch works. The horn honks. I cannot tell if the rear window defogging electric grid works as it is never needed in this climate. I would guess that it does not due to the UV it has had to endure. All the locks and keys function as they should.

**On the Road**

This 1800 coupe is tight. It doesn't not have a lot of clunks and rattles. It handles well, but would handle better with a set of ipd sway bars. The steering is reasonably light and it is very stable at high speeds. Cruising at 80mph is effortless and there is no driveline vibration.

It is fun to drive and it encourages you to participate to get the best out of it. This car gets noticed everywhere you go and everybody likes it.