

# Swedishbricks.net Model FAQ

## Topic:

140/240 Model FAQ

## Contributor:

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'81 242DL B21F M46 235K mi  
'84 245GL B23F AW70 226K mi  
'85 245DL B230F M46 158K mi

**1967** - 144S introduced. The 144 was a four-door sedan with a 1.8 liter OHV engine producing 115hp mated with either a 4-speed manual transmission or a 3-speed automatic with column shift. It also introduced the triangular brake system with discs on all wheels. Tire size was 165S15 (whitewall). New 6-digit odometer introduced. 0-120 mph band speedometer installed with driver-settable pointer to remind leadfoots to keep the speed at or below the limit on the highways.

**1968** - 142S and 145S wagon introduced. Some 140 series models came with yellow turn signals in the rear. 145 had 175-15 tires (still whitewall).

**1969** - New B20B engine with dual Zenith-Stromberg 175CD 2SE carburetors introduced. The new engine produced 118hp gross @ 5800 rpm and 123ft.lbs @ 3500 rpm. New 164S luxury model introduced with a new inline-6 engine with the same carburetors as the B20. Power ratings were: 145hp gross @ 5500 rpm, and 163ft.lbs @ 3000 rpm. New shifter for 4-speed manual on 164 only. Power steering was standard on the 164.

**1970** - 145 gained rear wiper. All 140 series cars now have yellow turn signals. B20B lost some compression, going from 9.5:1 to 9.3:1, but keeping the same power and torque ratings.

**1971** - new grilles on all 140 series cars. New 142E model with leather interior, radial tires, and fuel injection introduced. The new B20E engine produced 130hp @ 6000 rpm and 130ft.lbs @ 3500 rpm. New M41 and M410 transmissions introduced to the 100 series. These new transmissions had overdrive gears added on to the M40 and M400 gearboxes. 145 lost openable rear side windows and gained a right side air exhaust vent.

**1972** - All western U.S. models became fuel injected with two new motors. The B20F and the B30F. The B20F lost some power compared to the B20E at only 107hp and a much lower compression ratio. The B30F produced 138hp @ 5500 rpm. All cars with manual transmission gained the short shifter of the 1800E. Automatic shifters were moved to the floor. Also, all cars got new door handles that were flush against the door skin. Seats gained lumbar support adjusting knobs. Dashboards gained new center control panel below the main section. Volvo starts to use SAE net horsepower ratings. B20B goes from 118 hp to 97 hp, thanks to lower compression and new rating system. B30A does the same thing, going from 145 hp in 1971 to 120 hp in 1972. European B20Es go to 117 hp (135 gross).

**1973** - New grille on 140 series, and new bumpers on all cars. Interior was revised with leather returning to the 142 and the 144 with a new trim level "GL" that also had a sunroof. Rear seat gained center armrest on sedans. 140GL cars and 164E cars gained tachometer. Old speedometer with red band replaced by a standard speedometer reading 130mph. New taillights on sedans. Tachometer optional on 140DL models. B20B engine still available in Canada and east coast of U.S.A., but not exportable to western U.S.A. (some 140s were shipped as Canadian models and then delivered into the states). B20F regains 5 hp, and becomes just as powerful as 1970-71 B20E.

**1974** - The big bumpers appeared. New one-piece glass in front doors. Gas tank was moved forward and enlarged from 15.3 gallons to 15.8 gallons. New exhaust system installed with different routing and larger mufflers. B20F lost 3hp when fuel system was changed from EFI to MFI. B20F cam changed to K-grind. Door mirrors no longer mounted to door skin, instead they were mounted to a finisher panel on the window frame. B20B available in Canada only. In Europe, the 240 series was introduced. This new car had improved front suspension, different front sheet metal, and the parking brake was moved from the left side of the driver seat to the middle of the car. New shift knob and boot on manual transmissions. Dashboard was redesigned (same basic layout, but different vents and a different glove box lock, one that is pushed in to open the door, instead of turned like a knob). Head restraints were revised on the 240 series from the upholstered type to an open style and bottom seat cushions shortened. B20B engine discontinued in the United States, becoming only available in the U.K. and Canada. B20E became the 1973 B20F w/o EGR for European countries. 14" steel wheels shod with 185R14 whitewall tires introduced on 240. 140's continue on with Michelin ZX 165R15s on sedans and 175R15s on wagons. '74 240 had either B20A (L) or B21A (DL).

**1975** - 240 series introduced in the U.S.A with the old B20F engine producing 10 less horsepower than 1974. 164E gained new taillights, different offset wheels (25 mm instead of 40 mm), new seats with open head restraints, and parking brake lever as horsepower went down 8 hp. Even less power on California cars, because of the catalytic converter that was added to the exhaust system. All California cars require unleaded gas. In Europe, the 260 series

and the B21E engine was introduced (see 1976 for details). European 240 gained reversing inhibitor ring on shift lever.

**1976** - New B21F engine introduced. This new engine produced 102hp @ 5200 rpm and 114ft.lbs @ 2500 rpm. New revised manual transmissions introduced. 245 gains M46 overdrive transmission. New automatic transmission. New steering wheel. New 260 series cars introduced with 262GL, 264DL/GL, and 265DL/GL models. The DL models had cloth interior on the sedan (vinyl on wagon), manual windows, and just the basic features that the 240DL had. Tachometer was standard on all 260 series cars. The GL models gained leather interior, power windows (sedan), sunroof (sedans), metallic paint, and silver grilles. All 260 series cars had quad headlamp systems with a longer hood that had a vertical grille. The V6 engine was a 2.7 liter all aluminum block+head motor with 125hp @ 5500 rpm and 150ft.lbs @ 2750 rpm. M46 transmission was standard, not optional, like on the 240 series. 240GL cars had the same features as the 1973-74 140GL models, plus the M46 crashbox. In mid-1976, the manual transmissions changed from using gear oil to using ATF. Door panels lost screws, instead having little clips holding them on at the top. Windshield wipers painted black instead of being the silver color of 1967-75. First year of reverse lockout ring on U.S./Canadian model Volkos. U.S. 240/260s gain reversing inhibitor ring. Canadian 245DL wagons gain cloth interior as an option.

**1977** - All 49 state cars gained catalytic converters as the California cars got a new high capacity 3-way cat. All 1977 models gained fuel prepumps instead of the fuel tank pick-up screen that was on previous models. New Lambda-Sond oxygen sensor replaced the Air system on most U.S. B21F engines. New valve cover on all B21 engines (no more Air pump on valve cover). 240GL discontinued. 240s were equipped with the optional Japanese-built AW55 transmission, 260s came with the BW55. Canadian cars went to km/h speedometers. 240GL discontinued.

**1978** - All 200 series cars gained 260 series front end. 260 series cars gained rectangular headlights and power mirrors. New thicker seat padding. New 262C coupe introduced with chopped top, wood door and dash trim, power windows, power door locks, GT short shift lever, and very expensive looking leather interior. 242GT sports model introduced. The GT had velour interior, short throw shifter, new steering wheel, alloy wheels, leather shift boot cover, silver grille with fog lights, blacked-out bumpers, front spoiler, black plastic mirrors, and silver paint with black and maroon striping. In other markets (Canada not included), there was a new B23E engine that produced 140 hp. North American 242GTs came with California engine (101 hp @ 5200). 242DL and 244DL sedans go to 175SR14 Michelin XZX blackwall tires, 242GT and all 260 series sedans go to 185/70R14 tires in either H-speed rating (242GT) or S-speed rating (260 series). Wagons continue with 185R14's but now blackwall and Michelin XZX's. 264GLE only available with automatic, while DL/GL 260's continue with M46 transmission as standard.

**1979** - New rear end on all cars. New steering wheels on all cars except the 242GT. Slightly more power on the B21 and B27 engines. 244GL returns, basically a 244DL with some of the GT (leather shift boot, GT style air dam) features and some of the 264 luxury appointments (standard suspension of DL used). Canadian B21F's gained Pulsair air injection system and had 111 hp. 49-state B21F engines went to 107 hp @ 5250 rpm, thanks to an increase in compression to 9.3:1. 260DL discontinued in 1979. B21A carbureted engine introduced in Canada with single SU HIF 6 carburetor. 242GT gains higher performance suspension setup. 242GT gains black color. 260 series gains thermostatic heater control system (lever-type). 244GL gains 185/70SR14 tires. All cars get 242GT shift linkage. 240 A/C gains knob for precise control.

**1980** - New door mirrors on all 240 series cars. 240/260 nomenclature lost. Instead the 240DL was just called the DL, the 244GL became the GL, the 264GLE became the GLE, and the 242GT became the GT. New Diesel model introduced. Very gutless as is. B27 engine bored out to 2849cc and became the B28F. The U.S. model GL's updated in looks. U.S. GLs came with the 260 headlights, grille, and taillights. The Canadian model had the '79 244GL exterior. The GLE gains 265 variant from 260GL models, but loses 4-speed+O/D manual. New 15" 5-spoke wheels with 195/60HR15 Pirelli P6 tires on GT and new front spoiler. All B21F engines had 107 hp. Speedometer became 85 mph. Some GLE sedans have B21F engines, yet are still considered 264s. GLE/Coupe gain '80 242GT front air dam.

**1981** - GT model gains Turbo engine and becomes the GLT Turbo. All 240s, including 242s gained the 260 series front end of 1978. Wagons gained wrap-around taillights. New dashboard and shift knobs on manual transmission models. U.S. GL model loses alloy wheels, but adds 2-door model. GLT model added new steering wheel, velour interior (without the red stripe) or leather interior, optional automatic transmission, power mirrors, and more colors to the GT model of 1980. New GLT wagon and 4-door GLT sedan model with base B21F engine, velour or leather interior, power windows, black-out trim, and the GT wheels introduced. Coupe loses M46 transmission and vinyl roof. B23E engine (N/A U.S.A) goes to (slightly) milder "K" grind cam from early "H" grind cam. Canadian GL loses leather shift boot cover. 49 state non-turbo/GLT 240's with B21F-MPG engine that produces 99 hp @ 5000 rpm and 114 ft.lbs of torque @ 2500 rpm. California non-turbo and all GLT non-turbo U.S. model 240s come with standard B21F engine from 1980, but with Constant Idle control System. Some 49 state/Canadian B21F's/B23E's did not have the CIS installed.

**1982** - Coupe discontinued. GLT adds turbo engine to the 4-door and the wagon. GL gains wagon model, regains the alloy wheels, and gains the front spoiler of the GLT/GLE models. DL model gains the reflector headlight trim of all other models. New AW70 transmission with overdrive replaces the 3-speed automatic transmission of 1981, except on the GLE/Diesel models which kept the BW55 3-speed. Electronic Fuel Injection on some 240s. B21F-MPG engine replaces normal B21F and has 98 hp, instead of 107 hp. B21F-LH is used on some California 4-speed+O/D 244/245DLs and on all 242GLT non-turbo cars and has 105 hp @ 5400 rpm. GLE becomes 4-door sedan only and

loses B21F engine option. Canadian GL wagons have velour as standard equipment with optional leather interior, but without leather shift boot cover of U.S. version. Turbo model gets AW71 automatic transmission. 242GLT non-turbo loses automatic transmission (becomes like '80 GT with LH-Jet, '81 style dash, and rectangular sealed beam headlights). Zenith-Stromberg 175CD 2SE carb replaces SU HIF 6 on B21A.

**1983** - New bumpers on all U.S. 240's. GLE discontinued, except in Canada where it became equipped with the B23E. DL and GL models get a bored-out version of the B21F. The new engine was the B23F-LH. Similar to the B23E from Canada, except with LH-Jetronic electronic fuel injection, instead of K-Jetronic injection, and different fuel injector location. Horsepower ratings were: (late-1983 models) 114hp @ 5400 rpm (AT only) or 111hp @ 5400 rpm (manual transmission). B23F engines come with Volvo/Chrysler ignition (bad move). '83 B23Es lost power, bringing performance down to B23F levels. Acceleration still was quicker with B23E than with B23F, because of the K-Jetronic fuel injection. M46 changed to have shorter 1st gear on all transmissions, not just Turbo M46D versions

**1984** - B23E discontinued. Diesel model lost leather interior, power windows, sunroof, leather shift boot cover, and air conditioning as it was turned into a DL model from a GL model. Last year of 242. 120 mph speedometer replaces 85 mph speedometer from 1983. Chrysler distributor/coil replaced with Bosch distributor/coil on B23F. Canadian GL/GLE models gain the B23F-LH engine from the U.S. 240is. Steering wheel from 1981 GLT model used on all cars (240DL not included), except with "Volvo" printed on it. B21FT gains extra 4 horsepower. Plug for heater wiring of 3-wire O2 sensor added. B21A gains 9.3:1 compression ratio and 4 more hp.

**1984.5** - Turbo engine gains intercooler for an extra 31hp and is renamed the B21FT-IBS.

**1984.9** - B23F engine gains 3-wire preheated O2 sensor, and redesigned preheat tube. Lambda-Sond light disconnected on non-turbo models.

**1985** - B230F engine is introduced. New engine has lightweight pistons, black valve cover, and a different crankshaft. All Canadian 240s and U.S. 240GL/Turbo models have switchable (read: functional) driver side bun warmers. New rear wiper and arm. All cars gain rear fog lights in certain parts of the U.S.A. Diesel discontinued. Last year of Turbo model. New radios. LH-Jetronic version 2.2 introduced on B230F. Fully Galvanized sheet metal introduced. Parking brake console has cutouts for bun warmer switches, but 1985 models used a switch on the dash control panel. Temperature compensating board added to temperature gauge. Temp gauge and fuel gauge lose H/C, F/E markings.

**1986** - New front end made the North American 240s look almost exactly like the European model, except for larger 5-mph bumpers. New head restraints on front seats. New door mirrors with aerodynamic design and separate glass. 240 designation returns. Third rear brakelight added. New rear hatch handle on wagons. Dual bun warmers introduced on all cars. Some late model 240s with M46 gained a "5" on the OD button. Some very early 245s still used the 1975 style head restraints (these cars may have never made it over to the U.S.A but were shown in the 1986 240 series brochure). Canada gains molded bumpers, but loses 240GL model (only 240 model available is 240DL). 240DL gains 14" steering wheel from GL. Speedometer becomes electronic.

**1987** - New M47 5-speed manual transmission replaces 4-speed+OD transmission from 1986. Automatic standard on 240GL model. Front doors gain felt door seals to cut down on wind noise. Seatbelt buckles redesigned and moved from console to the outside, adding a storage box in the parking brake console. Right door mirror becomes convex.

**1988** - New starter and colors. AM/FM cassette radio standard on all models.

**1989** - New steering wheel. Rear head restraints standard on sedans and wagons. GL model adds head restraint covers to the 1988 model. New fuel system with integrated ignition system (LH-Jetronic version 2.4) (No more Mopar! :) and no more adjustable timing :( ). California model gains EGR system

**1990** - 240GL discontinued. Base 240 model introduced. Driver-side airbag standard. Power windows become standard on DL model. Radio optional on base model.

**1991** - 240DL discontinued. Radio now standard on base 240 as are power windows. 240SE model introduced (added stuff, special alloy wheels). ABS introduced. new air conditioning system introduced with simplicity of 1973-77 system. Leather interior optional on base 240. Automatic transmission gains ASL (automatic shift lock) system. Rear hatch on 245 changed over to aluminum with flush glass and relocated rear window washer. Windshield now one-piece (no brightwork), as is rear window on 244 models. Warning lights now all without white lettering. Right side rear fog light removed.

**1992** - 240GL returns in sedan form only. The new GL has '86 style grille, chrome window trim, the special SE wheels, power sunroof, and heated power mirrors. All models with metallic paint gained body-color mirrors. 49 state B230F (called B230FD) engines have new fuel systems (LH-Jetronic version 3.1 instead of version 2.4). 240DL has all-black grille installed.

**1993** - New 240 Classic model introduced. This new model is available in both sedan and wagon body styles, has the 1992 GL wheels, chrome grille slats, special interior badge, wood dash trim, and special emblems. Interior upholstery

choices on 240 Classic were velour or leather. Base 240 continues on unchanged except for ABS being standard. Last year for the 240. Door handles now painted black. CFC-free air conditioning system introduced.

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