

SAAB '68



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The SAABs with the V4 engines get together down at the beach for a little people-watching. Top left, counter-clockwise: SAAB Standard Sedan . . . SAAB Deluxe Sedan . . . SAAB Station Wagon . . . SAAB Sonett II. See your dealer for a test drive.



SAAB '68

Let's call a small car a small car.

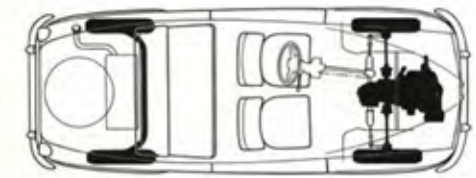
SAAB is a small car.

But SAAB is not an ordinary small car.

SAAB is out of the ordinary because it was designed by Swedish aircraft designers.

Because SAAB has true aerodynamic design the faster it goes, the easier it is to handle. The tighter it hugs the road. Wind tunnel tests helped the designers work out the profile that gives SAAB minimum air drag and maximum down-thrust of on rushing air.

(Sweden's leading manufacturer of aircraft, SAAB Aktiebolag, makes the SAAB cars as well as computers, guided missiles and supersonic jets.)



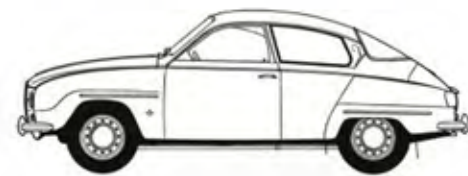
SAAB is out of the ordinary because it has front-wheel drive.

Because SAAB has front-wheel drive it doesn't push you around the way other small cars do. It pulls you around corners. Around curves. And around other driver's mistakes.

SAAB's ability to straighten things out gives you incredible control and traction in any weather, and on any surface. (If you think driving conditions are tough in America, think of what they are like in Sweden where SAAB is built.)

And should skids occur, particularly on wet or icy pavements, the front-wheel drive SAAB will follow its front wheels and straighten out as soon as you take your foot off the gas.

Another small, maybe, but important point: With front-wheel drive there is no transmission hump on the floor which gives more leg room and comfort for all.



SAAB is out of the ordinary because it has free wheel drive.

Because SAAB has free wheel drive, the engine has no braking effect. So if you release the accelerator the car can maintain its speed (for a period) while the engine is idling. This saves gas, as well as engine wear, and lets you shift gears without touching the clutch. (When driving downhill in mountainous country, you can cut out SAAB's free wheel drive by pulling out a handle to get the benefit of the braking action of the engine.)

SAAB is out of the ordinary because it has safety built into it. Not added on.



For instance: The SAAB body is a reinforced all-steel framework that can best be described as a practically uncrushable shell. It's an apt description, you'll agree, when we point out for one thing that inside the windshield pillars are steel tubes, which amount to built-in roll bars. The same principle used to protect racing car drivers.

Car and Driver Magazine agrees: "The body is as strong and sturdy as any car built today, and workmanship is everything you could possibly want (but rarely get)."

Here's another way to look at it. You get more standard safety features with SAAB than you get with other small cars, even as options.

Now, what about the engine that comes with the world's safest small car?



The SAAB 4-cycle, V4 engine is a powerhouse. You can go from zero to 50 in ten seconds flat. And you can do over 90, if you can find a place to do it. (Even at top speeds you can expect to get 30 miles to a gallon of gas.)

And we've got an extraordinary guarantee on the engine with our out-of-the-ordinary car. As an optional extra, on the V4 engine we give you a lifetime guarantee.

SAAB's V4 engine is guaranteed against defects for the lifetime of the car, as long as the car is with the original owner. Your SAAB dealer will replace defective parts at no cost, except for labor. And for the first 24 months or 24,000 miles, there's no charge for labor.

A lifetime can be a long time when you stop to think that in Sweden owners have been known to drive their SAABs for 180,000 miles.

When are you going to get started?



World's only dual-diagonal braking.



Fantastic traction on any road.



Incredible control on tight turns.



Brake lines are encased within steelplate.



Torture testing on shaking machine.



Steel sections in windshield pillars.



Starting tests at 35°C below zero.



Quick-acting windshield defroster.



Front end is gently shop.



Continual parts inspection.



Full anti-rust protection.



Body undercoated during manufacture.

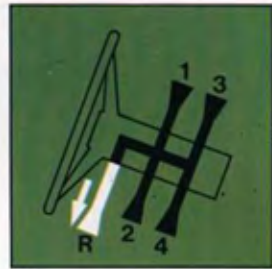


Paint inspection during each coat.



V4 engine during long-run test.





Put a SAAB through its paces and you'll know what we mean. No other small car is even in its class. It corners with ease on rugged roads and it goes about its business in a smooth, quiet manner. It's flexible in heavy traffic, responds to acceleration without a miss or a shudder. Above all, this racy Sedan is fun to drive.

It does things other small cars shouldn't do.



14 percent larger windshield of laminated glass.



Flat trunk floor: spare tire stowed underneath.



Free wheeling makes changing gears child's play.

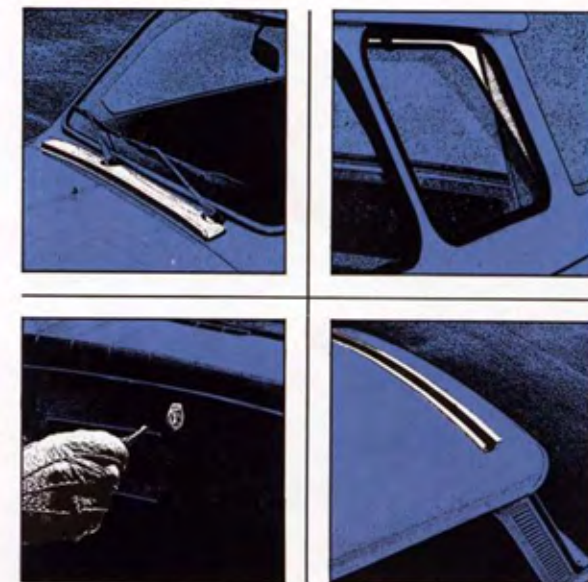


The Station Wagon performs on the road the same as the Sedan.

It's big for a small Station Wagon.



Door swings up and stays, clear of the roof top.



Rearward-facing rear seat is a safe place for kids.

The SAAB V4 Station Wagon is not like ordinary small Station Wagons. It may look small on the outside (like the rest), but it's not small on the inside. It's big and full of room. Room for people. Elbow room. Leg room. Head room. And loads of room for loads. Loads of over half a ton. Or no load at all plus lots of people (two in a rearward-facing rear seat).



New steering wheel has padded hub for safety.



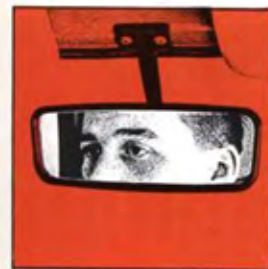
Your choice of three different fabrics and colors in De Luxe model; vinyl upholstery in Standard Sedan and Station Wagon.



Ample, easy-to-reach instrumentation.



Lap-type seat belts in back.



It's like having an interior decorator do your driving room.

There's no reason why a beautifully-engineered small car, even in this price range, shouldn't be beautiful to be in. And on the inside, SAAB is. See for yourself. The handsome fabrics on the seats and backrests come in harmonizing colors with the non-reflecting, padded dashboard and the durable plastic material on the side panels. What's more, the SAAB interiors are as safe as they are comfortable. (No unnecessary clutter; no sharp projections.)

You can drive it like a big car.

When all is said and done, SAAB gives you one thing ordinary small cars don't: That big car feeling. Whether it's performance, comfort or safety, SAAB gives you more than you would expect from a small car. So make a date to test drive a SAAB. And drive it like a big car.



Collapsible steering column.



Red warning light in case of brake failure.



Strong, safe door locks.



Vertically adjustable arm rests.



Contour-shaped inner door handles.



Ventilation and heating control levers.



Air circulated through car and out rear.



Rally-tested suspension system.



16 percent larger rear window.



Convenient hand brake lever.



3-point shoulder harnesses in front.



Catch to prevent seat from tipping forward.



Large capacity windshield washer tank.



Complete drive unit mounted at front.



Practical side-seat pocket.



Spare wheel and tire in separate compartment.

SAAB is no johnnie-come-lately to safety considerations. It has a long and proven history of safety features, many of them below. Study them carefully.

Both seats backrests are provided with a catch which prevents them from tipping forwards in case of heavy braking.

Three points safety belt fitted as standard to front seats; lap-type seat belts in back.

Gas tank at rear in the safest possible place between the rear wheels.

Padding on lower part of window frames.

All-round visible tail lights with four functions: rear lights, stop lights, directionals and reflectors.

Safety body. Rattle-free, rigid, durable.

Door locks of new, reliable safety type. Withstand very severe shocks without bursting.

Safety-type inner door handles and window winding handles.

Diagonally arranged dual-circuit brake system.

Well dimensioned front disc brakes for positive braking even from high speeds.

Front wheel drive gives the best possible road grip in snow and slippery conditions.

First-class ventilation makes even long journeys pleasant and keeps the windows free from mist.

Padded, impact-absorbing sun visors. Can be swung to side.

Very strong sill members give the body extra rigidity and strength. Anti-rust treated inside.

Dull black safety padding on top of dashboard. Hood over instruments to prevent reflections in the windshield.

Windshield of laminated safety glass.

A warning lamp on the instrument panel lights if the brake pedal can be pressed too far down for any reason.

Two outside rear view mirrors.

Anti-reflecting windshield wipers.

Padded steering wheel hub to prevent injury in the event of a collision.

Centrally positioned windshield washers with good spread.

Collapsible, safety-type steering column—collapses when subjected to a violent impact.

SPECIFICATIONS Saab 96 Sedan and Saab 95 Station Wagon, 1968 (The Saab Sonett sports coupé is not described in this brochure.)

Dimensions and weights

Overall length: Sedan 164 in, Station Wagon 168 in.
 Overall width: 63 in.
 Height, unladen: approx. 58 in.
 Ground clearance, unladen: 3 cyl. models, approx. 7.5 in; V4 engine models, approx. 7 in.
 Wheelbase: 98.3 in (2498 mm).
 Track, front and rear: 48 in.
 Curb weight (with fuel and water): Sedan 3-cyl. 1800 lb., Station Wagon, 3-cyl. 1960 lb., Sedan V4 1940 lb., Station Wagon V4 2085 lb.
 Max. weight, fully loaded: Sedan 2865 lb. (1300 kg); Station Wagon 3375 lb. (1530 kg).

Engine

1498 c.c., four stroke V4-type
 Number of cylinders: 4 (in Vee, 60°).
 Bore: 3.54 in. (90 mm).
 Stroke: 2.32 in. (58.86 mm).
 Piston displacement: 91.4 cu.in. (1498 cm³).
 Compression ratio: 9.0:1.
 Max. output: 73 b.h.p. SAE at 5000 r.p.m., 65 b.h.p. DIN at 4700 r.p.m.
 Max. torque: 87 lb.ft. SAE (12 kgm) at 2700 r.p.m., 85 lb.ft. DIN (11.7 kgm) at 2500 r.p.m.
 Camshaft-driven fuel pump. Solex downdraft carburetor.
 Pressure lubrication. Full-flow filter. Oil quantity, including filter, 3.5 US qts. (3.3 litres).
 Water-cooling system. Pump, fan and thermostat. Holds 7.9 US qts.

816 c.c., two-stroke type
 Number of cylinders: 3 (in line).
 Bore: 2.71 in. (68.9 mm).
 Stroke: 2.87 in. (72.9 mm).
 Piston displacement: 49.8 cu.in.
 Nominal compression ratio: 8.5:1.
 Max. output: 44 b.h.p. SAE at 5000 r.p.m., 40 b.h.p. DIN at 4250 r.p.m.
 Max. torque: 62.2 lb.ft. SAE at 2800 r.p.m., 60.8 lb.ft. DIN at 3100 r.p.m.
 Cast-iron cylinder block, light alloy head. 4 (ball-) bearing crankshaft.
 Pneumatic fuel pump.
 Triple carburetor, downdraft.
 Water-cooling system with fan, thermostat and circulation pump.
 Cooling system holds 6.9 US qts. (6.5 litres), including heating system.
 Lubrication by oil added to the gasoline.

Transmission

Front-wheel drive. Free wheel.
 Single dry plate clutch, hydraulically operated.
 Four forward gears, all synchromesh.
 Steering column gearshift lever.
 Outer driveshaft joints of Rzeppa constant-velocity type.
 Both inner and outer joints permanently lubricated.

Sedan and Station Wagon, V4-engine
 Gear ratios, engine to wheels: 1st 17.0:1, 2nd 10.2:1, 3rd 6.3:1, top 4.1:1, reverse 15.5:1.
 Final drive ratio: 4.88:1.
 Theoretical top gear speed at 1000 engine r.p.m.: 17.2 m.p.h. (with 155×15" tires).

Sedan and Station Wagon, 3-cylinder engine
 Gear ratios, engine to wheels: 1st 18.9:1, 2nd 11.3:1, 3rd 7.0:1, top 4.5:1, reverse 17.3:1.
 Final drive ratio: 5.43:1.
 Theoretical top gear speed at 1000 engine r.p.m.: Sedan 15.5 m.p.h. (24.9 km.p.h.), Station Wagon 16.0 m.p.h. (25.7 km.p.h.).

Brakes

Disc brakes front, drum brakes rear.
 (Two-stroke models, drum brakes front and rear.)
 Lockheed hydraulic foot brake system is divided into two independent circuits, each acting on one front wheel and opposite rear wheel.
 Diameter of front wheel discs: 10½ in.
 Size of rear wheel linings: 8 in.×1½ in.
 Total friction area, front and rear: 256 sq.in. (V4s)
 Handbrake acts mechanically on rear wheels.

Steering

Rack and pinion type steering gear.
 Ratio, steering wheel to road wheel: 14:1.
 Number of steering wheel turns from lock to lock: approx. 2¼.
 Turning radius approx. 17.4 ft. (5.3 m).

Suspension

Independent front wheel suspension.
 Tubular, rigid rear axle in U-form.
 Coil springs front and rear.
 Stabilizer bar at front.
 Double-acting telescopic hydraulic shock absorbers front and rear (of lever type at rear on Station Wagon).

Wheels and tires

15 in. steel disc wheels.
 Wide base rims, 4J×15 in.
 Tires on Sedan: 5.20×15 in. tubeless.
 Radial ply tires: 155×15 in., De Luxe.
 Tires on Station Wagon: 5.60×15 in. tubeless.

Electrical system

12 volt battery, 44 Ah.
 0.8 b.h.p. starting motor (0.5 b.h.p. on two-stroke model)
 Alternator type generator.

Body

Self-supporting body with flat base.
 2 doors (+ rear door on Station Wagon).
 Strong tubular steel reinforcements in windshield and side pillars.
 Fuel tank between rear wheels.
 Fuel tank capacity: Sedan, 10.5 US gals. (40 litres). Station Wagon 11.3 US gals. (43 litres).
 Sedan trunk space (SAE rating): 7.5 cu.ft. (210 litres).
 Max loading space in Station Wagon: 42.4 cu.ft. (1.2 m³).
 Anticorrosion treatment and undercoating applied before final painting.

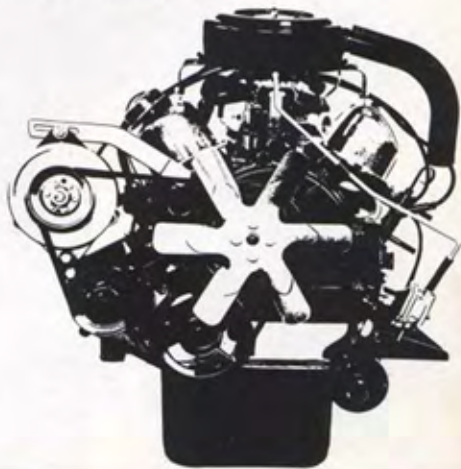
- Adjustable rear seat bench, 3 heights
- Front seat-back safety lock
- Heater, thermostatically controlled
- Opening rear side windows
- Automatic, draft-free ventilation
- Defroster, front side windows
- Safety type rear view mirror, 2 heights
- Air slot to keep rear window clean
- Automatic interior light
- Textile carpets
- Paper boxes
- Ashtrays
- Cigarette Lighter
- Glove compartment with lock
- Electric clock
- Tachometer
- Warning light, fuel below 7 qts.
- Warning light for brake failure
- Sill guard
- Splash guards
- 4 lamp hazard warning system

The Manufacturer reserves the right to change specifications and equipment at any time and without notice.

816 c.c., two-stroke engine



1498 c.c., V4 engine

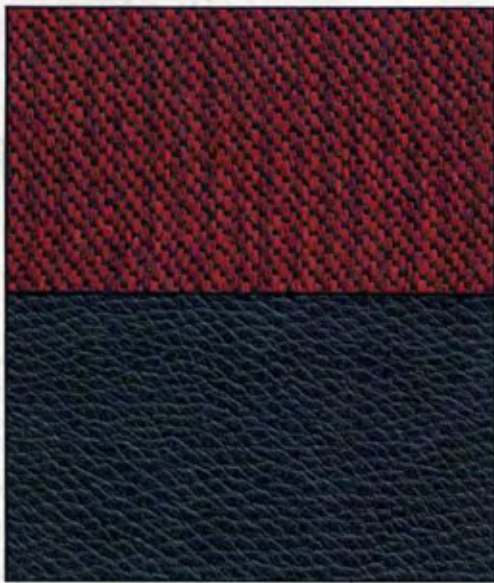


SEDAN V4 DE LUXE
 SEDAN V4 AND TWO-STROKE
 STATION WAGON

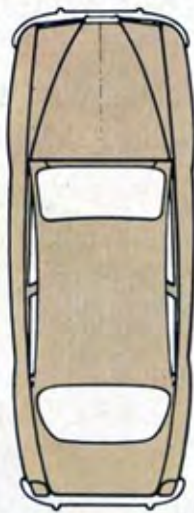
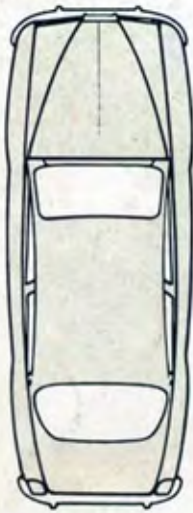
Standard equipment

- Sealed beam headlights
- Dual horns
- Two-speed wipers
- Windshield washer
- Safety padded sun visors
- Dash board foam padded for safety
- Three point front safety harness
- Seat belts lap type rear
- Adjustable front-seat backs

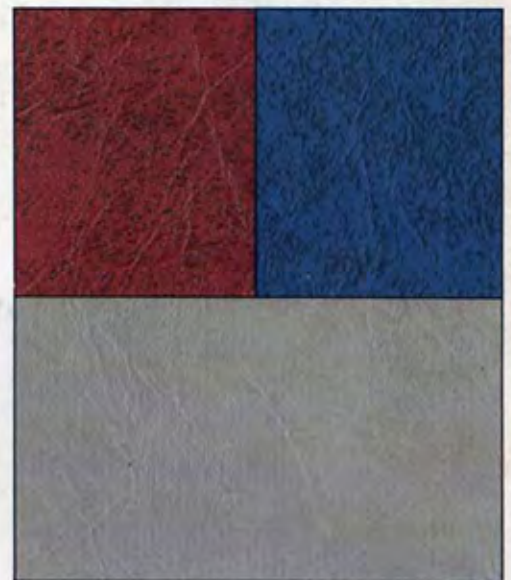
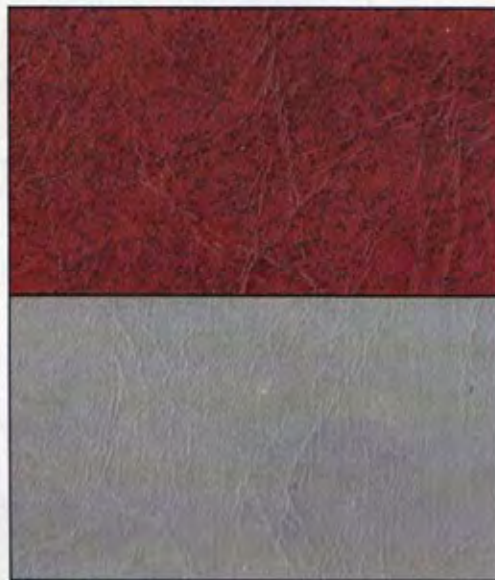




Textile upholstery on seats and seatbacks/Plastic on door panels and seat sides/Body colors (De Luxe V4 Sedan).



All vinyl upholstery in Standard V4 Sedan, Station Wagon and two-stroke models.



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