

SAAB



Import Motors Inc.
Sales - Parts - Service
1685 Mentor Ave. P.O. Box 52-9625
Painesville, OH 44130-9625

Saab 99GL Sedan / 99GL WagonBack / 99EMS

15,000 different components working together to give you all the things you look for in a car.

All cars, of course, are made up of thousands upon thousands of different components, various parts that enable an automobile to start, go, turn and stop. We expect these things from a car. We expect an automobile to be reasonably comfortable, powerful, economical and safe. And for the most part, most cars perform the basics fairly well.

On the other hand, some cars perform these functions exceptionally

well. Because the people who build them, build them for those who really appreciate the way a car handles on the open highway, and how it corners on a curvy mountain road. They build them for those who really appreciate the comfortable ride of a carefully engineered suspension system, the durability of a solid, strong, long lasting body, the luxury of a spacious interior, and the safety that is so necessary on today's roads.

We build every Saab for that kind of persons. Because that is exactly the kind of people we are. The kind of people who appreciate a thoroughly and finely engineered piece of machinery. And who still love the thrill of driving.

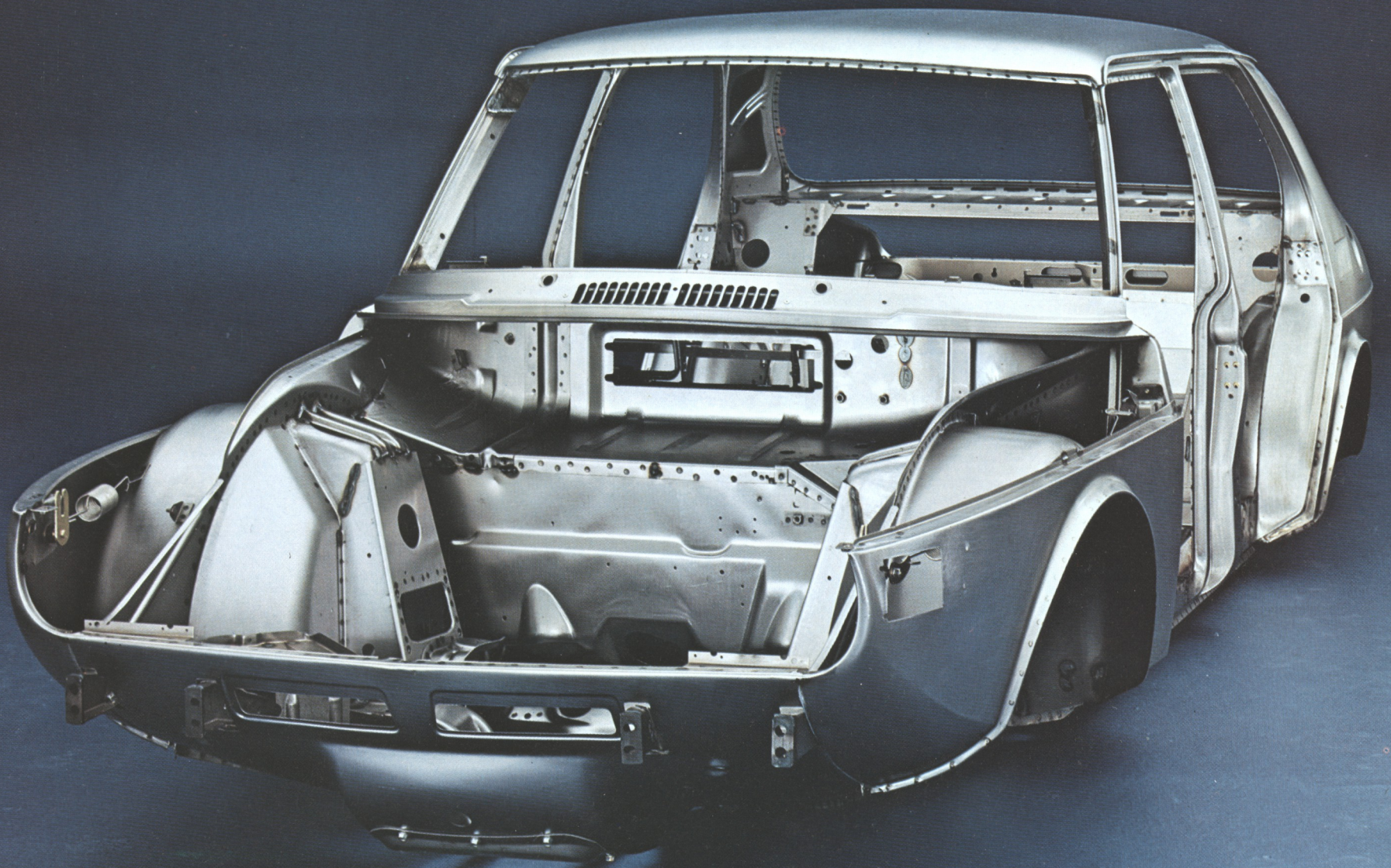
The minute you get behind the wheel of a Saab—the second you turn the key and hear the engine come to life—you begin to get a feeling of what we did with the 15,000 different components in every Saab. And when you drive a Saab—in the city, on the highway, in the mountains, on a trip to the supermarket or a trip across the country—you begin to see how all those different parts were designed and engineered to work together. To give you the kind of driving pleasure you won't get from most other cars in the world.



If you care more about how an automobile works rather than just if it works, picking the right car to buy is not a matter to be taken lightly. To make an intelligent choice among automobiles, you first need a clear



and understandable picture of how the thousands of various components that go into a car are designed to work together. Because, after all, a car is a product of engineering. The better all the parts work individually and together, the better a car will be capable of giving you the quality, durability, comfort, economy, performance and safety most of us look for in every car we buy.





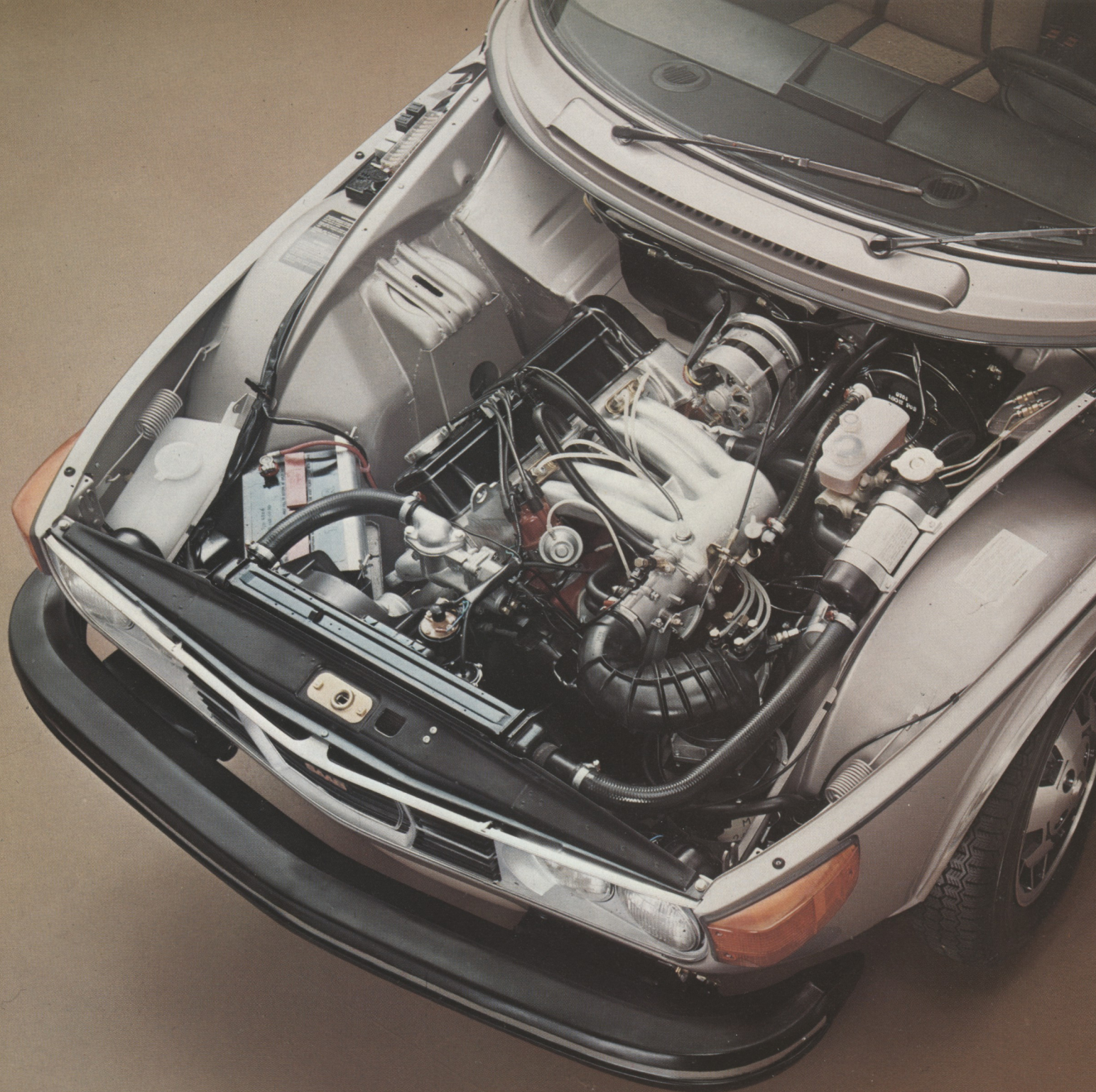


Saab 99 GL Sedan / Saab 99 GL WagonBack Sedan / Saab 99 EMS Sedan

The luxurious Saab 99 GL Sedan is available in a 2-door or a 4-door version. It comes equipped with a 2-liter, overhead cam engine with a continuous-flow, fuel-injection system

for excellent, yet economical performance. A 4-speed, all-synchromesh transmission is standard. Automatic transmission and power-steering are available as a package option.

The Saab range of cars also includes the Saab 99 GL WagonBack Sedan—the car that's two cars in one—and the Saab 99 EMS—the sportiest Saab Sedan ever built.



The important parts of our car. From start to finish.

The engine.

Of course, one of the most important parts of any car is the engine. The engine is, after all, the main ingredient in performance and economy. Two of the most valuable assets of any car.

The engine in every Saab is a 2-liter, 4-cylinder, in-line, water-cooled engine with an overhead cam shaft. The overhead cam in our engine means longer life, more efficiency, less maintenance, and quieter running than an engine without an overhead cam.

The cylinder head is made of a special light alloy for efficient heat dissipation. The crankshaft, as well as the camshaft, is supported by five main bearings for silent, vibration-free operation.

The engine in a Saab is mounted at a 45° angle. This canted arrangement of the engine reduces the height of the engine and ensures a low hood line for good visibility of the road in front of you.

The location of the clutch and gearbox just below the engine is designed to give our car a compact power unit up front. So you have more room inside. And the unique front-wheel drive design also allows us to make the hood shorter, reducing the overall length of the car for easier driving and parking.

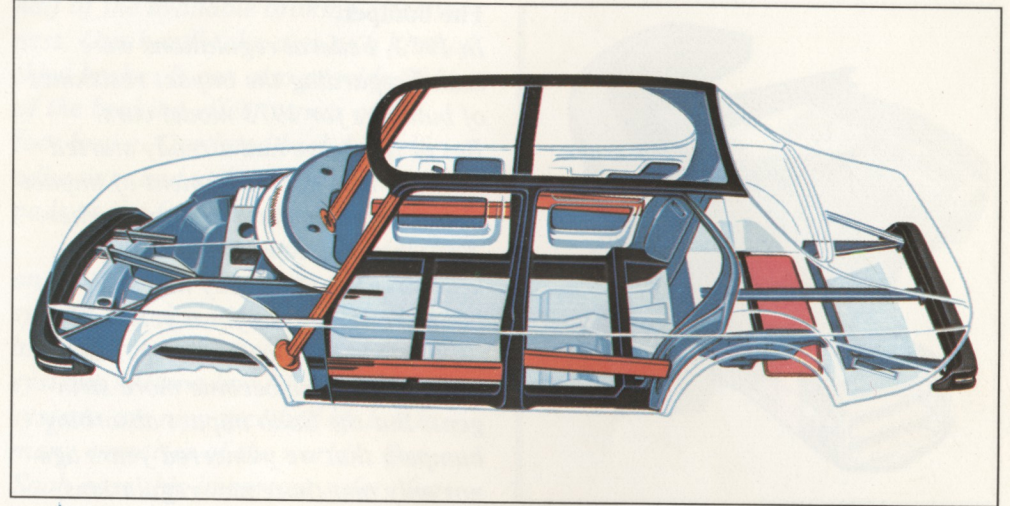
The engine cooling fan is thermostatically controlled and electrically driven. Most other cars have belt-driven fans that run directly off the engine continuously, increasing noise and robbing the car of valuable horsepower. Our fan is switched on automatically when required—only when the engine needs extra cooling.

The Saab 99 engine has a compression ratio of 8.7:1. It should be run on a 91 octane fuel, leaded or unleaded, and now uses fuel even more efficiently than ever before. The Saab engine does not require an add-on oxidation catalyst or thermal reactor to pass the stringent U.S. standards, or even more demanding state standards, for exhaust emissions of hydrocarbons, carbon monoxide and oxides of nitrogen.

The Saab 99 engine is reliable and economical. But it also gives our car unusually good overall performance because of its high torque. Also, the higher the torque and the flatter the torque curve over a wide range of speeds, the better the low speed performance.

An important part of what makes our Saab engine give excellent, yet economical performance, is our continuous-flow, fuel-injection system. This system is a mechanical type injection system that constantly meters the correct amount of fuel to each cylinder. It means that a Saab is easy to start in any kind of weather. It means that a Saab will give you excellent performance no matter what altitude you're at or what season you're in, and it means you'll get fuel economy, as well. It's also easier and less costly to maintain than other types of fuel-injection systems.

Our roll-cage construction: 4,000 welds, six strong steel posts, door impact panels, deformation zones, and reinforcements in the doors and floor, all play an important part in safety on today's roads.



The body.

Every Saab is built with unitized steel roll-cage construction for safe, long lasting strength. And, unlike most other cars, the strength of every section of the body is specifically designed for its own function. We have found that the body of a car must not be of uniform stiffness. Some parts must be "softer" so they will be able to absorb high stresses and impacts in case of a mishap on the road. In the event of a collision, the front and rear sections are designed to sustain a certain amount of controlled deformation, helping to protect you and your passengers.

This collapsing "accordion" effect has been designed and engineered into every Saab to meet one of our basic principles of safety: that the passenger compartment must remain intact in the event of an accident. The windows must remain in their mountings, and the doors must remain shut. The occupants must remain protected—inside the car. This principle of safety in automobile construction is the main reason for the development of a car that is built to be safe, strong and long-lasting. A car that is built with, what we call, roll-cage construction.

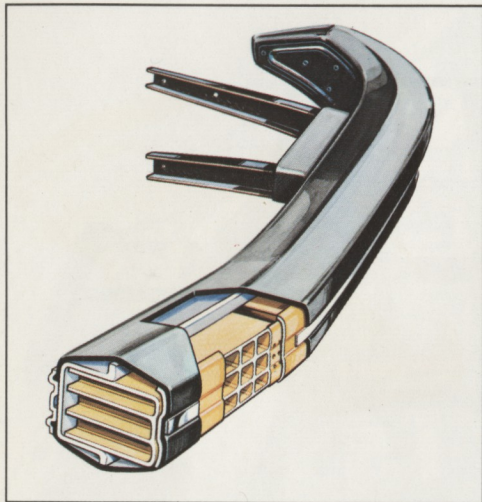
import motors inc.

Sales · Parts · Service

1685 Mentor Ave. Ph: 352-9625

Painesville, Ohio 44077

Our impact-absorbing bumpers: they not only protect the car, they also protect themselves from minor bumps in parking lots and bumper-to-bumper traffic.



Another of the things that makes our car safe and long-lasting is thick steel, because it can honestly be said that the sheet metal of a Saab is thicker than that of most other cars. The outer side panels (2- and 3-door models) are 0.5 in. (1.2 mm) thick. The floor panels at the front are 0.6 in. (1.5 mm) thick. The sheet metal in the windshield pillars, and the longitudinal and transverse beams are 0.8 in. (2 mm) thick. The sill beams, the side pillars, the reinforcing steel sections around the edge of the roof, the cross members of the floor and the steel sections in the doors all work together to give you a truly strong, long-lasting car. This is Saab's roll-cage construction.

The bumper.

In 1972, Federal regulations were issued regarding the impact resistance of bumpers for 1973 model cars. But at Saab, we had already started working on the development of impact-absorbing bumpers two years earlier. And when the new standards came into force, we'd already had such bumpers on our car for a year.

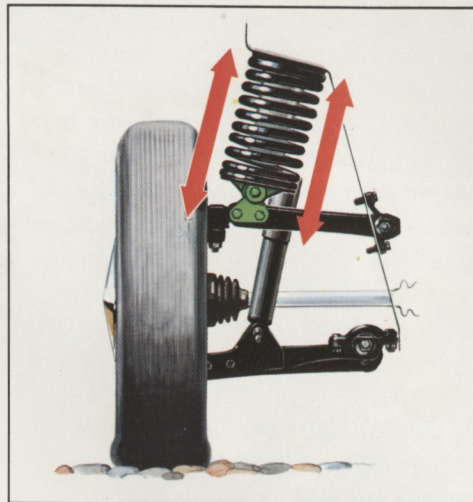
Since that time, however, Federal regulations have become more stringent. But the Saab impact absorbing bumpers that we pioneered years ago not only met those new regulations, but surpassed them by a comfortable margin of safety. The first bumpers in the world to do so.

Our bumpers are constructed of two sturdy u-shaped aluminum rails which hold energy absorbing plastic blocks in place. Over this assembly is a black rubber covering and a stainless steel belt. The plastic blocks absorb shock upon impact, and then they return to their original shape. So they not only protect the car, they also protect themselves.

The suspension.

When it comes to the suspension system, most cars go one of two ways: the hard, "solid-feel" bumpy route, or the soft, marshmallow, "gushy" route.

Our pivoted-spring, double-wishbone front suspension increases stability and balance, and practically eliminates any tendency to dive during hard braking.



We feel, and we think you will too, that the Saab has an almost ideal suspension system that gives it the best of both worlds—excellent road holding and handling and a high level of personal comfort.

Every Saab has a unique light but strong double-wishbone front suspension system of our own design. This double-wishbone suspension on each front wheel, plus shock absorbers and springs, of course, give our car its excellent stability, smooth ride and balance. Also, easy accessibility to our suspension system makes servicing easy and inexpensive.

The front springs are pivot-mounted. So they remain straight when in compression, giving you a smoother ride and less noise. And rubber suspension stops inside the springs act as a progressive auxiliary spring, as well.

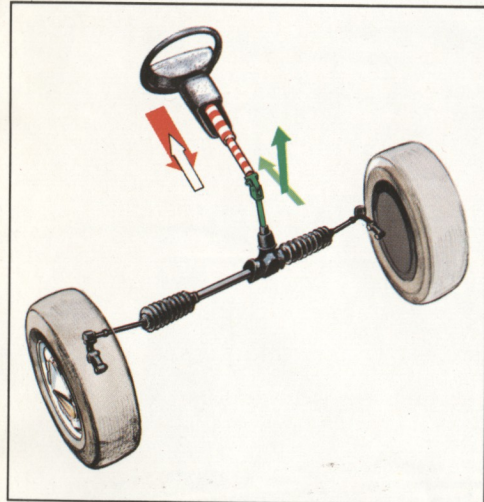
Our straight one-piece rear axle ensures that the rear wheels are always perpendicular to the road surface for good road holding. And since every Saab has front wheel drive, the rear axle has no differential and drive shaft to support. So the rear axle is light, resulting in a low unsprung weight. This means that the rear wheels will follow the unevenness of the road precisely. Without transmitting bumps and bounces to the car's body. Or to yours.

Steering.

Every Saab has rack-and-pinion steering. Just about the most direct, most precise steering system you can get your hands on.

The wheels react immediately to the slightest movement of the steering wheel—which is why rack-and-pinion steering is sometimes called "direct steering". The steering box is located far back in the engine compartment, in a well-protected spot. And the rack element of our rack-and-pinion system also serves as an impact absorbing transverse beam. In addition, our

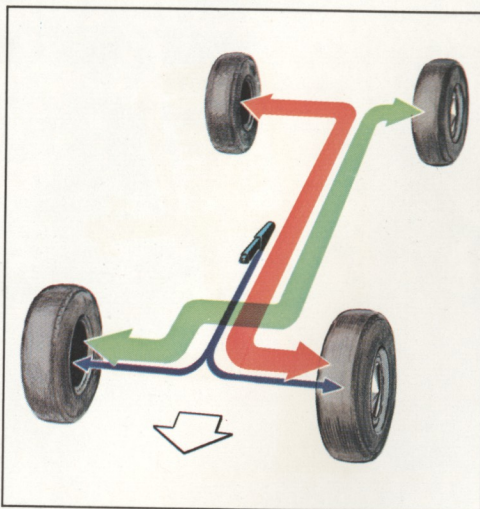
Our rack-and-pinion steering: Just about the most direct, most precise steering system you can get your hands on.



steering column is jointed and telescopically collapsible, making our rack-and-pinion steering system not only direct and precise, but safe, as well.

Of course, every car has a certain handling behavior on the road which is affected by factors such as shape of the car, tires, suspension, wheel base to tracking ratio, and weight distribution. But it is weight distribution more than any other single factor, that gives Saab its incredible traction, handling, and cornering ability on the road. And it's our rack-and-pinion steering that gives you, the driver, such an uncanny, precise feeling of the road and the car. (Power-steering is standard on all cars with automatic transmission.)

Our dual-diagonal brakes: Our split system provides optimum distribution of braking effectiveness if one circuit should fail. And our disc brakes on all four wheels assure confident, fade-free stops.



The brakes.

On every wheel of every Saab are power-assisted disc brakes, which give you distinct advantages over conventional drum brakes. They are strong and normally they don't "fade", or lose their stopping power after repeated stops when braking from high speeds.

What makes our disc brakes so effective is the large sweep area covered by the pad linings, which are extra thick for safe, long-lasting wear.

In our dual-diagonal braking system, the brake circuits are diagonally split to make sure that the braking effort will be optimally shared by the front and rear wheels even if one circuit should fail. If one circuit does fail, the foot brake will still provide

half of the available braking effectiveness. Our handbrake acts as a kind of third brake. It can also provide 50% of the braking effectiveness of the foot brake. Our hand brake is self-adjusting, and utilizes the same brake pads as the foot brakes.

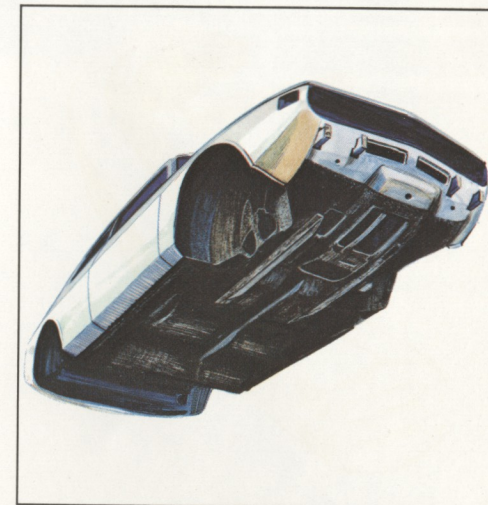
Like so many other safety features on a Saab, our dual-diagonal braking system was designed and engineered into our cars long before dual braking systems became law (dual braking systems are now specified by law in many countries of the world). But Saab gave this important safety feature to the world as early as 1963.

Protection. Inside and out.

Protection against winter rust and corrosion means a lot more than thick undercoating. It starts long before a Saab is ever built. Because it must be engineered into the car at the design stage.

When we designed the Saab, for example, we went to great lengths to avoid closed pockets, brackets and ledges where dirt and moisture could collect. We vented the sill beams into the car and designed the doors to drain downwards. The wheel housings are completely smooth on the inside.

Our efforts to avoid dirt-collecting pockets in the construction, welded joints out of the way of most moisture and dirt, our priming and undercoating, and the corrosion-inhibiting oil treatment combine to provide excellent rust and corrosion protection for every Saab.



All welded seams and joints are placed as high as possible, out of the way of dirt and moisture. As additional moisture protection, all exposed joints are sealed off with a high quality, elastic sealing agent.

After preparation by phosphatizing, the body is covered with an anti-corrosion primer. Before application of the final coat of paint, the underside of the body is covered with a protective undercoating compound. The last stage of our protection process consists of spraying a corrosion-inhibiting oil into all cavities—into the doors, sill beams, brackets, joints, and the whole underside of the body. All are subjected to the same treatment. The best protection treatment we know.



SAAB 99

GL

Saab 99GL Sedan



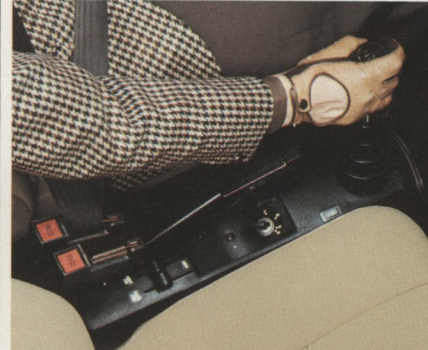
Saab 99 and the thrill of driving.

At night, the instruments are indirectly illuminated by a unique system of fiber optics.

Just sitting in a Saab sedan, before you even drive it, it's easy to see that we designed and engineered the controls of our car to be right at your fingertips when you need them.



The handbrake, gear shift and ignition switch are conveniently located on the console between the seats.



When we engineer and build a Saab, the fun of driving is not the first thing on our minds. More important are safety, economy, comfort, performance and durability.

But in making our car safe, economical, comfortable, and durable, and in making sure it performs well, we build into it a pleasure and thrill of driving that's hard to find in most other cars today.

The well-padded instrument panel is designed for safety.

And the defroster system also directs air to the front side windows, with the air outlets in the windshield pillars, close to the glass.



Our front-wheel drive not only eliminates the bulk of a big drive shaft tunnel, giving you more room inside, it also gives every Saab excellent road holding and directional stability. Front-wheel drive also means that you're less likely to skid, because the wheels that steer the car around turns are the wheels that pull the car around turns.

Front-wheel drive gives every Saab excellent weight distribution and directional stability, for superb traction, road holding and handling.



The aerodynamic shape of a Saab contributes to low cross-wind sensitivity, low fuel consumption and low wind noise.

Our seats not only help to make you comfortable, they also hold you firmly in place.

Our controls not only tell you how the car is performing, they also help you perform. The instruments are easy-to-read. The steering is responsive. And all the controls are within easy reach. Most are literally right at your fingertips.

Our 2-liter engine provides exciting performance on any kind of road.



When you park your Saab and turn the key to the off position, your headlights will automatically turn off, too.

For good all-round performance, the Saab was designed to handle as well in stop-and-go traffic as it does on the open road.



The height of the seat cushion can be easily adjusted and it can be inclined to suit individual requirements. The front to rear adjust is almost as much as six inches (160 mm).

The backrest has stepless adjustment settings all the way from upright to fully reclining for maximum comfort.

The driver's seat in our Saab has thermostatically controlled heating elements (like an electric blanket) built into it. So, on cold winter mornings, the seat keeps you warm until the heater warms the car.

Flexible lumbar pad: no manual adjustments, no restraining cross-member to backrest, and easy-to-alter seating position.

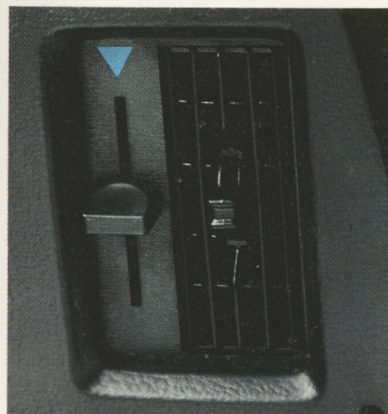


Our driver's seat has a wide range of adjustments and the ability to adjust itself to the shape of your body and your seating position.

Padded head restraint and padded rear cross-member under the seat protect the legs of your rear seat passengers.



Our inertia type safety harness: one easy motion pulls the belt across the shoulder and the lap so it can be fastened in the retainer between the seats.



Our multi-duct ventilation system was designed to keep you cool, but it also helps to keep you awake. It continuously changes the air around you.



The sill beams are low and recessed to make entry and exit easy. The sill beams are protected from road dirt by the doors.

The doors of every Saab are designed to work smoothly and easily.

And they're big enough to make it easy for even the biggest person to get into our spacious interior comfortably.

A seat to warm your heart.

If all people were built exactly the same, building a safe, comfortable seat would not be a problem for car makers. But all people aren't the same and, unfortunately, many car makers put a lot of emphasis on the car you sit in, and almost none on the seat you sit on.

At Saab, we don't think that way. Because the attitude and position of your body in the car has a lot to do with the way you feel and the way you control your car.

That's why the seats in the Saab were designed in collaboration with medical experts. That's why our seats were designed to give you a wide range of adjustments.

But even without using these helpful adjustments, our seat will adapt itself to the shape of your body as well as to your various seating positions.

The driver's seat in all Saab models is electrically heated—like an electric blanket—for cold winter mornings. But even if our seat didn't promise to keep you warm on those cold winter mornings, it would still be a seat to warm anyone's heart.

The anatomically tested shape of our seats—designed in collaboration with medical experts—insures comfort and a firm, proper seating position for driving.





Big where you can use it.

We like to think of our cars as being trim and easy to park, and easy to get around in tight traffic and tight places. But one place that won't feel tight to you or your passengers is the inside of a Saab.

One thing that helps us make a Saab big on the inside and trim on the outside is front-wheel drive. Since front-wheel drive eliminates the drive-shaft tunnel, there's more room for the driver and passengers.

Another thing that helps is our sensible roof line. It gives us more rear headroom than just about any other car in our class.

Behind the huge amount of room for people, you'll find plenty of room for a trunk. 23 cubic feet (660 dm³), to be precise.

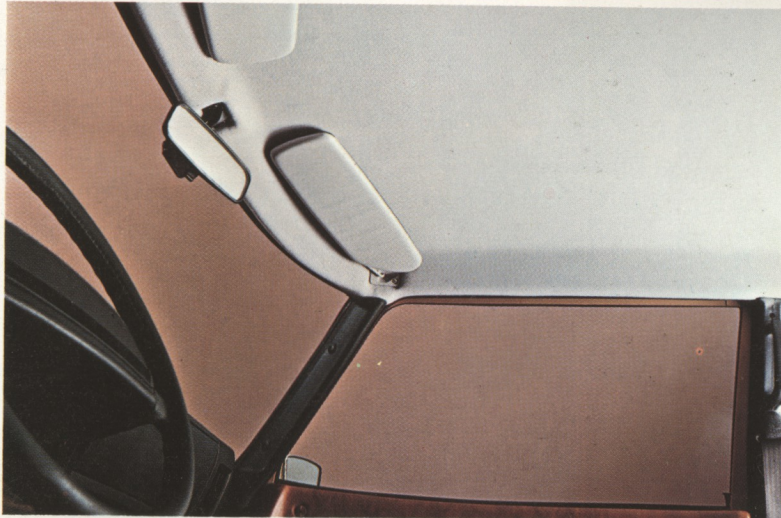
The comfortable seats, the luxurious interior appointments, and the efficient heating and ventilating system all combine to provide you with an overall sense of comfort that might even be hard to find in big expensive cars. But they're all easy to find in every Saab.

Our spacious interior has seats of comfortable, but tough nylon-velour that stays cool in the summer and helps keep you warm in the winter. It's also easy to care for and has long-lasting durability.

Ventilation controls for the rear seat passengers and for the rear window defroster are placed in the center console between the front seats.



The rear doors are provided with child-proof locks—a latch makes it impossible to open the door from the inside, but not from the outside.

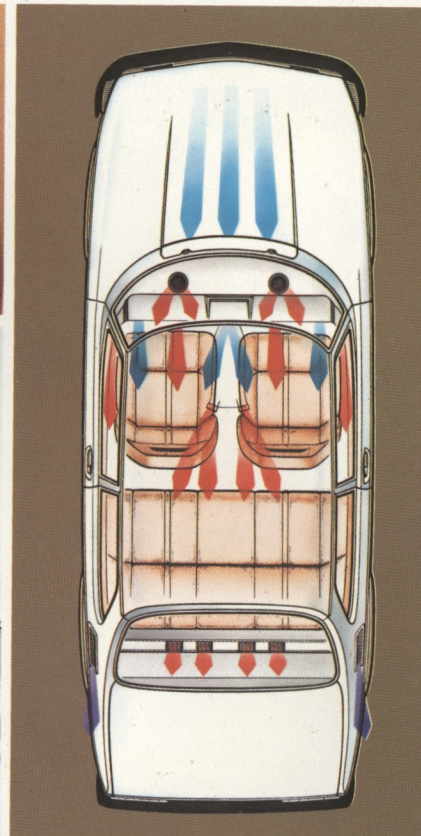


The rear window is kept continuously clear of mist by the warm air defroster. For quick defrosting, the rear window is also equipped with an electric defroster.

The duct housing the 4-vents of the warm defroster also serve as a head restraint, a unique Saab feature.

Every Saab 2- and 4-door Sedan has trunk with 23 cubic feet (660 dm³) of space so you can carry as much luggage as you'll probably ever need.

The spare tire which is inclined at an angle to make it easier to lift in and out. And it is covered just to keep things neat and clean.



Our 16-duct ventilation system distributes fresh air quickly and comfortably. And helps to clear fogged windows fast.

Our system allows the air in the passenger compartment to be changed no less than twice every minute when driving at 25 MPH. And when the fan is switched on, the air flow will be almost doubled.

Instead of the usual type of head liner, Saab has a special moulded roof lining that provides insulation against cold, heat, and provides shock absorbing safety as well.



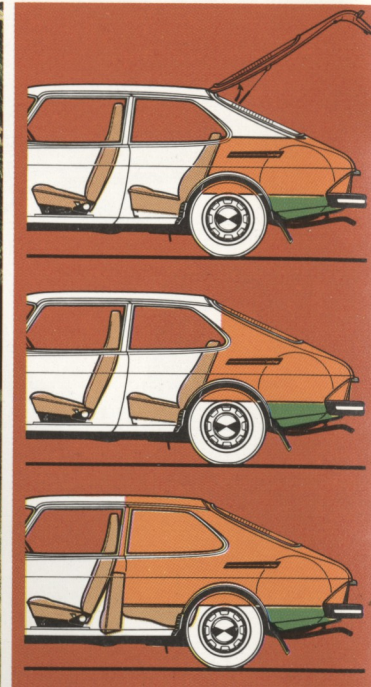
Saab 99GL WagonBack



The floor of the WagonBack is only 21 inches (53 cm) off the ground so it's easy to lift things into the back. And the rubber covered bumper provides a practical support when loading heavy items.

Three alternative luggage compartments: a) Luggage compartment with a parcel shelf. b) Parcel shelf removed. c) Back seat and backrest folded forward.

The back seat and backrest can be folded forward easily and quickly.



You'll find 3 cubic feet (90 dm³) of extra space in the storage compartment beneath the floor in the rear.



Gas pistons help lift the door automatically to the open position at the touch of a finger, giving you clear headroom of 5 feet 11 inches (180 cm).

The two-duct window defroster keeps the rear window free of mist and an electric defroster clears off heavy mist fast.

Two cars in one.

On the outside, our WagonBack looks like a sleek, stylish sedan. But even though it's only four inches longer than our other Saab sedans, it has almost as much room inside as many station wagons.

In fact, with the rear seat folded down, our WagonBack will hold more than 53 cubic feet (1.5 m³) of just about anything. And it's easy to load because we made the tailgate open all the way to the bumper. We also made it so it swings up high, out of the way. And we gave the WagonBack more than six feet of flat floor length (184 cm), and an extra storage compartment (a useful 3 cubic feet, 90 dm³) beneath the floor.

And when you don't have to carry bicycles or rugs or floor lamps in your WagonBack, it turns into a sedan. So you can carry people in comfort and safety. And still have a big trunk.

Like every other Saab sedan, the WagonBack has front wheel drive, rack-and-pinion steering, roll-cage construction, power-assisted, four-wheel disc brakes, and a powerful, yet economical, 2-liter engine. (Automatic transmission and power steering package available.)

The Saab WagonBack Sedan.

It's a sedan when you want it, and a wagon when you need it.

A truly cavernous luggage compartment with a rugged nylon fitted carpet, and moulded side panels covered with a tough color-matched vinyl.



The sporty EMS.

The Saab EMS is something quite unusual in the world of family sedans, because it gives you many of the qualities of the most exciting sports cars in the world.

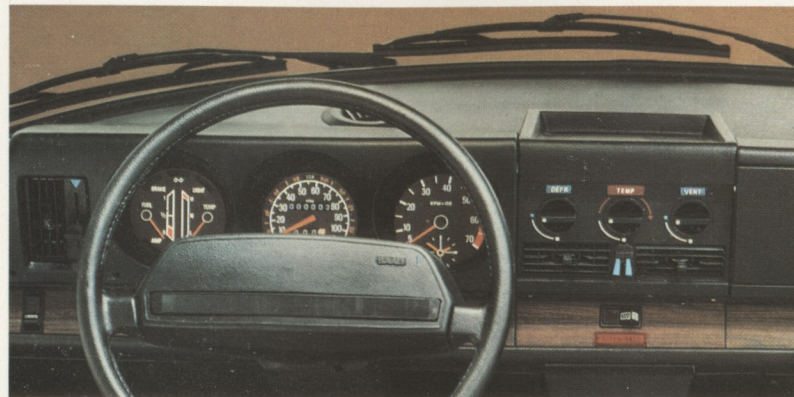
It gives you the precision of rack-and-pinion steering. It comes with the road-holding grip of Pirelli 175/70 HR-15 CN 36 steel-belted radial tires on die-cast aluminum alloy wheels. In the EMS the firm resilience of our double wishbone, pivoted-spring front suspension and light, live axle rear suspension has been modified with special Bilstein gas shock absorbers and stiffer rear springs. It has also been equipped with a new front spoiler to improve gas mileage and handling. But aside from being the sportiest Saab, in every EMS you'll find a spacious, luxurious interior with specially designed seats and door panels that set it apart from other Saabs.

Our EMS also comes equipped with a tachometer and clock, color-coordinated sports-type outside mirrors, protective side moulding strip, special EMS trim, and special color choices of Sterling Silver Metallic finish and black.

The Saab EMS.

The sportiest Saab Sedan ever built.

The controls of the EMS were designed so that everything is within easy reach. The instruments are large and easy-to-read and include a clock and tachometer.



The windows are designed not just to give you a better look at the scenery, but a better look at the other cars around you.

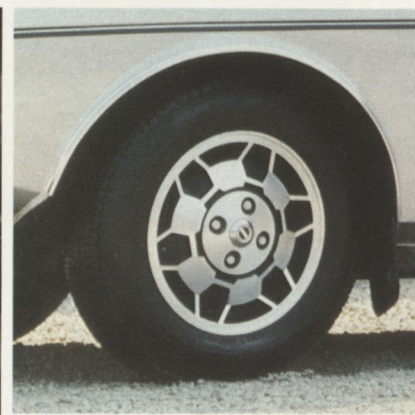


We designed beautiful seats of a special tough nylonvelour and durable vinyl for the EMS, along with interior door panels made from an insulating,

shock-absorbing, sound-deadening material, and a back seat with an armrest in the middle that folds down when you want it.



The Saab EMS has been equipped with a new front spoiler for improved gas mileage and handling.



The safety and control of steel belted radial tires, and the sporty good looks of die-cast aluminum wheels.



Every EMS has a fuel-injected 2-liter overhead cam engine with a four-speed all-synchro gearbox, for the kind of performance a sports sedan should have.

Our EMS comes with front wheel drive, rack-and-pinion steering, roll-cage construction and power-assisted four wheel disc brakes. Just like every Saab we build.

Saab 99 EMS



Whichever Saab you buy, you get a lot of Saab for your money.

Driving safety.

Front wheel drive: good road-holding, good directional stability. Light, one-piece rear axle with low unsprung weight—the rear wheels grip the road firmly.

Aerodynamically shaped body with low crosswind sensitivity.

Large windows, short and low hood, slender windshield pillars, one-piece side windows for good visibility.

Warm air defroster for the windshield, the front side windows and the rear window, which also includes heating elements for quicker defrosting.

Automatic headlight control—the headlights turn off with the key.

Two speed windshield wipers with large sweep area. Control level on the steering column.

High level, clearly visible direction signals. Hazard warning lights.

Double-wishbone, pivoted-spring front suspension contributes to a stable, smooth ride.

Precise rack-and-pinion steering.

15 inch steel-belted radial tires.

Disc brakes all around. Common front brake pads for the foot brake and hand brake. Diagonally split, dual circuit brake system. 9 inch vacuum power-assist unit.

High-capacity heating and ventilation system. Separate fresh air outlets on the instrument panel.

Non-reflecting instrument dials. Easy-to-read day or night.

Warning lamp for brake failure or when the handbrake is applied.

Day/night interior rear-view mirror.

Interior safety.

Roll-cage construction with high torsional rigidity. Front and rear sections designed as deformation zones.

Sturdy, integral steel sections in the windshield pillars. Reinforcing steel sections around the edge of the roof. Sill beams of heavy-gauge steel sheet metal. Protective cross-members in the doors.

Fuel tank in the safest conceivable place—between the rear wheels.

Windshield of tough, laminated glass. All windows are tinted.

Jointed and telescopically collapsible steering column with a safety mounting. Rack-and-pinion steering box at the extreme rear of the engine compartment.

Inertia reel safety harnesses for the front seats. Three lap belts for the rear seat.

Seat belt warning lamp.

Impact-absorbing, sound and heat insulating roof lining of molded glass fiber.

Abundant impact-absorbing padding in the interior.

The instrument panel mounted on an energy absorbing bulkhead.

Seats designed in collaboration with medical experts.

Rear window defroster.

Padded sun visors.

Safety door locks, and child-proof locks in the rear doors.

Driver comfort.

The design of the driver's space counteracts fatigue on long trips.

The driver's seat has a wide range of adjustment and is electrically heated.

Lever and controls readily accessible.

Ride comfort.

A smooth, comfortable ride, with a minimum of rolling and pitching, owing to the wide track, well-balanced suspension and weight distribution. Low noise from the engine, road and wind.

Spacious and luxurious passenger compartment with ample headroom even in the back seat.

Wide doors and low, retracted sills. Easy to get in and out of the car, even for the back-seat passengers.

No bulky drive shaft tunnel. Ample leg room.

Upholstery of soft, but tough nylon-velour. Thick, soft carpets.

High-capacity heating and ventilation system. Easy adjustment of the air supply and direction of fresh air flow.

The air supply to the rear of the passenger compartment can be controlled by the back-seat passengers.

Practical features.

A wide hood which opens forward. Easy accessibility of the engine compartment.

Relays and fuses grouped together.

Plug-in system for checking the ignition timing, etc.

Provision at the rear for fitting a trailer hitch.

Reflectors on the offside door edges.

Thermostatically controlled, electrically driven cooling fan.

Self-adjusting handbrake, foot brake and clutch.

Indirect illumination of the instruments and controls. Illuminated ignition lock on the center console. No-glare interior lighting with map-reading lamp. Courtesy light switches in the doors. Glove compartment and luggage compartment illumination.

Full set of warning lamps with clear symbols. Red warning lamp for low fuel level.

Ample cargo space in the passenger compartment.

Roomy luggage compartment. Flat floor. High, clear sides. The space can be increased four times in the WagonBack and twice in the 2- and 4-door Sedans by folding forward the back seat and backrest.

3.2 ft³ (90 dm³) of extra space under the floor panel at the rear. (Only WagonBack.)

Spare tire easily accessible.

Motoring economy.

The economical engine and the aerodynamically shaped body contribute to good gas mileage.

Body and engine designed for ease of service.

"Self-repairing" impact-absorbing bumpers.

Technical specification, 1976.

Engine type	4 cylinders in line
Piston displacement	121 cu.in. (1985 cm ³)
Bore/stroke	3.54 in./3.07 in. (90 mm/78 mm)
Compression ratio	8.7:1
Net horsepower, SAE	115 hp (84 kW) at 5500 r.p.m.
Net horsepower, SAE, U.S. Western region	110 hp (81 kW) at 5500 r.p.m.
Torque	123 ft.lb. (167 Nm) at 3500 r.p.m.
Torque, U.S. Western region	118 ft.lb. (161 Nm) at 3500 r.p.m.
Camshaft position	Overhead
Number of gears	4 manual, 3 automatic
Overall reduction ratio engine/wheels in top gear	3.89:1
Injection system	Bosch CI
Battery	12 V/60 Ah
Alternator (max. output)	55 A/14 V
Starter motor	0.8 kW (1.1 hp)
Oil capacity of engine	3.7 U.S. quarts (3.5 litres)
Cooling system capacity	8.4 U.S. quarts (8 litres)
Fuel tank capacity	14.5 U.S. gals. (55 litres)
Fuel octane requirement	91 RON
Rims, GL models	5 J FHA×15"
Rims, EMS	5 J FHA×15" aluminum
Tires, GL models	165 SR 15, steel belt
Tires, EMS	175/70 HR-15 CN 36, steel belt

Overall length, 2- and 4-d. sedans	175 in. (4450 mm)
Overall length, WagonBack	179 in. (4550 mm)
Overall width	66.5 in. (1690 mm)
Height, unladen	56.7 in. (1440 mm)
Wheelbase	97.4 in. (2473 mm)
Track, front	55.1 in. (1400 mm)
Track, rear	55.9 in. (1420 mm)
Max. load length, 2- and 4-d. sedans	68.1 in. (1730 mm) Back seat folded
Max. load length, WagonBack	72.4 in. (1840 mm) Back seat folded
Trunk capacity, SAE, 2- and 4-d. sedans	12 cu.ft. (338 litres)
Trunk capacity, SAE, WagonBack	13.5 cu.ft. (381 litres) Parcel shelf removed
Trunk capacity, total, 2- and 4-d. sedans	23.3 cu.ft. (660 litres)
Trunk capacity, total, WagonBack	53 cu.in. (1500 litres) Back seat folded
Curb weight, approx., GL 2- and 4-d. sedans	2560–2760 lbs. (1160–1250 kg)
Curb weight, approx., EMS	2560–2670 lbs. (1160–1210 kg)
Curb weight, approx., GL WagonBack	2630–2740 lbs. (1190–1240 kg)
Gross vehicle weight, GL 2- and 4-d. sedans	3490–3690 lbs. (1580–1670 kg)
Gross vehicle weight, EMS	3490–3600 lbs. (1580–1630 kg)
Gross vehicle weight, GL WagonBack	3630–3740 lbs. (1650–1700 kg)

Weight variations depend on model configuration. Curb weight about 25 lbs. more on all cars to the U.S. Western region.

■ All Saab models are available through our Tourist Delivery Plan. Ask for more information.

■ The manufacturer reserves the right to make changes at any time and without notice.

Four different radio combinations are available. Shown is the AM/FM Stereo Cassette Player. You can also select just AM/FM or AM/FM Stereo, or AM/FM Stereo with 8-track tape player and weather band.

Extra sporty, extra practical, extra every- thing.

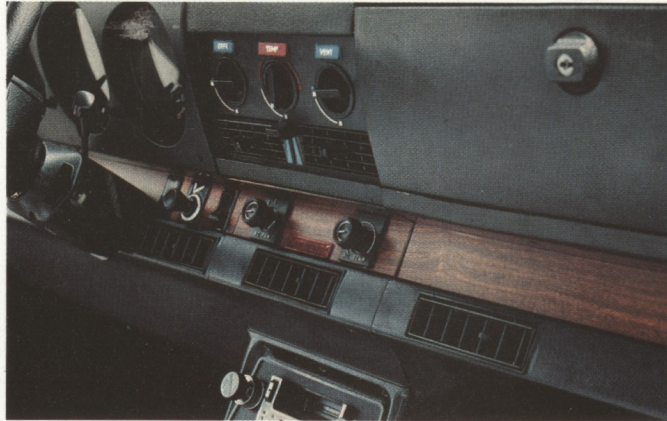
As practical as all Saab cars are, and as sporty as some of our models are, you can also make your own Saab more personal or more practical with the addition of Saab accessories.

All Saab accessories are specifically engineered and designed to fit and work beautifully with any of our cars. And all have been thoroughly tested for efficiency, durability and safety.

Besides those shown, other Saab accessories include: special racing mirrors, shift knobs, a power antenna, a padded child guard between the front seats to prevent children from sliding forward in case of sudden stops, molded rubber or coco mats to protect the floor and enhance style, and a speed control unit with the switch mounted on the direction signal lever.

Accessories shown and mentioned on this page available in the United States. As to the availability of Saab accessories in Canada, please contact your local Saab dealer.

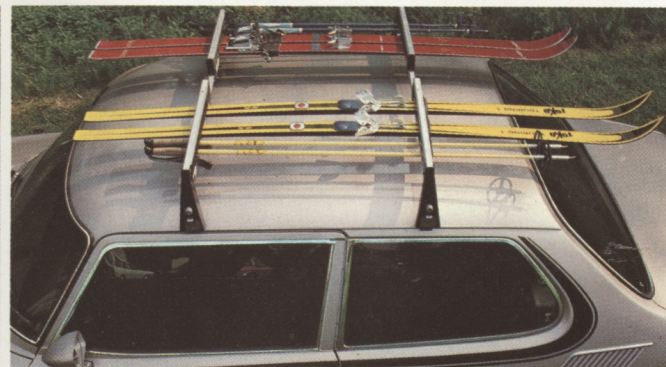
Our new air conditioner can be added on, but it looks built-in.



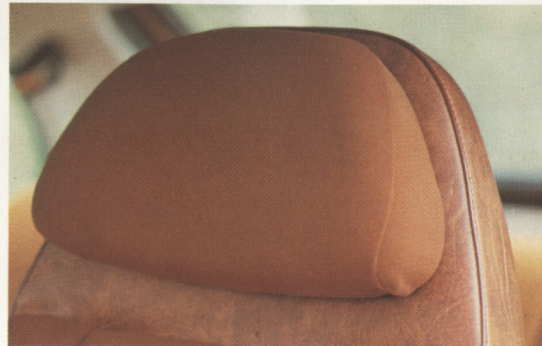
This bike rack is scratch-resistant white vinyl covered and custom designed to fit our famous bumper. It will hold two bikes.

The permanent chrome roof rack is as functional as it is good looking.

Arrive at the slopes in style with a good looking—and locking—99 ski rack.



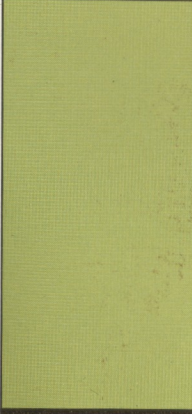
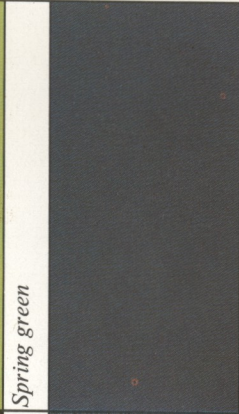
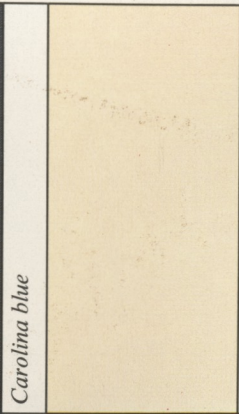

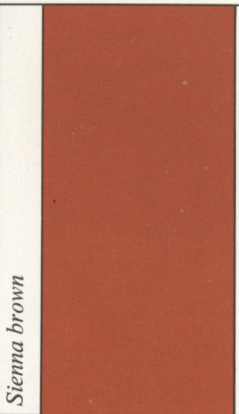
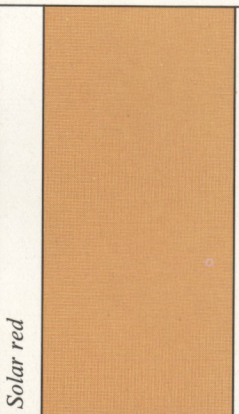

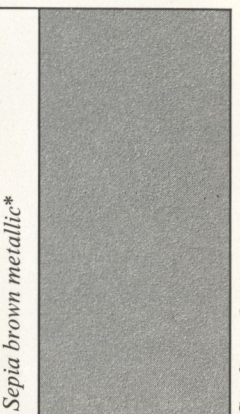

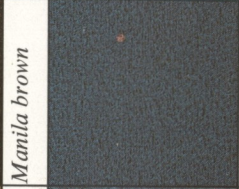
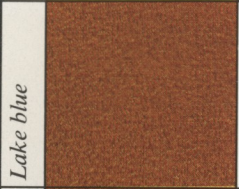

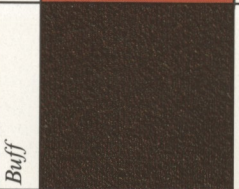
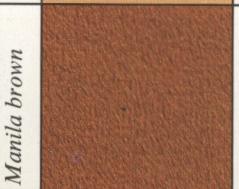



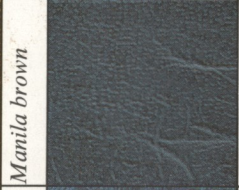
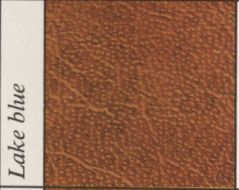

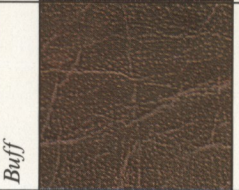
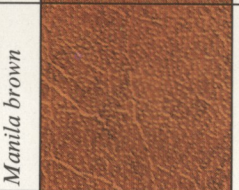
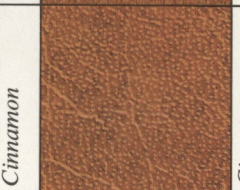


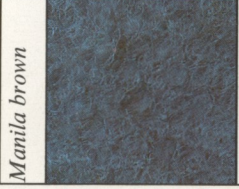
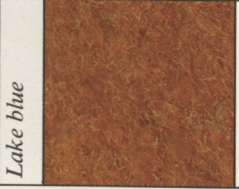
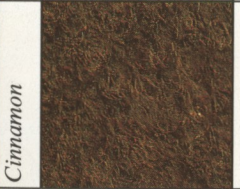

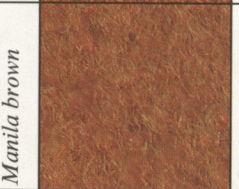


For that extra margin of safety in inclement weather or for that additional lighting as required by the driving enthusiast, Saab fog and driving lights put some light on the subject.



Head rest cushions for the front and back seats are available in the same color as the car upholstery, and in white.



You can equip your car with a trailer hitch especially designed for Saab.

Body		<i>Spring green</i>		<i>Carolina blue</i>		<i>Coral white</i>		<i>Sienna brown</i>		<i>Solar red</i>		<i>Topaz yellow</i>		<i>Sepia brown metallic*</i>		<i>Sterling silver metallic (On the EMS only)</i>
Seat		<i>Manila brown</i>		<i>Lake blue</i>		<i>Cinnamon</i>		<i>Buff</i>		<i>Manila brown</i>		<i>Cinnamon</i>		<i>Cinnamon</i>		<i>Silver sand</i>
Side trim		<i>Manila brown</i>		<i>Lake blue</i>		<i>Cinnamon</i>		<i>Buff</i>		<i>Manila brown</i>		<i>Cinnamon</i>		<i>Cinnamon</i>		<i>Manila brown</i>
Carpet		<i>Manila brown</i>		<i>Lake blue</i>		<i>Cinnamon</i>		<i>Manila brown</i>		<i>Manila brown</i>		<i>Cinnamon</i>		<i>Manila brown</i>		<i>Manila brown</i>

* Not available on all markets.



import motors *ITC*
Sales-Parts-Service
Mentor Ave. Ph: 352-9625
Mentorville, Ohio 44077

SAAB

Saab-Scania, Saab Car Division
Nyköping, Sweden