

Saab Sonett III

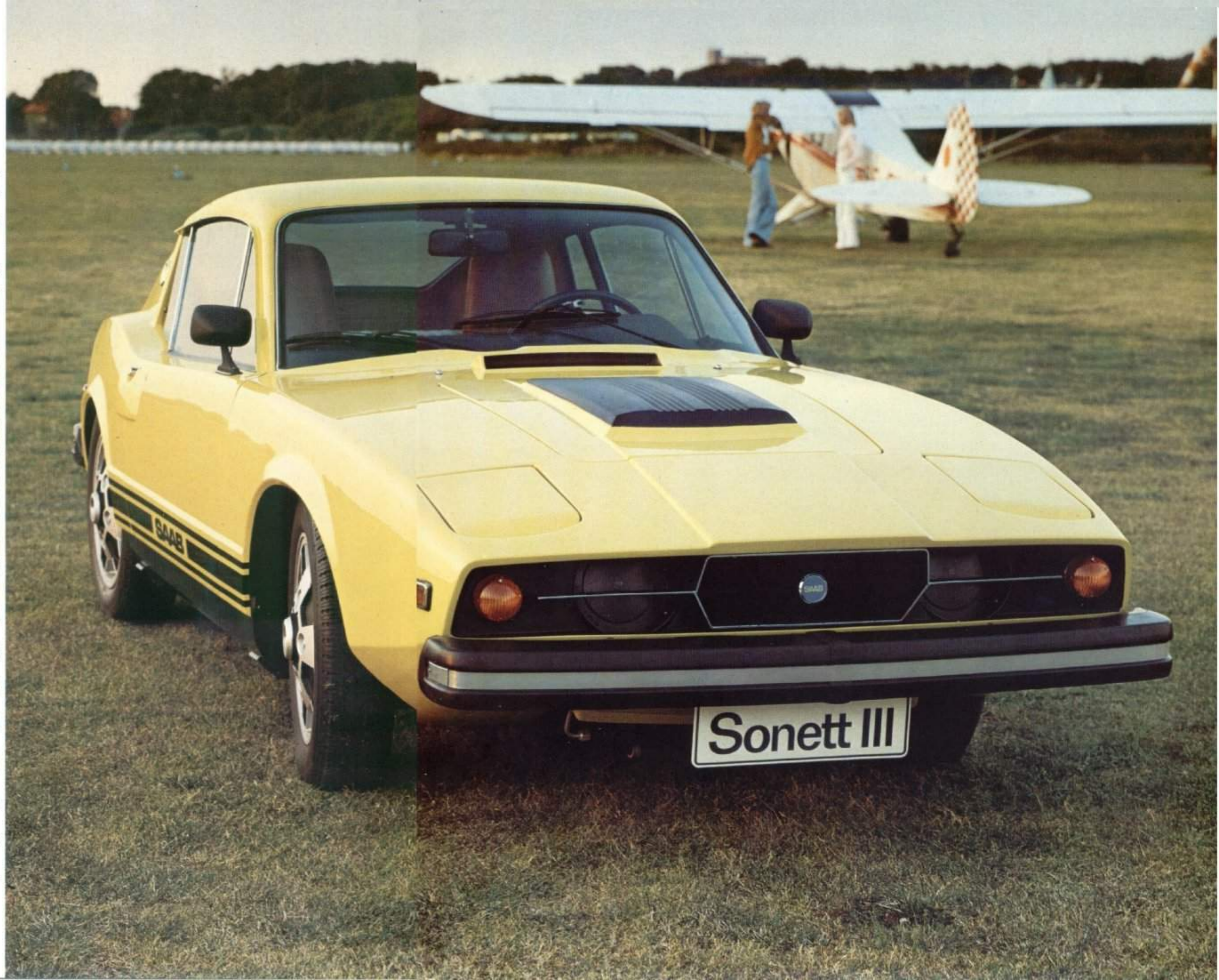


**This year, we will build
only 2,100 Sonett III's. For
the entire world.**



**So if you're one of those
people who enjoys
the pride of distinction
and the freedom
of the open sky, test a
Sonett III soon.**

It's like no other medium-priced sports car you've ever known.



Saab Sonett III. It makes the open road feel like the open sky.



We built the Saab Sonett III to be more than just a sports car you drive. We built it to be a sports car you experience.

A car that feels like freedom itself. A car that heightens your senses on every corner, on every hill, on every straightaway.

A limited production two-seat sports car that will still leave you with enough money after you buy it to enjoy life the way life should be enjoyed.

We gave it features that even the most expensive sports cars in the world don't have.

One of the things that makes the Sonett different than most other sports cars is front-wheel drive. It helps our Sonett corner with the sureness of a race car, because the wheels that steer the car are the wheels that pull it around turns. Surely. Safety. Swiftly.

The Sonett III also has an aerodynamically designed fiberglass body, with one of the lowest drag factors of any production car in the world — 0.31 to be exact.

Because of this relatively low wind resistance you can sail along with a lot less power and better gas mileage too, since the engine doesn't have to work as hard. You might say it's like having a good tailwind.

And our fiberglass body and our anti-rust and corrosion treated underside means you won't have to worry about salty winter roads and rust.

We believe a feeling of safety and confidence is just as important as a feeling of free flight when you're sitting in the cockpit of a Sonett. So we built it with reinforced windshield pillars and a racing-type roll bar behind the seats for extra strength and safety.

We gave our Sonett impact absorbing bumpers (the kind you'll find on the Saab 99 LE and EMS) that keep little bumps from becoming big repair bills.

Retractable headlamps are another thing we give you that you can't get with most other sports cars.

This means that your headlights are well protected when you're not using them, and there will be less wind resistance.

The Sonett also gives you things you might have to pay extra for with some other sports cars.

Standard equipment on the Sonett III includes things like mag-type wheels, a genuine leather covered steering wheel,



adjustable seat back cushions for lumbar support, an all glass, easy-loading hatchback, racing mirrors, thick pile carpeting, a special power bulge hood that's really there to make room for the engine, and a truly efficient ventilation system. (Optional airconditioning is available.)

Along with the features that no one else gives you are all the things that everyone else should give you.

Of course, as with most other good sports cars, our Sonett III comes equipped with the precision of rack and pinion steering, the confidence of front disc brakes, the sure-footed control of radial tires, a tachometer to tell you exactly how our tough V-4 engine is performing, and four-on-the-floor that promises to make common everyday driving feel like the Grand Prix.



Technical details
Saab Sonett III, 1974.

Dimensions and weights

Overall length, including bumpers, 159.8 in. (4065 mm).
Overall width, 59.1 in. (1500 mm).
Height, unladen, 46.9 in. (1190 mm).
Wheelbase, 84.6 in. (2149 mm).
Track, front and rear, 48.5 in. (1232 mm).
Curb weight, 1900 lb. (1970 lb. with factory installed air conditioning).
Gross vehicle weight rating, 2425 lb.

Engine and transmission

103.6 cu. in. (1698 cm³) V-4 engine.
Bore, 3.54 in. (90 mm). Stroke, 2.63 in. (66.8 mm). Compression ratio, 8.0:1.
Net horsepower (SAE), 65 at 4700 r.p.m.
Torque, 85 lb. ft. at 2500 r.p.m.
Battery, 12 volt, 44 Ah.
Alternator, 35 A.
Front-wheel drive. Free-wheel.
Single dry plate clutch.

Four forward gears. Floor mounted shift lever. Gear ratios, engine to driving wheels: 1st 18.2:1, 2nd 9.7:1; 3rd 6.0:1; 4th 3.9:1; reverse, 14.8:1.

Final drive ratio, 4.67:1. Top gear speed at 1000 engine r.p.m., 18.1 m.p.h.

Brakes, steering, suspension, wheels

Diagonally divided dual circuit foot brake system, 10.5 in. diameter disc brakes on front wheels, 8 in. drum brakes rear. Total swept braking area, 256 sq. in. Handbrake sets mechanically on rear wheels.

Rack and pinion steering.

2.7 steering wheel turns from lock to lock. Turning circle diameter, 30.8 ft.

Coil springs and double acting telescopic shock absorbers front and rear. Rigid and tubular low-weight rear axle.

Cast aluminum wheels, 4 1/2 J x 15 in. rims. Radial ply tires, 165-SR 15 in.

Body

GRP-laminate body on all-welded steel chassis. Anti-corrosion treatment and underbody coating.

Five colors: Baja red, Burnt orange, Mellow yellow, True blue, Emerald green.

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

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