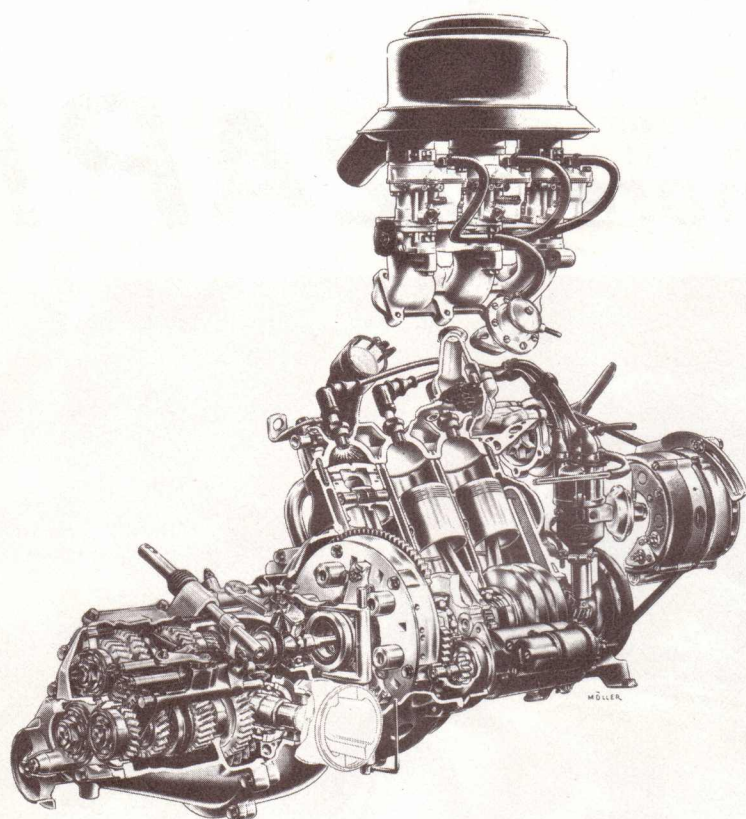


# ***The New SAAB Special***

***one-third more zzZAP!***



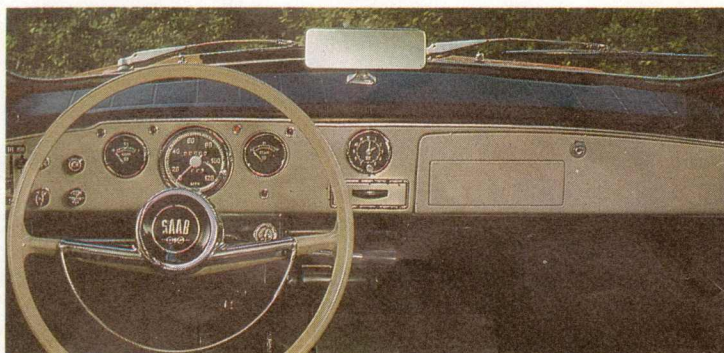


**The new SAAB Special delivers one-third more horsepower — at one-tenth more price.**

One-third more horsepower for one-tenth more money — that's the story behind the new SAAB Special. But that's only the beginning.

At the left you see the basic power plant of the SAAB Special. It has the same engine as the SAAB Monte-Carlo 850 (SAAB has won two Monte-Carlo rallies back to back). This amazing motor is the key to the SAAB Special and its performance, its all-around value. This engine develops more than one horsepower for every cubic inch of piston displacement. That's far more horsepower per volume than the average for other passenger cars. Not even high-powered sports cars and racers can better this ratio without going to much higher revs per minute than the SAAB engine. Result: An engine unusually light, unusually compact when you consider its torque, its horsepower output.

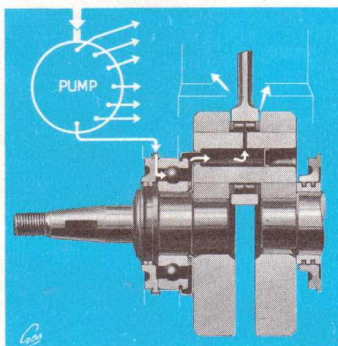
In order to let all this power in this small package breathe freely, SAAB has added one carburetor per cylinder — again more than any passenger car, more than most sports cars.



With one-third more horsepower, the SAAB Special engine gives you totally effortless cruising, fast get-aways, no gear changes on most hills, and super-safe passing acceleration. When you team the extra power margin to the SAAB's front wheel drive maneuverability and roadability, you arrive at a vehicle that can get in and out of tight spots, pull you out of trouble spots like no other passenger sedan.

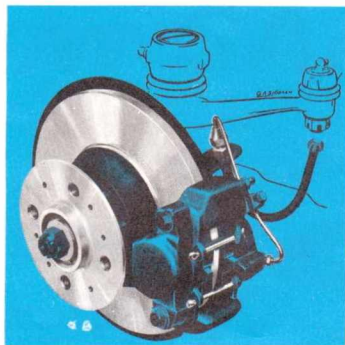
In addition to the new engine, there's another surprise under the hood of the new SAAB Special: the separate oil lubrication system shown at the lower left.

In the SAAB Special, you never add oil to the gasoline. Rather, a large oil container under the hood feeds just the right amount of lubricating oil to all the surfaces in motion within the motor. A calibrated metering pump measures out the precise amount and forces it under



pressure to the very spot lubrication is required. It is no longer necessary to work out gasoline to oil ratios in the fueling; your service station attendant simply checks the oil level by sight — doesn't even have to pull out and wipe the dip stick!

With one-third more horses under the hood, a car must come on pretty strong in the braking department, too. The SAAB Special gives you Lockheed disc brakes up front (shown at right), large brake drums in the rear. Among racing drivers and sports car enthusiasts, disc brakes are widely acclaimed as being more positive and fade-free than any other type. The rotating disc between the caliper braking surfaces dissipates heat so fast that fading never becomes a problem, even in grueling braking bouts. Of course, the exclusive SAAB dual diagonal braking system enables drivers to come to a sure and straightforward stop even in the event of a hydraulic leak which would incapacitate ordinary braking systems.



**The high powered engine of the SAAB Special, its disc brakes, its oil metering system, and its competition racing tires are all available in the SAAB Special Station Wagon as well.**

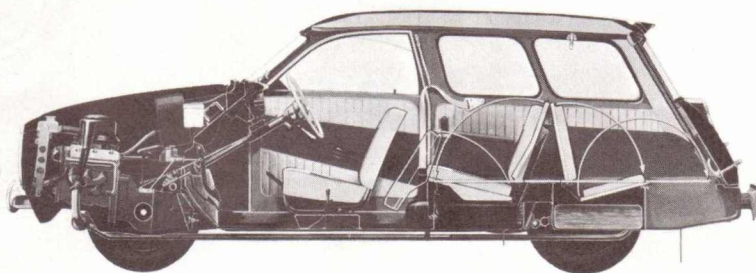


Sure-fire performers in the curves or during the all-out stops: the competition-type racing tires which come as standard equipment in all SAAB Specials.

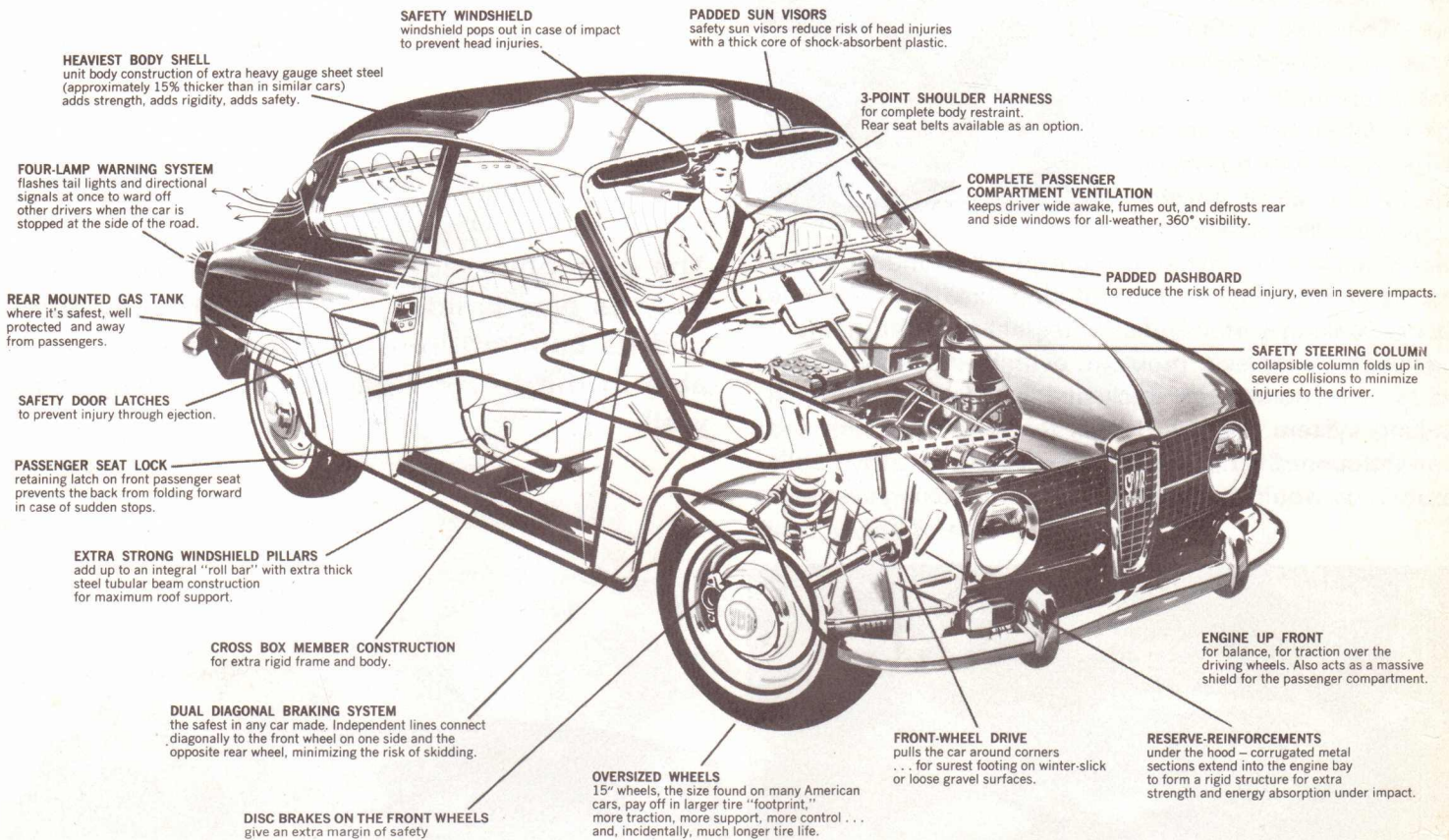
All the features of the SAAB Special — the additional horsepower, the triple carburetors, the oil metering system, the disc brakes, and the competition tires — are now available in the 7-passenger station wagon as well as the sedan.

These extra features truly make the SAAB Special Station Wagon the most outstanding value in combining the performance characteristics of a sports car with the roominess and good sense of an all-around family car.

What makes the SAAB Special such a sensational value in any body type? For one thing, it shares all the exclusive features pulling for the basic SAAB: FRONTWHEEL DRIVE for outstanding traction and roadability, up-front engine for stability and safety, heavy gauge Swedish steel, engineering to aircraft standards. Now add disc brakes, separate oil system, and one-third more zzap — at one-tenth more money than the standard SAAB - and you're ready to drive a *real* bargain.



## The inside story on SAAB safety



### TECHNICAL DATA

**Dimensions and Weights.** Wheel-base 98 in. Track, front and rear 48 in. Overall length approx. 164 in. (station wagon 168 in.). Overall width 63 in. Height approx. 58 in. Ground clearance approx. 7 in. Curb weight approx. 1,840 lbs. (station wagon 1,990 lbs.). Maximum weight 2,750 lbs. (station wagon 3,300 lbs.).

**Engine.** 3 cylinder, 2 stroke. Water-cooled. Piston displacement 51.3 cu. in. Bore 2.76 in. Stroke 2.87 in. 4 main bearing crankshaft. Compression ratio 9.0:1. Max. output 60 hp. (SAE) at 5,300 rpm; 55 hp. (DIN) at 5,000 rpm. Max. torque 67 lb.-ft. at 3,800 rpm. Triple down-draft Solex carburetor. Water cooling system with circulating pump, fan and thermostat; capacity including heater, about 7 qts. Pump feeds oil from separate oil tank (capacity 3 quarts). Gas tank holds 10.5 gallons (station wagon 11.3 gallons).

**Transmission.** Front wheel drive, free wheel. Hydraulically operated

single, dry-disc, cushion-center clutch. Inner and outer universal joints need no maintenance. Steering column gearshift lever. 4 forward speeds, all synchromesh. Overall gear ratios, engine to driving 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. Road speed in top gear at 1,000 rpm engine speed 17.2 mph.

**Brakes.** Caliper disc brakes in front, 8 in. drums on rear wheels. Lock-heed diagonal dual circuit hydraulic system. Handbrake sets mechanically on rear wheels.

**Steering.** Rack and pinion type. Reduction 14:1. Turning radius approx. 17 ft.

**Suspension.** Coil springs and hydraulic shock absorbers front and rear. Independent front wheel suspension. Rigid, U-shape, tubular rear axle.

**Wheels and Tires.** 4J x 15 in. rims.

Sports car tires with inner tube 155 x 15 in. or 6.25-15 GP.

**Electrical equipment.** 12 volts. 34 amp. hr. battery. 0.5 hp. starter motor. Distributor ventilated by positive pressure. Alternator type generator.

**Body.** Unitized steel construction, 2 doors. Anti-corrosion treatment and undercoating applied during manufacture. Sedan has 13 cu. ft. trunk and wagon a maximum loading space of 42 cu. ft.

**Standard equipment.** Asymmetric sealed beam headlights. Headlight flasher. Windshield washer. Sun visors and top of instrument panel foam-padded for safety. 3 point shoulder harness. Adjustable front seats. Thermostat regulation in heating system. Automatic, draft-free ventilation. Dome lighting. Ashtrays. Glove compartment with lock. Electric clock. Tell-tale lamp if gas tank level falls below 7 quarts. 4 lamp hazard warning system.



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