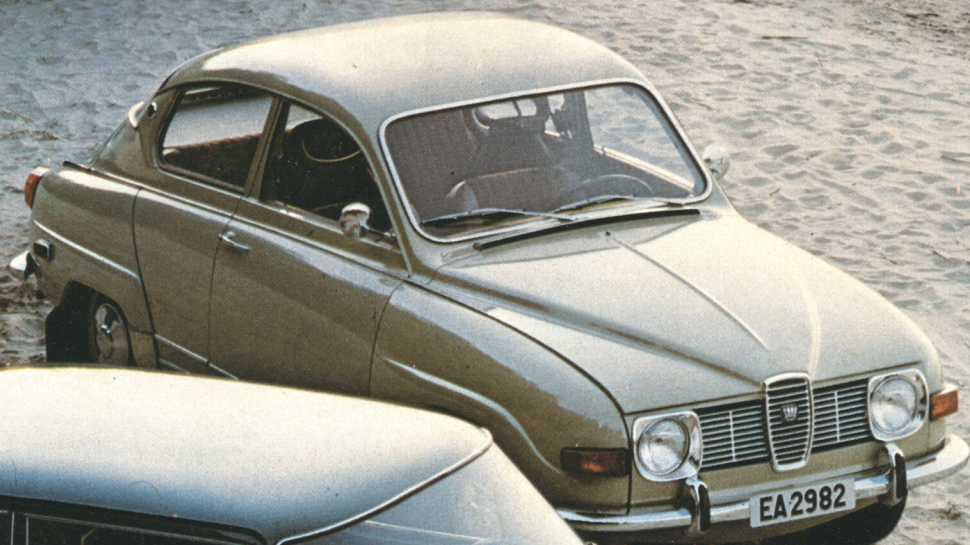
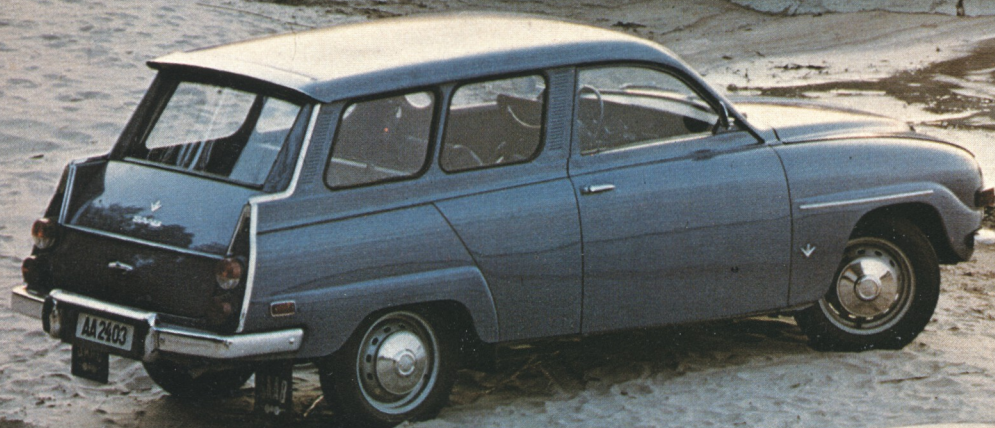
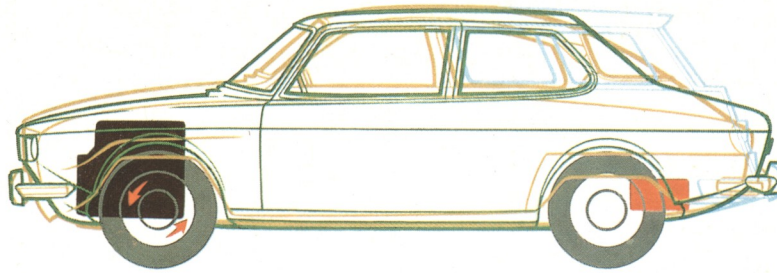


**SAAB
Makes
A Well-Built
Swede
For Every
Need.**







The SAAB Model line up for 1970 offers two models in the V4 series and two in the 99-series: SAAB 96 V4 Sedan, SAAB 95 V4 Station Wagon, SAAB 99 and SAAB 99 E Automatic.

Every individual model has its own character and its own characteristics. But many important features are the same, and many of them are part of the basic, well known and tested SAAB design. The near perfect road holding, excellent performance, superior safety and comfort, for both driver and passengers, are the result of the basic design principles that SAAB has followed from its very beginning. The engine is in the front. The front wheels are driving wheels. The rear wheels roll freely. This is a part of the explanation for the noticeably good stability and traction, on any road, in any kind of weather. The low unsprung weight, the one-piece rear axle that assures the same track at all times and always keeps the wheels at a right angle to the pavement, the well balanced suspension, the exact rack-and-pinion steering — these are yet some more of the important factors that determine a car's road

holding ability. In SAAB these factors are all there, balanced to assure the best in performance, road holding, handling — as proven by SAAB's many successes in one of the roughest of motor sports, International rallying.

There is also something special about the SAAB exterior design, which in both models is really quite advanced. And no wonder. The SAAB corporation is also one of the major manufacturers of advanced jet aircraft in Europe. And aerodynamic design is incorporated also in our automobiles. That's why both SAAB 96 and and SAAB 99 have as low an air resistance coefficient as 0.37 — a very low figure, lower than most cars on the road today. The aerodynamic design is what makes the SAAB so steady on the road, regardless of winds from front or side. On top of that it also assures great savings in both effect and gas mileage — the faster you drive the more you'll notice them.

Regardless of what SAAB you're in, you're always riding comfortably in a SAAB. No excessive noise from engine or road. Stable

turns without undue sway. Soft textile covered seats (extra sturdy vinyl in the Station Wagon). Wall-to-wall carpets. All color coordinated.

You ride safely in a SAAB. Because the entire passenger space is framed by solid beams and steel profiles. And the interior is designed for safety with details such as the safety type steering column, the safety door locks, and SAAB's famous dual diagonal brake system.

Economy is another SAAB special. More miles per gallon thanks to economical engines and bodies with very low air drag. Low service costs thanks to the built-in SAAB quality.

All the 1970 SAAB models — as many SAAB's before them — offer design specialties and characteristics different from those in most other cars in the same size and price classes.

SAAB Makes a Well-Built Swede for Every Need.

Take one for a ride and pick the one you like the best.

SAAB 96 V4



SAAB 95 V4



The SAAB V4 models for 1970 have a new dash and a new steering wheel. The instruments have also been changed, as have some of the controls. All designed to make the job of the driver easier. The colors are all in black tones to avoid disturbing reflections. The grab handle on the glove compartment door is also new for 1970.

All gauges and warning lights are concentrated in two round, recessed instruments, conveniently located in the driver's

line of vision. In one are the fuel and temperature gauges and control lights for battery charging and oil pressure. The other houses the speedometer, the brake warning light and indicator light for high beam and blinkers.

The steering wheel center padding also holds the horn control, with special horn buttons on each side.

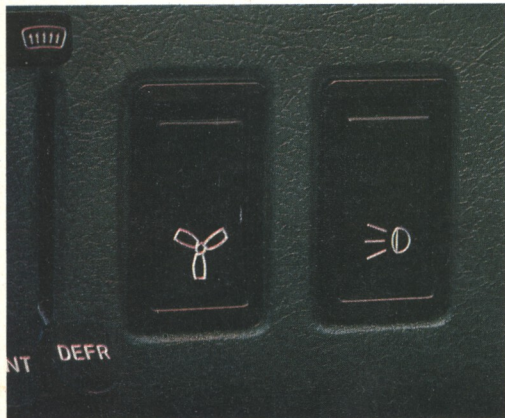
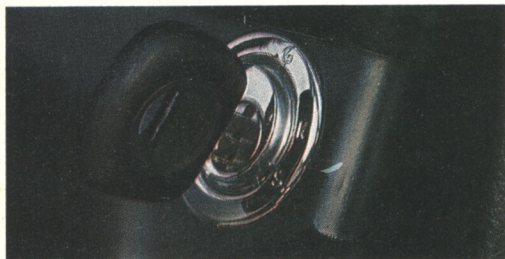
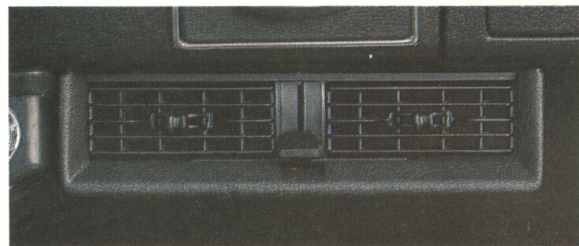
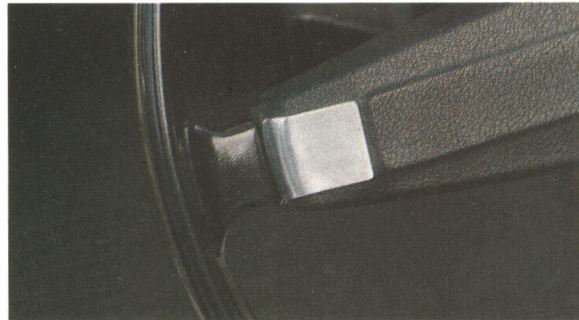
At the lower edge of the dash, another refreshing idea: the new fresh air outlet with controls for both air volume and direction.

The ignition key has a rubber covered safety handle and fits both doors, trunk and glove compartment.

Switches for fan and lights are of the "piano-key" type, each with two positions. Easy to reach, easy to operate.

Completely color coordinated materials have given the SAAB V4 for 1970 a new, softer, even more pleasing look. Wearable, airy nylon materials on seats and back rests. Strong vinyl on reinforcements and sides. (All vinyl

on the SAAB 95 Station Wagon). And wall-to-wall carpeting on the flat floor.



SAAB 95 V4 is a true station wagon — a passenger car that can be converted in less than a minute into a heavy duty carrier. It provides plenty of space for large, bulky items. And you can load it up with half a ton of cargo — SAAB 95 won't lose any of its exceptional road holding ability.

Loading it is easy, too. The rear door opens upward, making the cargo space simple to reach. No worries about damaging the floor rug. There's no paint to

scratch, either. Instead, the steel plate is covered with a thick, sturdy plastic coating.

At the rear of the car is an extra seat which can accommodate two persons. When the seat is not in use, the leg room may be used as a hide-away storage area. Just fold the seat down, and the space is covered.

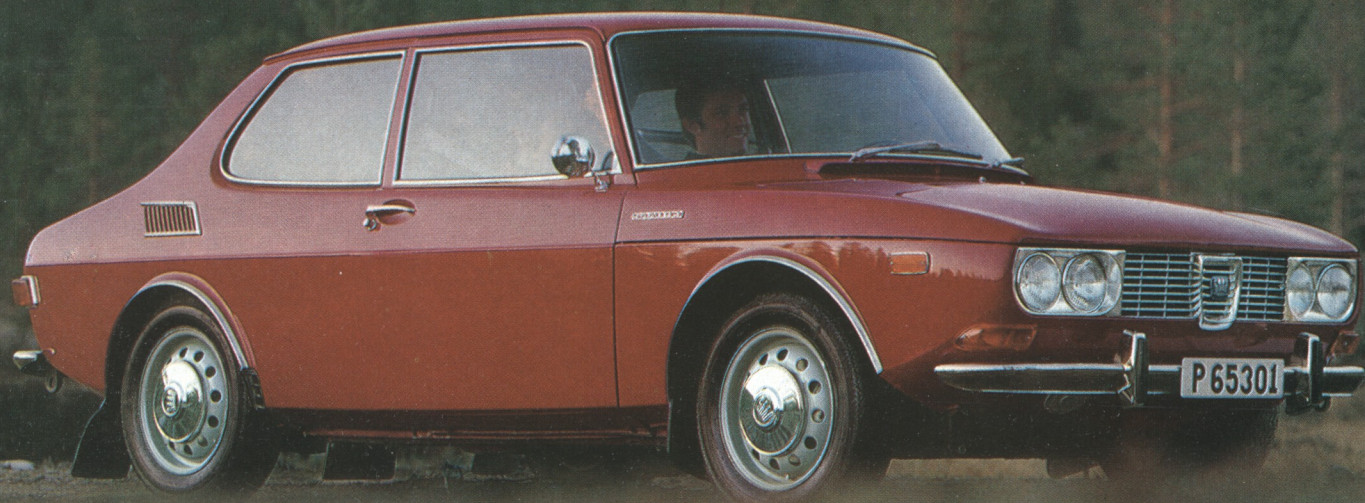
At the rear edge of the SAAB 95 roof is the "air foil", introduced by SAAB, since copied by many others. This foil diverts air over the rear window. The air

stream lessens the underpressure and thus keeps dirt and debris away from the window.

The interior of the SAAB 95 is as practical as it is plush. The highly wearable vinyl material is a cinch to keep clean. And the flat floor makes it easy to remove the rugs for cleaning.







SAAB 99



SAAB 99
E AUTOMATIC

Anyone driving a SAAB 99 will appreciate the comfort, roominess and really "driver designed" construction. The steering wheel with its recessed, padded hub is sportingly small with a comfortable angle. The short floor-mounted gear shift in the center console is moved with direct simple movements. The instruments are grouped together in the driver's line of vision. The controls are all easy to reach and operate, even with the seat belts in use.

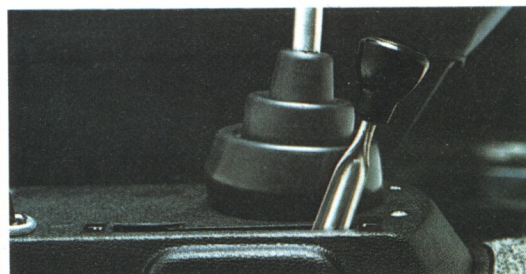
The standard transmission SAAB 99 can be driven with or without the freewheel drive — like the SAAB V4. The freewheel drive makes shifting easier and faster, driving on slippery roads safer — and it saves gas too.

The SAAB 99 E Automatic is even easier to drive. No clutch, no shifting. Smooth transitions throughout the whole speed range and always the correct engine speed. Easy on the car, and easy on the driver, especially in heavy city traffic.

The interior of the 1970 SAAB 99 looks large and spacious. And is it ever? Almost five feet in width at elbow height, and plenty of leg room. Space to move around where you're generally not used to it, in the back seat. Soft, wide seats. Practically unlimited variations in the positions of both back rests and seating pads. These are the details that make you feel as comfortable as if you were sitting in a luxury limousine. Cool, sturdy weave upholstery on seats and

backrests. Strong vinyl on reinforcements and sides. Full covering floor mats. All beautifully color coordinated.

The padding on the top of the dashboard, around the windows and at the top of the seat backs has been standard on every SAAB 99 since the very first. And so have all those important inner safety details that are part of the SAAB 99's basic construction. But they're not visible and in your way.



The trunk in the SAAB 99 normally holds over 12.3 cubic feet, figured according to SAE standards. To carry larger items the car is easily converted into a semi-station wagon. Simply fold the backseat forward on its front edge, release the back rest and fold it down flat. The back of the backrest, metal covered for protection, becomes the floor of the greatly extended loading space. The spare tire is placed at the rear of the trunk to be easy to reach even if the trunk is well

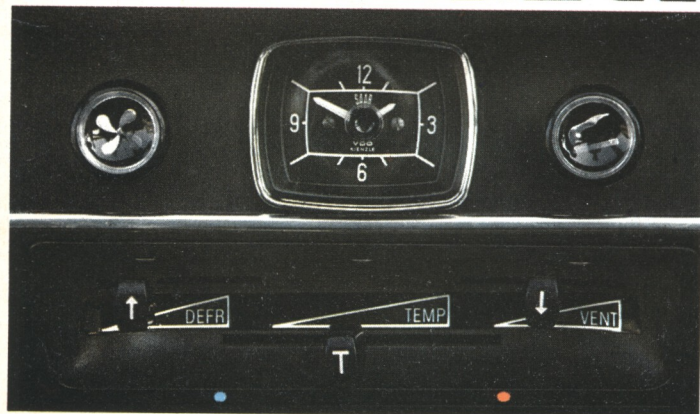
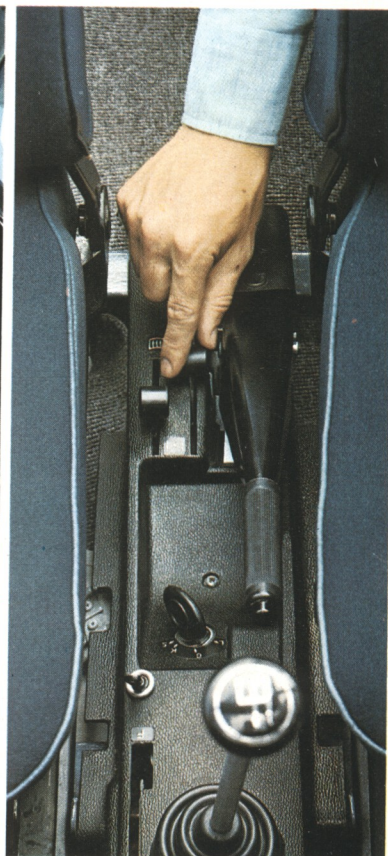
filled. A plastic cover protects your load against dirt and smudges from the wheel.

The heating and ventilation system controls for the front part of the car are located on the dash board. Rear seat passengers can reach their own controls right on the center console, and can thus adjust their own temperature and air flow.

The fresh air intakes at the side of the dash can be adjusted individually for a wide range of angles. SAAB 99, like the SAAB

V4, also has defroster outlets, right in the doors, to keep the side windows clean.

The back of the glove compartment door can be used as a small tray for drinks or other items, during a break in your driving.





SAAB's four-cylinder V4 engine develops 73 horsepower SAE. The V-shape with two cylinders in each half has made it possible to keep the engine very compact. The cross-flow radiator is equipped with an expansion tank. The engine has a pre-heater for the intake air, which allows the carburetor to be adjusted for a leaner mixture, for cleaner exhaust, and to prevent carburetor icing.

SAAB 99 also has a short and compact powerplant. It's a

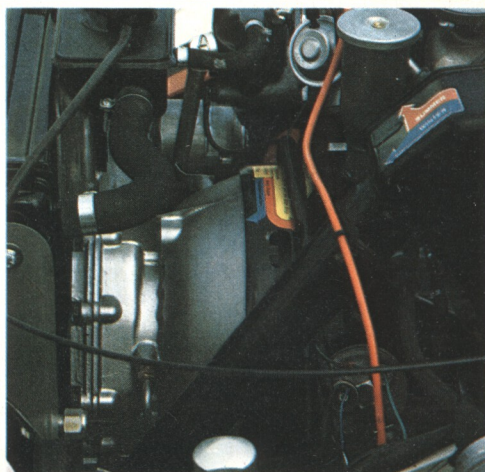
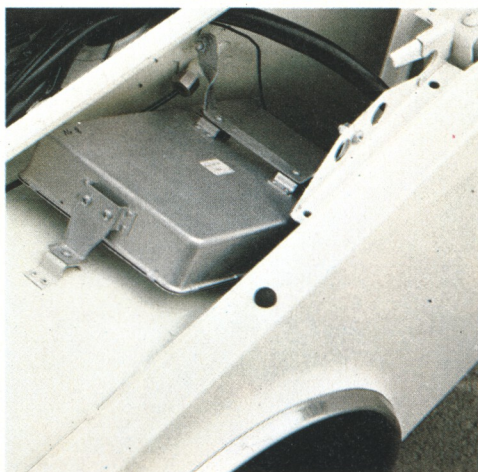
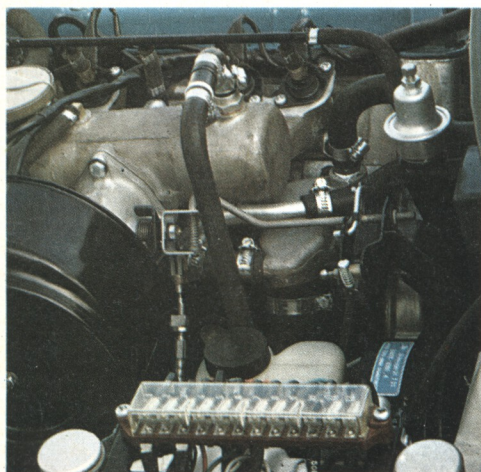
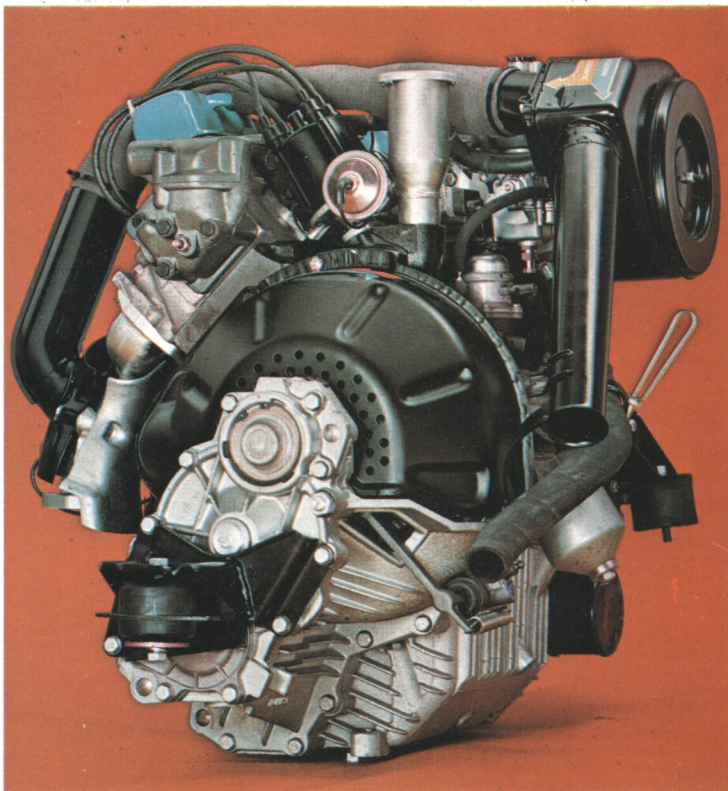
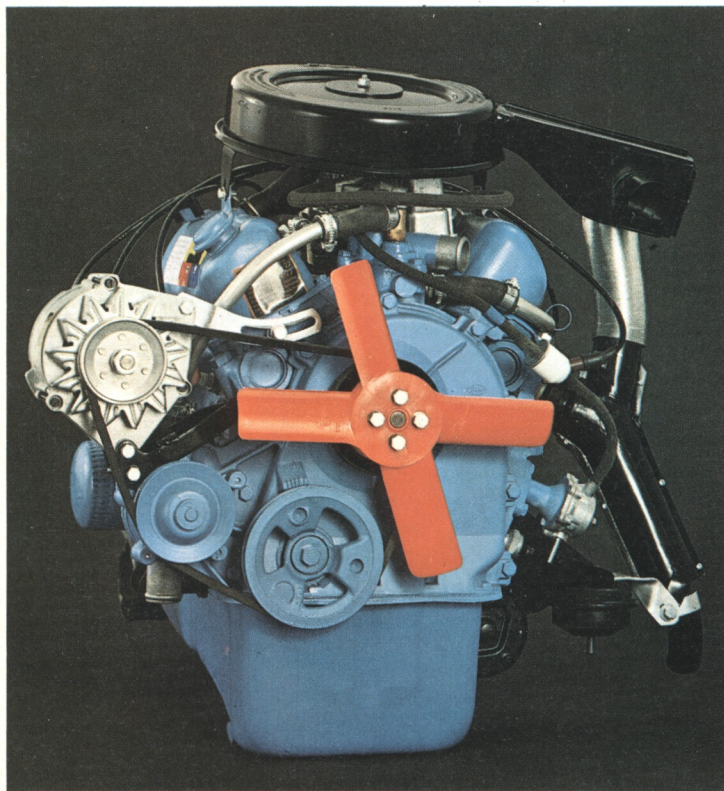
straight four-cylinder 1,709 cc (104.3 cu. in.) engine producing 87 horsepower SAE. The clutch is located at the front of the engine and joined together with the transmission which is placed under the engine. The overhead camshaft and the crankshaft both have five bearings. This guarantees smooth, vibration-free running. And long intervals between valve adjustments. The Zenith-Stromberg carburetor has a built-in cold-start device that you'll appreciate when the weather

gets really cold. The engine is also equipped with a pre-heater arrangement that assures even running directly after starting.

SAAB 99 E Automatic, with automatic transmission, has an electronically controlled fuel injection system. The "electronic brain" located atop the left hand wheel housing, makes sure that fuel flow always is correctly adjusted to engine speed and load.

The SAAB 99 E Automatic torque converter is permanently filled with its special oil. Like

the clutch in the standard transmission model it is located in front of the engine.



All SAAB bodies are designed to be free of dirt gathering indentations and embellishments — no rust gathering spots. The areas that might be susceptible to corrosion — the insides of the threshold beams, the insides of the doors, etc. are specially treated with rust proofing. The bottom and wheel housings, even before the final paint coat is applied, are covered with a protective and sound absorbing undercoating.

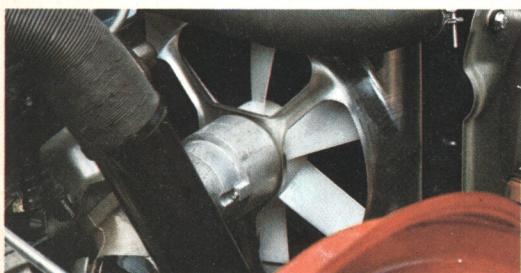
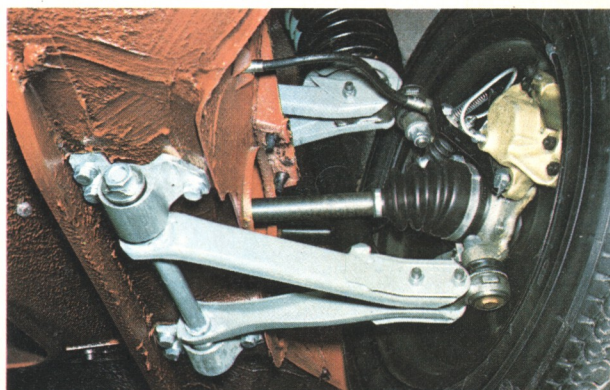
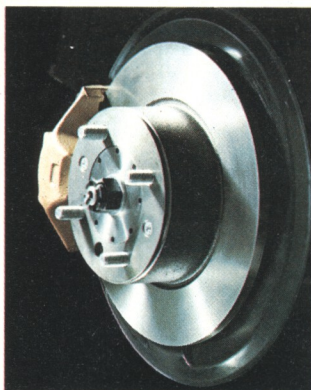
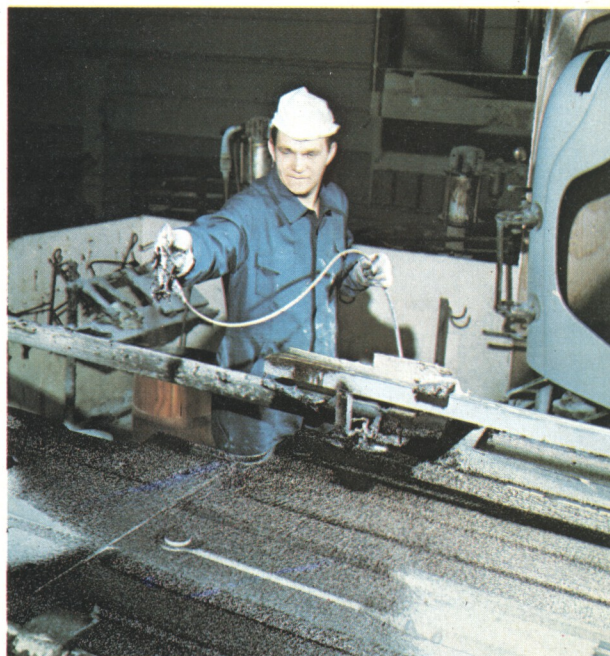
The hydraulic braking system

also includes a vacuum power assist. The cooling fan on the SAAB 99, electrical and thermostat controlled, is mounted right on the radiator package. It only runs when needed.

SAAB is well recognized for its superior road holding characteristics. This is largely attributable to the front wheel drive, in combination with advantageous weight distribution and a well-balanced suspension. Tested thoroughly on some of the world's roughest test tracks, the

international rally circuits.

Both V4 and SAAB 99 have disc brakes, the SAAB 99 on all four wheels, the V4 models on the front wheels.



Here's another innovation that has made the SAAB 96 Sedan more useful than ever. Simply by folding forward the rear seat and the backrest, the rear is transformed into a cavernous baggage area, designed to carry those really big items that normally would not fit in a passenger car. Length of the baggage compartment expands to over 5 feet.

SAAB 95 is different from most other station wagons. The most noticeable difference is in

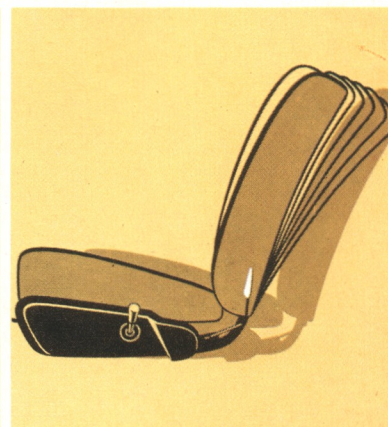
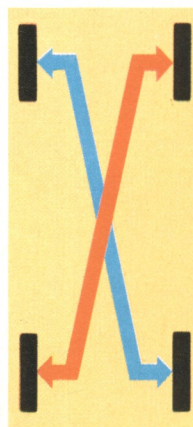
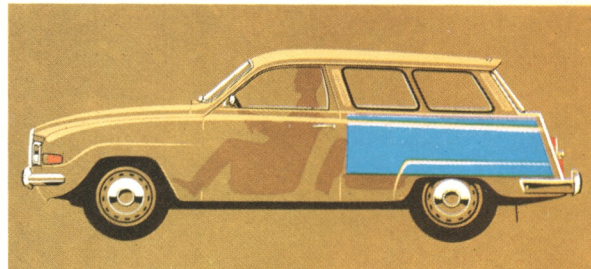
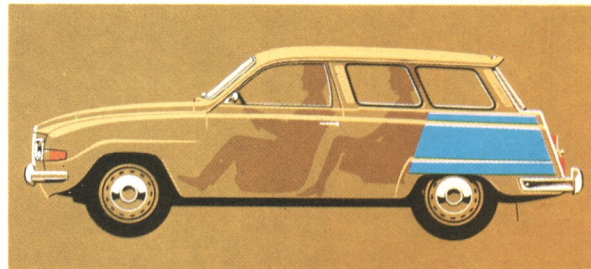
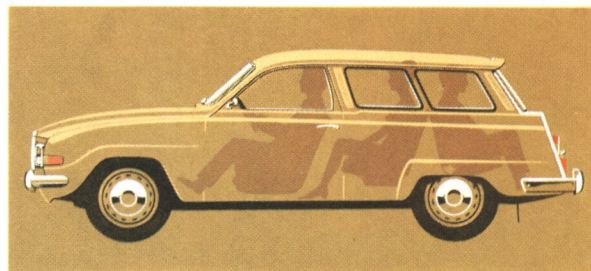
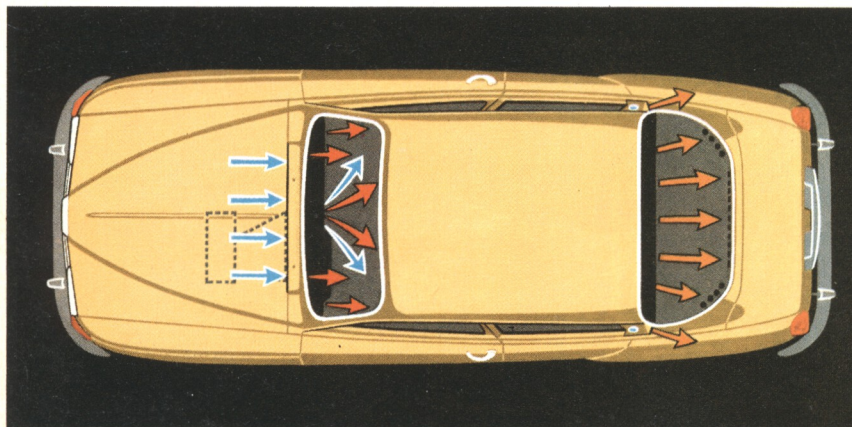
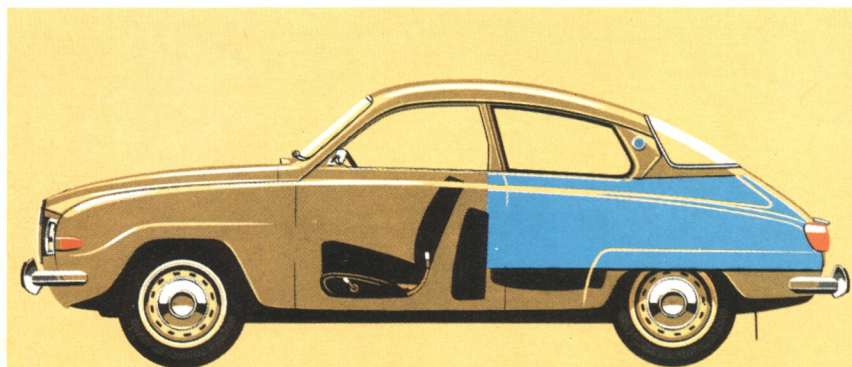
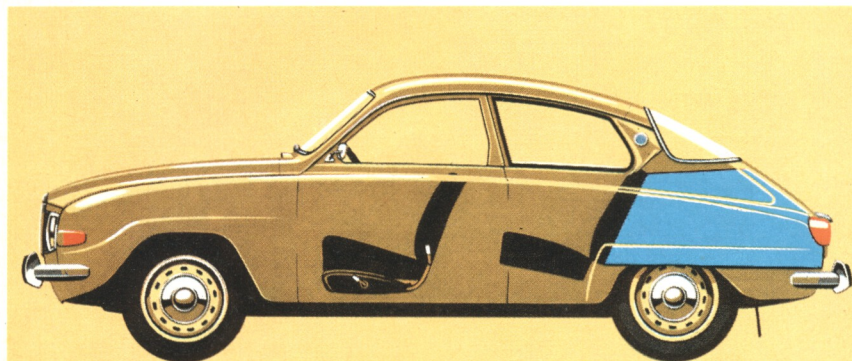
the number of variations possible. SAAB 95 can carry passengers in the front seat, the center seat and in the extra rear seat. Or — passengers in front and center and over 440 lbs. of load in the rear. Or — up to half a ton of cargo, if the driver is alone in the car. Most station wagons offer only two of these alternatives.

The SAAB "climate" is pleasant the year'round. The new fresh air system allows the air to be evenly distributed and the

volume easily controlled. At the side of the dash are defroster outlets directed towards the side windows. Spent air is discharged through outlets at the rear window, which helps to keep the rear window free of moisture. The heating system is thermostatically controlled and geared to the severe Swedish winters. As a result, it reaches full capacity within minutes after a cold start.

SAAB's dual diagonal braking system has been applauded by

experts the world over. Here's why. One circuit works on the right front wheel and the left rear. The other on the two remaining wheels. Should either circuit fail, at least 50% of the original braking is still retained. Seating comfort in a SAAB has always been considered outstanding. Seats are positioned naturally and have just the right amount of softness.



The baggage space in the SAAB 99 measures over five and a half feet in length with the backseat folded down. The total floor space is about 20 square feet. The loading capacity with the driver alone is 800 lbs.

The SAAB 99 can make anybody comfortable. The front seat backrests are infinitely adjustable — in two different ranges, for driving and for resting. On the driver side even the seating pad is adjustable in height and lean. And, naturally, the seats,

can be moved forward and back.

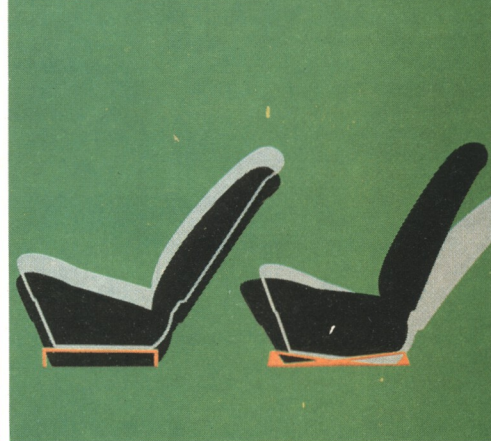
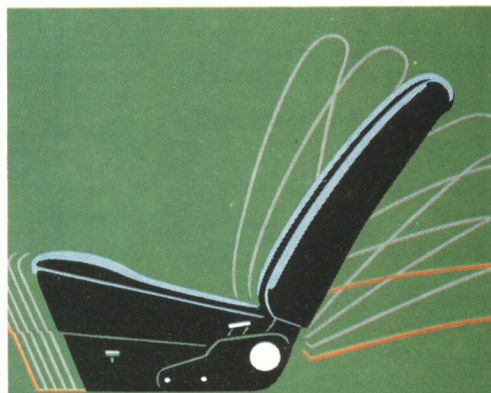
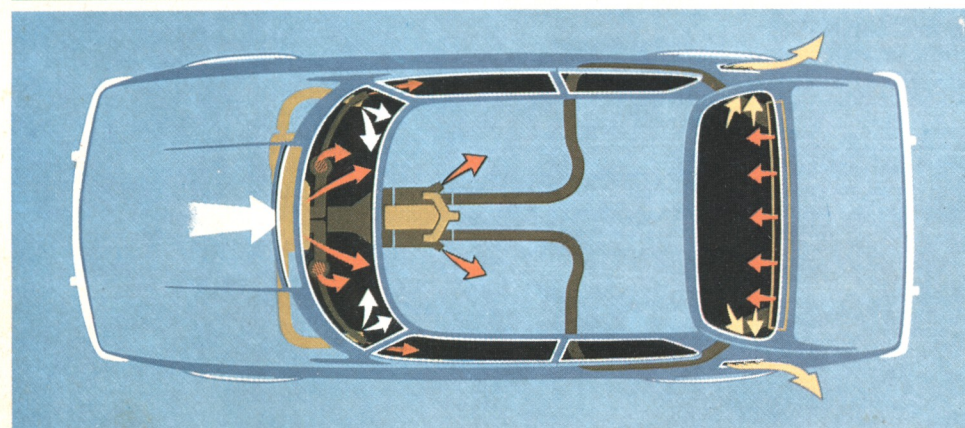
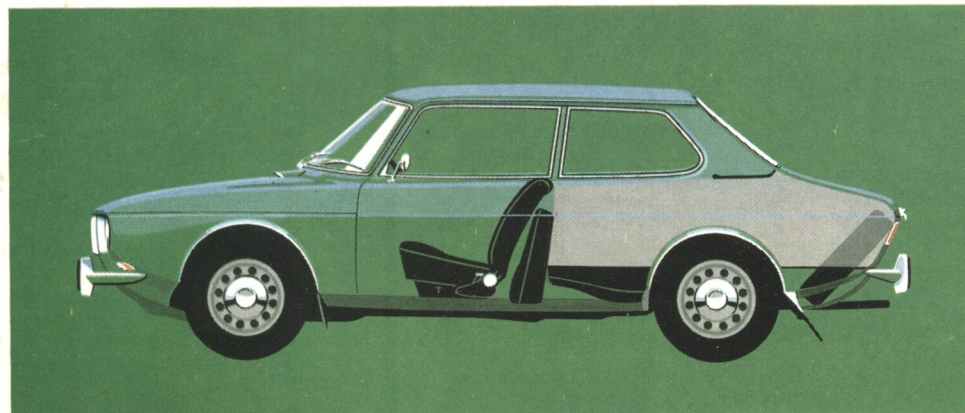
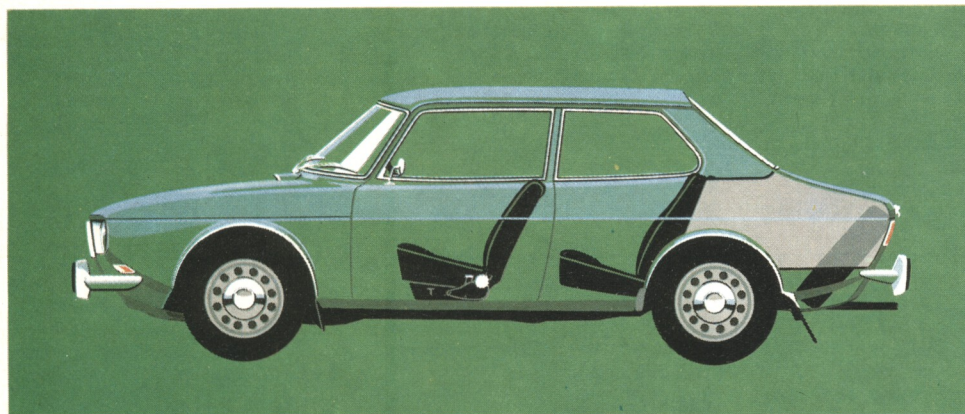
The SAAB 99 heating and ventilation system, the product of a long testing program in severe climates, takes in fresh air from in front of the windshield. This air may be directed right into the car through two individually adjustable outlets at the side of the dash. The rest of the air goes into the thermostatically controlled heater package and can be directed to openings in the floor in front and under the front seats, and to

outlets at the windshield, the side windows and the lower edge of the rear window. The defroster effect is excellent, even at moist, cold temperatures.

The controls at the back of the center console allow passengers in the rear seat to themselves adjust the volume of hot air directed at them. All air is exhausted through slits at the side of the rear window and valves at the sides.

The handbrake on the SAAB 99 can also function as a third

separate and effective braking system. It works on separate drums in the front wheels, and has about 50% of the effect of the entire foot brake system.



Specifications Saab 96 Sedan and Saab 95 Station Wagon, 1970

Engine

1 498 c. c., four stroke V-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. (1 498 cm³).
Compression ratio: 9.0:1.
Max. output: 73 b.h.p. SAE at 5 000 r.p.m., 65 b.h.p. DIN at 4 700 r.p.m.
Max. torque: 87 lb. ft. SAE (12 kgm) at 2 700 r.p.m., 85 lb. ft. DIN (11.7 kgm) at 2 500 r.p.m.
Central cam shaft.
Pushrod-operated overhead valves.
Downdraft carburetor. Automatic choke.
Pressure lubrication. Full-flow filter.
Water-cooling system. Pump, fan and thermostat.
Transverse flow radiator with expansion tank.

Specifications Saab 99 and Saab 99E Automatic, 1970

Engine

Four cylinders in line.
Crankshaft carried in 5 bearings.
Piston displacement: 104.3 cu. in. (1 709 c.c.).
Bore: 3.29 in. (83.5 mm).
Stroke: 3.07 in. (78 mm).
Compression ratio: 9.0:1.
Chain-driven overhead camshaft with five bearings.
Pressure lubrication. Full-flow oil filter.
Water cooling with pump and thermostat.
Electric thermostat-controlled cooling fan.
Transverse flow radiator with expansion tank.

99

Max. output: 87 b.h.p. SAE at 5 500 r.p.m., 80 b.h.p. DIN at 5 200 r.p.m.
Max. torque: 98 lb. ft. SAE (13.5 kgm) at 3 000 r.p.m., 94 lb. ft. DIN (13.0 kgm) at 3 000 r.p.m.
Zenith Stromberg horizontal flow carburetor with special cold start device.

99 E Automatic

Max. output: 95 b.h.p. SAE at 5 500

Transmission

Front-wheel drive. Free wheel.
Single dry plate clutch, hydraulically operated.
Four forward gears, all synchromesh. Maintenance-free inner and outer driveshaft joints.
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 1 000 engine r.p.m.: 17.6 m.p.h. (with 5.60 × 15 in. tires).

Suspension

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

Wheels and Tires

Rims: 4J × 15 in.
Tires: 5.60 × 15 in., tubeless.
Radial ply tires optional at extra cost.

r.p.m., 87 b.h.p. DIN at 5 200 r.p.m.
Max. torque: 98 lb. ft. SAE (13.5 kgm) at 3 000 r.p.m., 94 lb. ft. DIN (13.0 kgm) at 3 000 r.p.m.
Electronically controlled fuel injection. Bosch make.

Transmission

Engine and transmission in one compact unit. Primary gear between clutch and gearbox. Front-wheel drive.

99

Free wheel. Single dry plate clutch, hydraulically operated. Four forward gears, all synchromesh. Overall ratios, engine to driving wheels: 1st 13.6:1, 2nd 8.6:1, 3rd 5.8:1, top 4.0:1, reverse 13.6:1. Primary gear: 0.95:1. Final drive ratio: 4.22:1. Theoretical top gear speed at 1 000 engine r.p.m.: 17.7 m.p.h. (28.5 km/h).

99 E Automatic

Hydraulic torque converter and 3-speed automatic transmission, Borg Warner. Chain drive between torque converter and gearbox, 1.09:1 ratio. Final drive ratio: 3.82:1.

Suspension

Independent front wheel suspension. Transverse V-shaped wishbones. Tubular rigid rear axle with two pairs of

Brakes

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

Steering

Rack and pinion type steering gear.
Ratio, steering wheel to road wheel: 15.5:1.
Number of steering wheel turns from lock to lock: approx. 2.7.
Turning radius: approx. 17.7 ft. (5.4 m).

Electrical System

12 volt battery, 44 Ah.
Alternator, max load 35 Amp.
Starting motor: 1.0 hp.

longitudinal links and one transverse beam. Coil springs and double-acting telescopic hydraulic shock absorbers, front and rear.

Wheels and Tires

Rims: 4.5 JSL × 15 in.
Tires: 155 SR × 15 in.

Brakes

Diagonally divided, dual-circuit hydraulic footbrake system with vacuum servo. Self-adjusting disc brakes front and rear. Diameter of discs: 10.6 in. Total friction area: 351.0 sq. in. Handbrake acts mechanically on front wheels through separate drums.

Steering

Rack and pinion type steering gear.
Ratio: steering wheel to road wheel: 19.1:1.
Number of steering wheel turns from lock to lock: 3¼.
Turning radius: 16.5 ft. (5.1 m).

Electrical System

12 volt battery, 60 Ah. Alternator type generator, max. load: 35 A. Starting motor: 1.0 hp.

Body

Self-supporting all-steel body with two doors. Heavily reinforced wind-

Body

Self-supporting body with flat base. Strong tubular steel reinforcements in windshield and side pillars. Fuel tank between rear wheels. Anticorrosion treatment and undercoating applied before final painting.

Dimensions and Weights

Overall length 165.4 in. (*Saab 95* 169.3 in.). Overall width 62.2 in. Height, unladen, approx. 58.0 in. (*Saab 95* 58.6 in.). Ground clearance, unladen, approx. 7.0 in. Wheelbase 98.3 in. Track, front and rear 48.0 in. Curb weight (with fuel and water), approx. 1 995 lb. (*Saab 95* 2 150 lb.). Max. weight, fully loaded 2 976 lb. (*Saab 95* 3 395 lb.). Front hip room 50.6 in. Rear hip room 48.2 in. (*Saab 95* 49.9 in.). Effective head room, front 38.6–39.9 in. Effective head room, rear 37.7 in. (*Saab 95* 37.3 in.). Practical trunk space, approx. 7.5 cu. ft. Max. loading deck length (with folded rear seats) 60.0 in. (*Saab 95* 65.0 in.). Fuel tank capacity 10.5 US galls. (*Saab 95* 11.3 US galls.).

Dimensions and Weights

Overall length: 171.4 in. Overall width: 66 in. Height, unladen: approx. 56.7 in. Ground clearance, unladen: approx. 6.7 in. Wheelbase: 97.4 in. Track, front: 54.7 in. Track, rear: 55.1 in. Curb weight, incl. fuel: 99, 2 350 lb.; 99 E Automatic, 2 425 lb. Max. weight, fully loaded: 3 373 lb. Shoulder room, front: 53.5 in. Shoulder room, rear: 55.2 in. Elbow room, rear: 60.6 in. Effective headroom, front: 38.5 in. Effective headroom, rear: 38 in. Practical luggage boot capacity: 12.3 cu. ft. Max. length of loading deck (with folded rear seat), approx: 67 in. Fuel tank capacity 12.6 US galls.

The manufacturer reserves the right to change specifications and equipment without notice.

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SAAB-SCANIA
automotive group

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