Introducing the revolutionary Saab.

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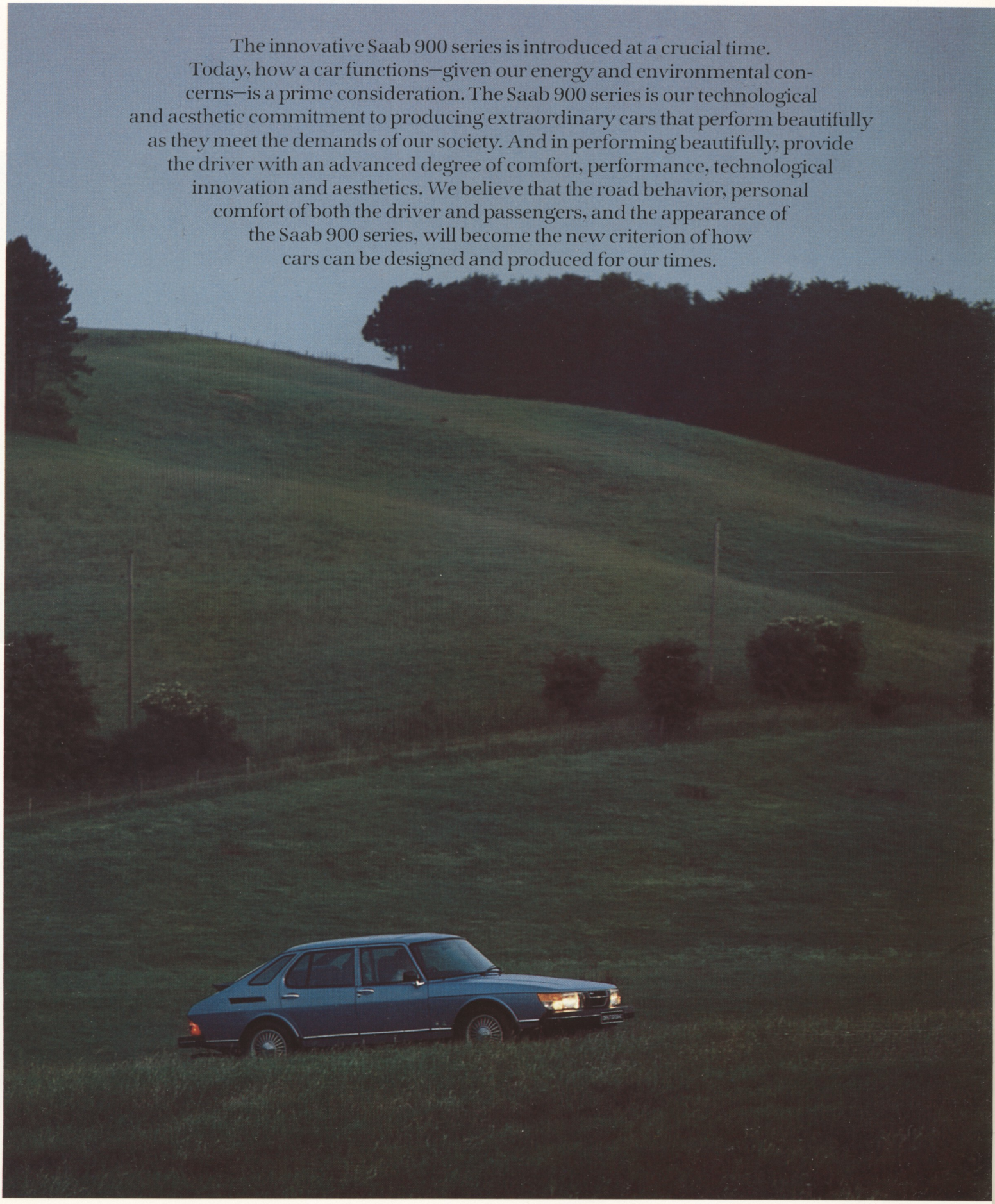


The innovative Saab 900 series is introduced at a crucial time. Today, how a car functions—given our energy and environmental concerns—is a prime consideration. The Saab 900 series is our technological and aesthetic commitment to producing extraordinary cars that perform beautifully as they meet the demands of our society. And in performing beautifully, provide the driver with an advanced degree of comfort, performance, technological innovation and aesthetics. We believe that the road behavior, personal comfort of both the driver and passengers, and the appearance of the Saab 900 series, will become the new criterion of how cars can be designed and produced for our times.

Standard equipment of the five-door Saab Turbo includes:
Light alloy wheels, Michelin TRX tires, sun roof, air conditioning,
electrically operated exterior rear-view mirrors, tinted glass
all round, power-assisted steering, tachometer, stereo loudspeakers,
electrically heated front seats, and four headrest pillows.

SAAB TURBO — FIVE-DOOR.

The Saab Turbo has been designed for the exceptionally exacting driver. Its performance, of course, is unique and exhilarating. Equally outstanding is its excellent road behavior that also provides surprising fuel economy and a gratifying level of comfort.

THE SAAB 900:
EASILY ONE OF THE MOST SOPHISTICATED CARS IN AUTOMOBILE HISTORY.

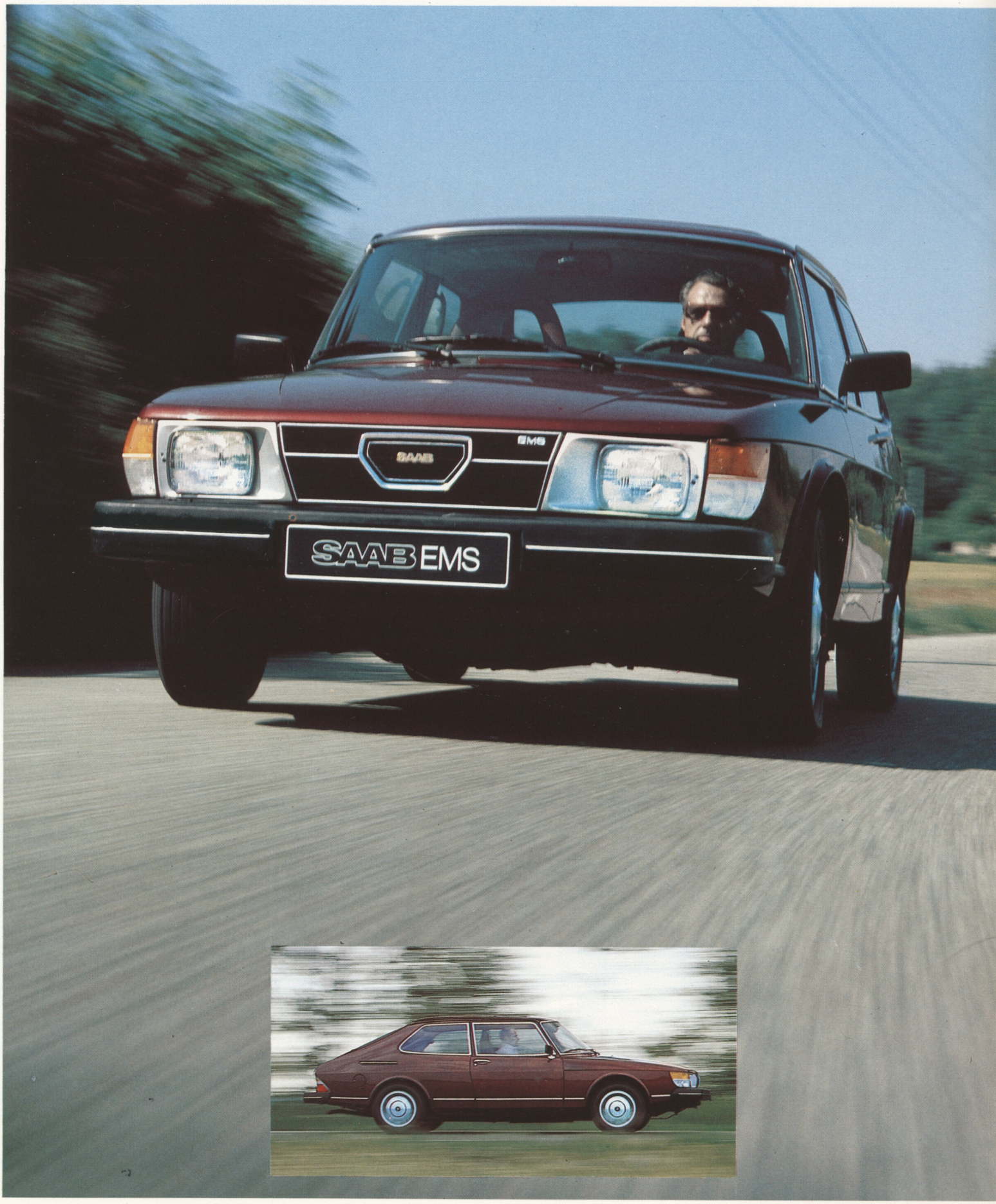
This is an amazingly exciting car! More advanced in technical and practical terms than just about any car on the road today.

The Saab 900 is the culmination of technology that took years to develop. Years of designing, testing and building sophisticated cars.

It has been continuously our tradition to build cars that are sporty, but at the same time comfortable, safe, sturdy and economical. Recent years of research has brought our technology to where we have achieved a vivid combination —entirely new—of even higher performance and comfort in one car. And that car is the Saab 900.

The Saab 900 offers a driving environment which enables the driver to enjoy fully the thrill of commanding a superb machine and an interior environment which is researched and designed to be unequaled.

The Saab 900 is available in the following models:
Saab 900 GLi, three-door. Saab 900 EMS, three-door.
Saab 900 GLE, five-door. Saab 900 Turbo, three-door or five-door.


SAAB
EMS
SAAB EMS

THE ROAD BEHAVIOR OF THE SAAB 900: EXCEPTIONAL.

Saab cars first became famous for their many victories in tough road rallies around the world. They proved their ability to withstand rough usage and arduous distances. Few cars have won such an enviable reputation for reliability, road-holding and directional stability.

From the beginning, Saab cars were built along certain simple but undeniably sound principles: For example, front engine, front wheel drive, lightweight one piece rear axle, streamlined aerodynamic body.

Through the years, we have been continuously developing new ideas. Today, many of these ideas are found in the chassis design of the Saab 900. This car represents a significant step towards our goal of perfect road behavior.

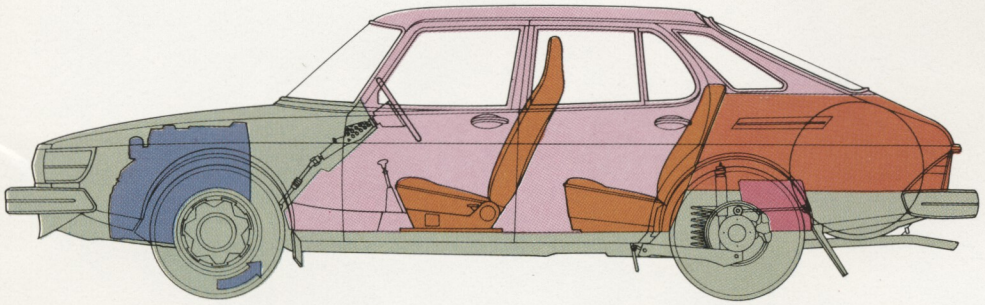
The Saab 900 chassis has incorporated significant changes in wheelbase, track, rear axle design, spring arms, bearings and hubs, steering gear, suspension geometry, spring travel, tires and wheels.

The Saab 900 is the most roadworthy car we have ever made. It would be hard to find an equal to the Saab 900 for driving on rough surfaces, in hard cross-winds, on sharp bends and over treacherous gravel. It is reassuringly stable under all conditions—minimizing risk of losing its "footing" and the tendency to "wander". The springs and shock absorbers are especially effective in compensating for the rigors of any road.

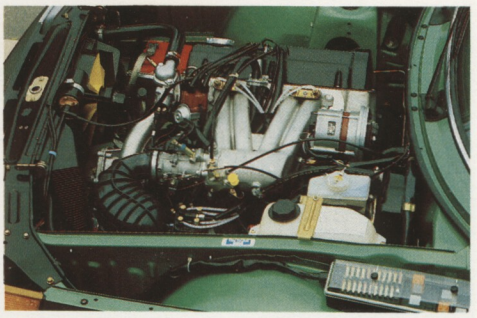
The Saab 900 is consistent in its behavior. A valuable characteristic in a car! Nothing seems to faze the Saab 900; at high or low speeds, accelerating or hard braking. Whether you're traveling alone or whether you're carrying four adult passengers plus a full load of luggage, the character of the car never seems to vary. And the Saab 900 also has the desirable ability to "forgive" certain misjudgments of the driver.

Smooth and confident coordination between the driver and the car. The Saab 900 responds immediately and faithfully to every maneuver of the driver. And it gives the driver exceptional feedback on how it experiences the maneuver—how it reacts to the steering wheel and the lateral forces.

This is why the driver feels that he and his Saab 900 have a mutual sensitivity to each other's actions and reactions. The driver always feels he has the car under control, even in sudden emergency maneuvers. Few, if any, cars can give the driver this kind of confidence.



The Saab 900 has front-wheel drive and rack-and-pinion steering. The front drive wheels carry almost 60% of the weight and thus have excellent traction. The rear axle is a lightweight, one piece unit incorporating no heavy power transmission components. This means that the rear wheels can track better over the irregularities of the road, without appreciably affecting the ride comfort. The fuel tank is fitted well forward under the flat luggage compartment floor, well protected by the rear axle and the wheels. The Saab 900 has disc brakes all around and, for safety reasons, the brake system is of dual-circuit design, diagonally split.



The various engines on the Saab 900 all have lively low-speed performance. This is mainly due to a high torque over a very broad range of speeds. The Saab Turbo has the highest output, being powered by a turbocharged, fuel-injection engine developing 135 SAE Net hp. The Saab 900 GLi, EMS and GLE are equipped with normally-aspirated, fuel-injection engines rated at 115 SAE Net hp (110, catalyst equipped).

SAAB GLE.

A superbly comfortable, well-equipped, elegantly appointed car.
The fuel-injection engine develops 115 hp (110, catalyst equipped) and drives through a four speed manual or optional three speed automatic transmission.

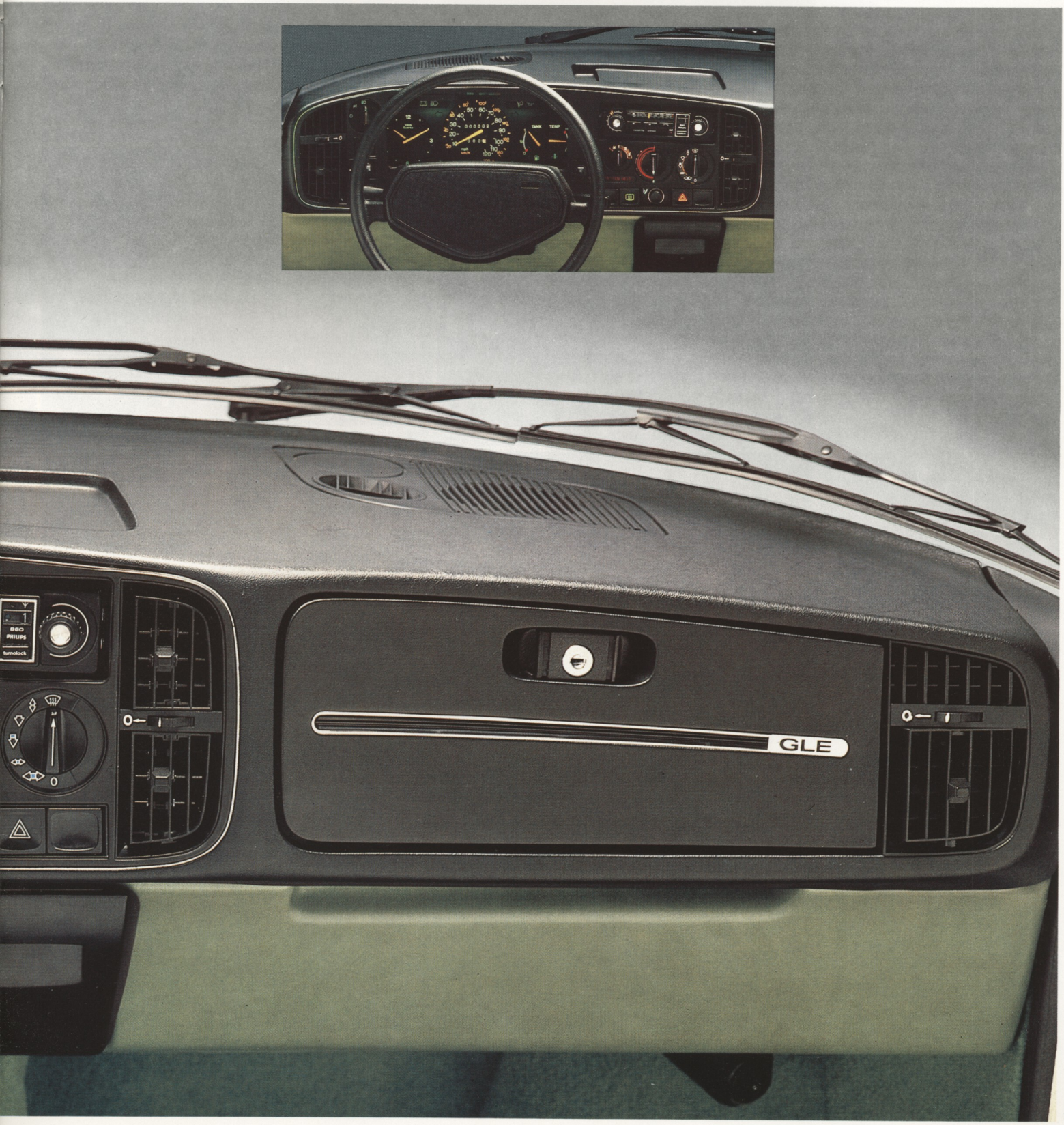
Standard equipment of the Saab GLE includes: Power-assisted steering, electrically controlled exterior rear-view mirrors, stainless steel full wheel covers, tinted glass all around, electrically heated front seats and stereo loudspeakers. Sun roof and factory installed air conditioning are optional extras.

Illustrations shown below are of GLE—radio is optional.

1. Light switch. 2. Left-hand mirror control.
3. Clock. 4. Speedometer/tripmeter.
5. Fuel gauge/temperature gauge. 6. Right-hand mirror control.
7. Rear window electric defogger switch. 8. Cigarette lighter.
9. Hazard warning light switch. 10. Air distribution control.
11. Temperature control. 12. Fan switch.
13. Storage compartment/radio location. 14–15. Indicator lamps.

IN THE SAAB 900, THE FOCUS IS ON THE DRIVER.

The driving environment, with the asymmetrical instrument panel, is not just a designer's whim. It is scientifically planned around Man's particular abilities . . . his special skills, his human limitations. This ensures safety combined with a sense of well being.



1. Three rotary controls for the heating and ventilation system:
a) Fan—three speeds.
b) Heating—steplessly variable.
c) Air distribution control with seven positions arranged in logical order.
The adjustments can be made without the driver taking his eyes off the road.

2. Large, easy-to-read instrument dials with green lighting, which contrasts with the warning lights. (Pictured: EMS.)

3. Three-spoke steering wheel with thick, padded rim. Standard on the Saab EMS and Turbo.

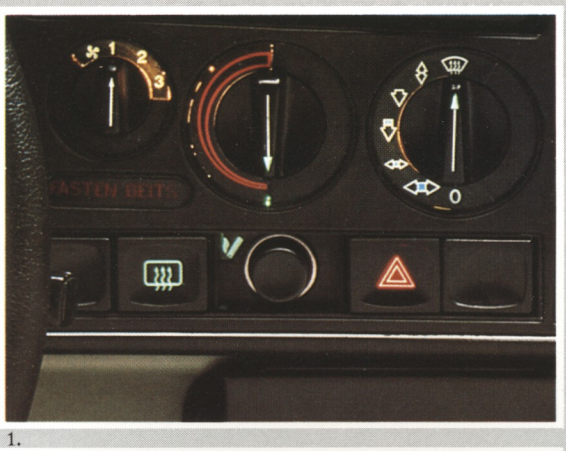
4. Electrically controlled exterior rear-view mirrors on the GLE and three and five-door Turbos. Controlled by two switches on the dash—one on each side of the steering wheel.

5. High-level, accessible storage compartment . . . space for the easily installed radio.

6. Stereo loudspeakers in the top of the instrument panel below the same grille which houses the defroster outlets. Good stereo effect because of their location below the windshield.

7. Recessed grab handle incorporated into the right-hand bottom edge of the dash. Grab handles are also provided above all passenger doors.

8. The starting functions are provided on the floor console: Ignition key, gear lever, handbrake.



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THE DRIVING ENVIRONMENT IN THE SAAB 900 NEARS PERFECTION.

A calm and relaxed person is always a better driver than a driver who is strained. A harried driver runs the risk of misjudging situations, even to confusing the controls.

One of our prime concerns was to create a driving environment in which all is organized in a purposeful and logical pattern.

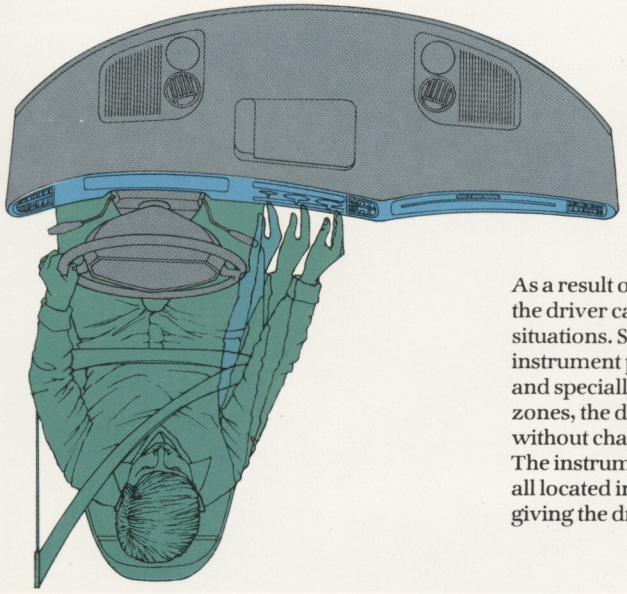
The driver's place in the Saab 900 was based on scientific research. We worked with psychologists and experts in ergonomics. And of course, years of making cars has given us our own practical experience to draw upon. Our aim was to develop optimum solutions based on the widest variety of experiences.

The human ability to reach and sense by touch has been studied in detail. We compiled extensive statistical information, taking into account variations of body, arm and leg lenghts. These studies formed a scientific basis for the design and location of the Saab 900 controls.

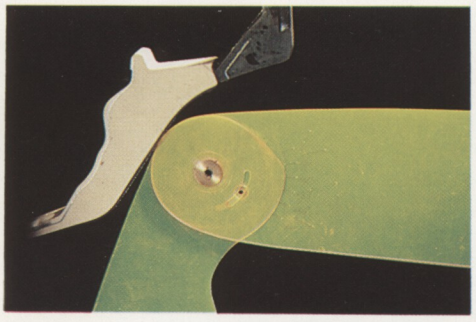
We also mapped out the field of visual abilities. Using the "ellipse of vision", we established the ideal relationship between the instruments, steering wheel rim, steering wheel pad, top and bottom edges of the windshield, hood outline, etc.

All instruments and indication lights are located at a high level, placing them within the central field of vision. This design gives the driver the information he needs instantly without having to take away an excessive proportion of his attention from the road and traffic. The Saab 900, for example, has no vertical center console, which would require too much eye movement to read gauges or locate controls mounted there, and would also encroach on front seat legroom.

The driving environment of a Saab is completed by the driver's seat. We consider the seat to be an important aspect of the pleasure of driving. And ours has been acknowledged as one of the most comfortable and anatomically beneficial designs in the automotive industry.



As a result of this excellent visibility, the driver can quickly grasp changing situations. Since the controls on the curved instrument panel are within easy reach and specially located in unmistakable zones, the driver can instantly take action without changing his position.
The instruments and indication lights are all located in the high level reading zones, giving the driver "at-a-glance" information.



The energy-absorbing shield below the instrument panel was designed in collaboration with medical experts, to reduce injury to the legs in the event of a frontal collision. The shield distributes the impact force evenly, instead of it being concentrated on a few stress points.

Standard equipment of the three-door Saab 900 GLi includes:
Extra strong bumpers, and a unique new ventilation air filter
(not fitted on cars equipped with air conditioning).

SAAB 900GLi, THREE-DOOR.

This is the practical, spirited family car.
And considering the features it offers, it is a remarkable value.
Powered by the Saab fuel injected, two-litre engine.

THE COMFORTABLE RIDE OF THE SAAB 900 WOULD BE DIFFICULT TO EQUAL.

It offers exceptional interior space, a very efficient heating and ventilation system, filtered ambient air, low interior sound levels—and smart looking, comfortable seats. Pictured: the interior of a Saab GLE.

1. The seat structure is made of tough steel and incorporates the head restraint. The seat is also designed with a special molded padding and elastic lumbar support that permits the seat to adjust itself automatically to the individual. The cushion of the driver's seat is adjustable in both height and tilt. Thermostatically controlled electric heating of the seat and backrest is standard on the EMS, GLE and Turbo. (Pictured: GLE.)

2. Certain models are fitted with a sliding steel sun roof as a standard feature.

3. The door panels of all three-door models are made of molded, impact absorbing material. Together with the tough reinforcing members in the door, these panels provide excellent lateral protection.

4. An unusual standard of seating comfort in the back is achieved by making good use of the Saab 900 body width. Ample legroom. Warm air outlets in the footwells.

5. The GLE and the five-door Turbo come equipped, as standard features, with four large headrest cushions. Another special comfort feature is the heated seat for both the driver and front passenger.

6. Special design of the upholstery on the Saab EMS and the three-door Turbo. Folding center armrest in the back seat. Stereo loudspeakers are standard, as they are on other cars in the Saab line.

7. The interior of the GLi offers space, airiness, well-matched colors and comfortable seats upholstered with soft polyester velour.

8. On all Saab 900 models, the luggage compartment dimensions with the back seat folded down are: 71.7 in. maximum length, 36.2 in. maximum height and a capacity of about 53 cubic feet.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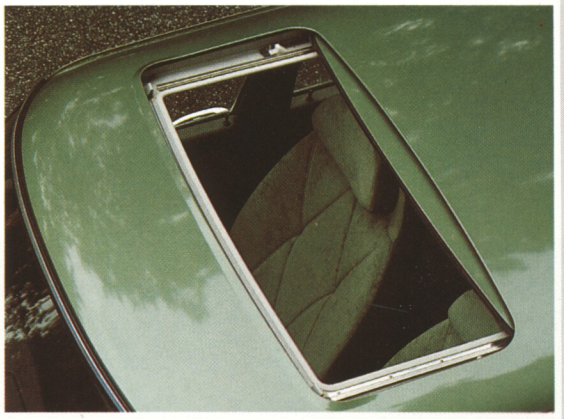
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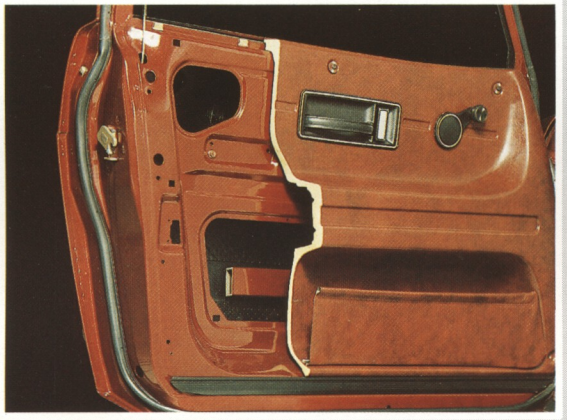
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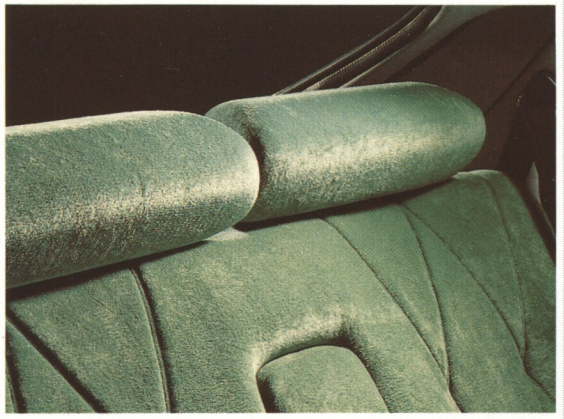
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COMFORT FEATURES OF THE SAAB 900.

The Saab 900 boasts of an unusually roomy interior. And one feature that no other car offers.

A major innovation of the Saab 900 series; pure, filtered air for all passengers! Standard on all the Saab 900 series cars is a heating and ventilation system which also filters the air.

For the first time, car passengers will be able to breathe air that is virtually "pure". Our special ventilation prevents minute particles—such as pollen and dust—from getting into the car. This will be a major asset and relief to anyone suffering from allergies, asthma and other respiratory problems.

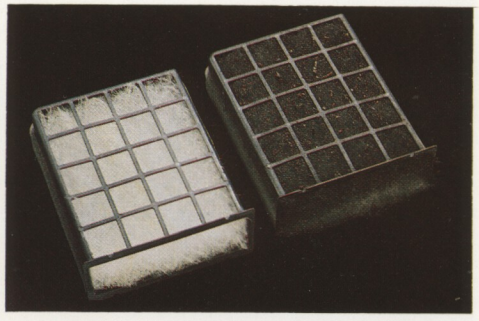
Our concern with the air our passengers breathe, as manifested by a world first—our special ventilation air filter—symbolizes the intent of the Saab 900 series! Cars designed to perform beatifully—in multiple ways—as they are driven by people, daily, in the world we all live in.

Front seats designed for total body support. The seat and backrest are well contoured. The backrest has built-in protection for the neck vertebrae. Both elements ensure support and protection for the entire body from neck to knees.

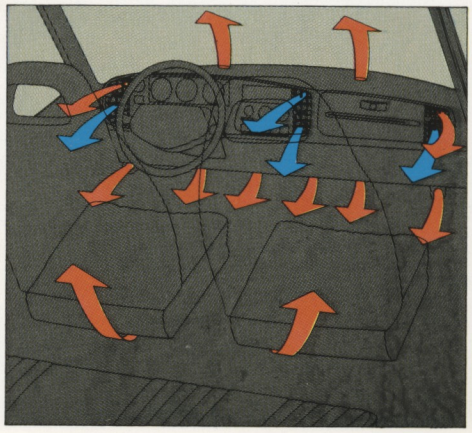
Comfort for the back passengers. The back seat is exceptionally wide. There are no intruding wheel housings. Since our front wheel drive eliminates the space consuming drive shaft tunnel in the back, the padding is the same comfortable thickness across the entire seat. As for headroom, it's practically the same in the back as it is up front.

Sound barriers against engine and body noise. To assure the comfort of quietness, the Saab 900 has special engine mounts plus extra sound insulation between the engine compartment and interior. There's also additional insulation under the hood and below the carpet. The padded roof lining also acts to absorb sound.

Lots of luggage room. The back seat is designed to quickly be folded down. This allows the Saab 900 to carry all kinds of loads: skis, sails, golf clubs, outboard motors, etc.



The unique ventilation air filter in the heating and ventilation system arrests all particles of 5 microns or above, i.e. pollen and dust which would otherwise contaminate the air and cause discomfort to people suffering from allergies, asthma and other respiratory problems. In addition, 75% of all particles up to 5 microns are trapped. The filter also prevents moisture in the air from being admitted into the car and misting the windows before the interior of the car has been warmed up. While the filter has an exceedingly long life, it is easily replaced when required. (Filter not available on cars equipped with air conditioning).



The 12 air outlets of the heating and ventilation system can all be controlled by one central knob.

The two fresh air outlets in the center and the two lower outlets to the left and right on the instrument panel can be adjusted separately.

The upper air outlets to the left and right on the instrument panel are fixed and serve as defrosters for the side windows. The two large air vents also act as demisters.

Four substantial outlets supply heated or cooled air to the footwells in the front and rear. Air to the front footwells area is distributed primarily near the doors, with air cross flow provided via special transverse air ducts.

To ensure uniform air distribution regardless of the road speed, the location of the ventilation air intake on the hood has been determined by extensive wind tunnel tests.

The built-in heating and ventilation system includes provisions for an integrated air conditioning system as well.

THE SAAB
THE CARS THAT RE-DEFINE THE

900 SERIES.
AESTHETICS OF PERFORMANCE.

SAAB 900.
ANATOMY OF A BEAUTIFUL CAR.

The body. Years of extensive collision research and testing have resulted in the Saab "safety body". Its safety features include front and rear controlled deformation zones, protective cross-members in front of the instrument panel and in the doors, reinforcing sections around the roof, and heavy windshield and door pillars.

All Saab 900 bodies are given thorough anti-corrosion protection from the start. The "Electrodip" method is used for priming. Underbody protection is sprayed on after priming, but before the undercoat and top coat are applied. The final manufacturing process is spraying anti-corrosion oil into the various cavities—in the doors, the sills, and the brackets—and on the underside of the body.

The engine. The basic engine of the Saab 900 is a two-litre, liquid-cooled four-cylinder, in-line engine with overhead camshaft. Gearbox availability varies according to model.

The standard fuel injected engine is rated at 115 hp (SAE Net). The Lambda Guard engine with 3-way catalyst (distributed in the Western States) is rated at 110 hp (SAE Net). In the turbocharged version, the output is 135 hp (SAE Net). But the Saab engine actually has a much greater potentional. In a tuned, competition version, the same basic turbo engine develops an impressive 240 hp (SAE Net).

The brakes. 4-wheel disc brakes. The front outer brake pads are our newly-introduced long life Delco-Morraine semi-metallic type. Vacuum servo. Two separate circuits.

The circuits are split diagonally, each governing one front wheel and the opposite back wheel. If one circuit fails, the other can keep the car in a balanced and stable condition during braking.

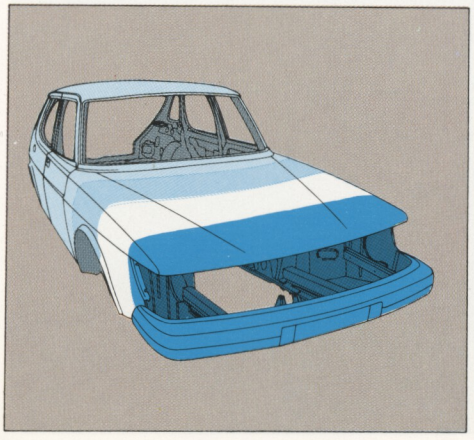
The handbrake serves as the third brake circuit. It acts on the front wheels and its braking effect alone is an exceptional 50% of the total foot brake effect.

Springing and wheel suspension. The front wheels are mounted in strong but lightweight wishbones. There are two wishbones per wheel. These, plus separate shock absorbers and springs, give a front wheel stability you can rely upon.

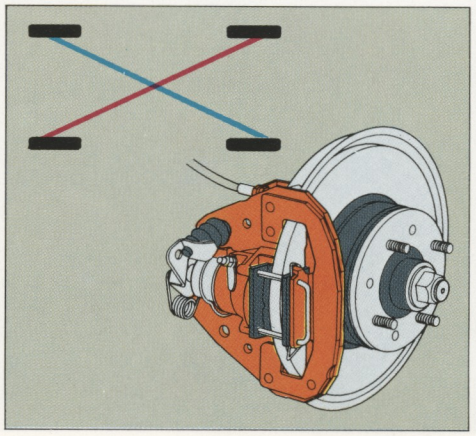
The front springs are pivot-mounted. This means they remain straight and maintain their full springing capacity. There is no tendency to bend. Moreover, the springs have a large travel which allows the wheels to stay firmly on the road, regardless of the irregularity of the road surface.

The rear axle is a one piece lightweight unit. This means that the rear wheels are always perpendicular to the road. This gives the rear wheels the road holding action that has made Saab famous. The light weight of the rear axle allows the rear wheels to track with the irregularities of a rough road surface to provide a comfortable ride.

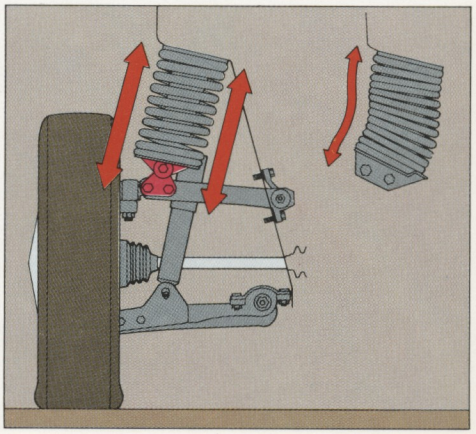
Body with front and rear impact areas. Rigid compartment with abundant impact-protection trim.



Independent brake circuit system (diagonally-divided). Disc brakes on all four wheels.



Pivoted front springs working at full capacity without any bending tendencies.



The bumpers. Saab innovated the "self-repairing" bumpers. In a collision of a speed up to 5 mph, the cellular blocks in the bumpers compress and then revert to their original shape. Since 1972, this has saved Saab owners a tidy sum in bumper repairs.

The steering. Weight distribution is the key factor to why the Saab 900 has excellent directional stability and consistent road behavior. 60% of the weight is carried by the front wheels where the driving action occurs.

The rack-and-pinion steering system of the Saab 900 gives the driver direct and precise control; the wheels react immediately to the slightest movement of the steering wheel.

The top end of the steering column is secured to a cross-member, which simultaneously supports the instrument panel, components of the heating system, etc.

On the interior side, a perforated sheet metal cage helps to absorb any collision impact—as does the center pad, with its deformable body and soft, resilient material covering.

The steering column itself is built to collapse—but not break. (This is achieved by using a telescopic shaft between steering column and steering gear, incorporating double universal joints and a cylindrical sheet metal bellows.) The steering box is well-protected, far back in the engine compartment.

The result of all these innovative designs is one of the safest steering systems on the road today.

The seats. Saab was first to make the heated driver's seat a standard feature on certain models. It's controlled by an automatic thermostat. If the temperature of the seat is below +54°F, the heating is switched on as soon the ignition key is turned. At +83°F, it switches itself off.

But that's not our only innovation. This seat was also designed so that nearly any shape or size of person can be comfortable in it!

The flexible lumbar support, and the unique backrest design (elastic bottom section and no low-level cross member) allows one to adjust the seat to your own personal definition of sitting comfort.

Also, the backrest is infinitely adjustable all the way down to the reclining position.

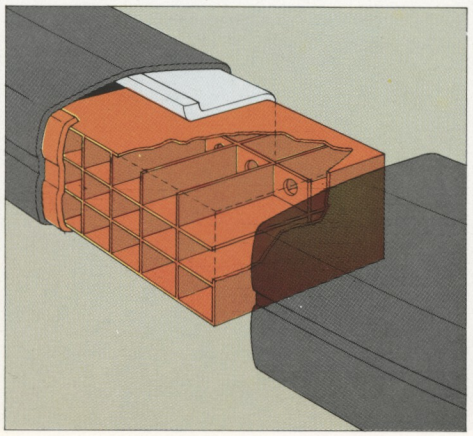
Nor has the driver's seat cushion been ignored. It can be adjusted, in height and angle, to four different settings.

Heating and ventilation system. An entirely new system was designed for the Saab 900. Simple. Logical. Semi-automatic with programmed settings.

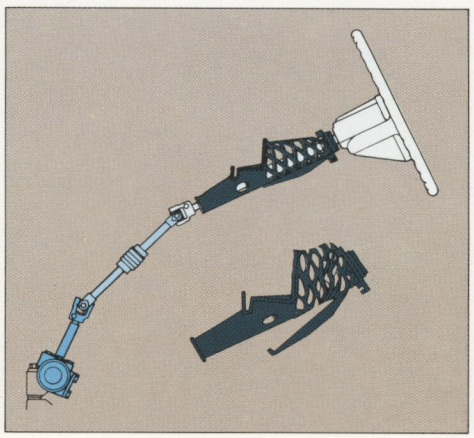
Some of the refinements: regardless of road speed, the ventilation air flow remains constant. Vacuum control of air control dampers. Wide range of settings of instrument panel air outlets. Air distribution towards the feet and along the sides. Unique air filter to keep out dust, pollen and other small particles.

Luggage compartment. In all versions of the Saab 900, half of the car can be converted into luggage space. This is done by folding down the back seat which takes less than 30 seconds. The maximum length is then 71.7 inches, height 36.2 inches and total volume about 53 cubic feet.

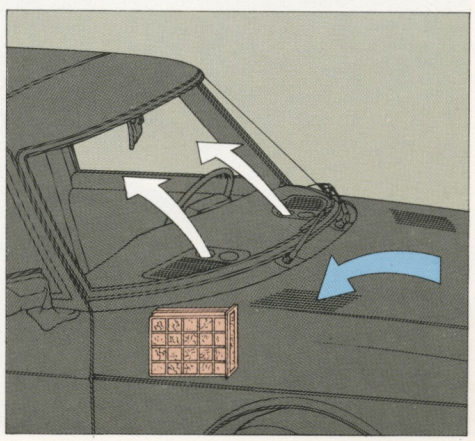
Bumper with cellular blocks that compresses on impact.

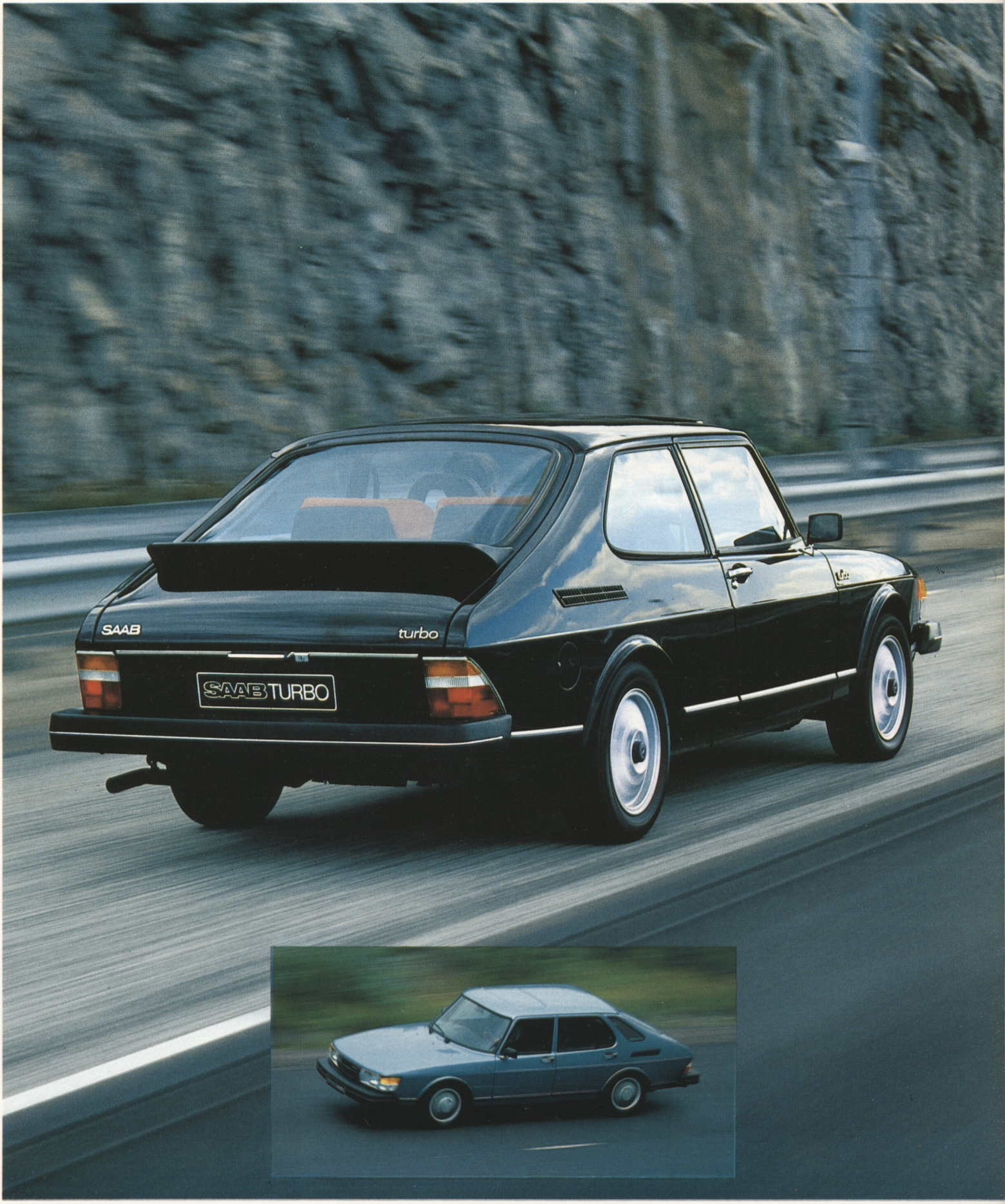


Steering wheel arrangement that is one of the absolute safest in the world.



Unique compartment filter which prevents dust and pollen from entering effectively.




SAAB
turbo
SAAB TURBO

THE SAAB TURBO – THE POWER OF THE FUTURE.

In the autumn of 1977, the world was introduced to an engineering masterpiece: the Saab Turbo.

Saab took the turbo power that dominated the big tracks—Le Mans and Indianapolis—and harnessed that power to work at speeds you drive daily.

The Saab breakthrough was to design a turbocharging system that had the ability to deliver more torque at low rpm. That means more power at your command in everyday situations. When you have to pass, feel that surge of power shoot you ahead. Feel the thrust of turbo power move you on to a busy highway. That's Saab Turbo power!

We have long searched for new ways to increase the performance of the conventional fuel injection engine. But we were not prepared to accept the disadvantages of the traditional approach.

If the maximum output of an engine is raised by increasing the number of cylinders or the displacement, the weight of the engine will increase and the efficiency under normal driving or part-throttle operation will be reduced. The fuel consumption of, say, a six-cylinder or eight-cylinder engine is thus high under all conditions. After all, the additional pistons are always running and consuming fuel, regardless of the actual power demand.

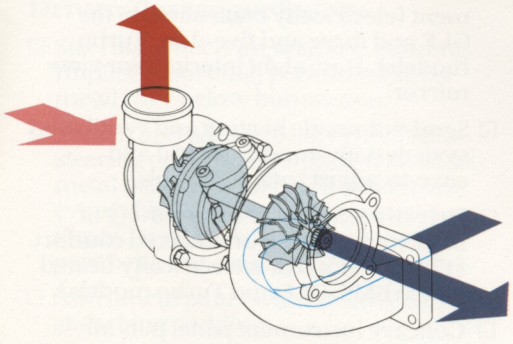
"Tuning" is another common means of increasing the performance of an engine. Higher compression ratio, optimized valve timing and the like, do improve the peak performance of an automobile. But this kind of tuning raises the peak engine speed and thus causes increased wear. Our main aim, however, was to produce an engine with high torque and power at lower engine speeds, since this offers appreciably improved acceleration and, in our opinion, is a more sensible approach for today's driving needs.

A key factor of the turbocharger of the Saab Turbo: It only runs when it is needed. When you're accelerating, over-taking, or driving uphill, our turbocharged engine starts to deliver extra power at an engine speed as low as 1500 rpm. And when the engine reaches 3000 rpm, the torque is some 34% higher than when the turbocharger is not running.

When accelerating in top gear, the surge of power begins at 35 mph. In lower gears, the turbocharger obviously comes in much earlier. During normal driving, which works out to be 80–85% of the time you're on the road, the Saab turbocharger isn't operating at all. And the engine runs as a conventional fuel injection engine—at its acknowledged low fuel consumption.

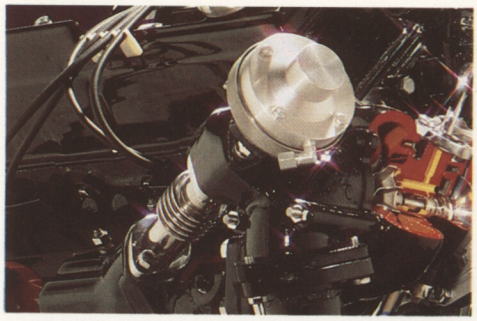
The Saab Turbo has been designed for drivers who demand a great deal from their car. Drivers who demand the high level of performance that you expect from a racy sports machine. Those who demand comfort and practicality; and who also demand that all this be found in one car. For that driver, that one car exists now . . . the Saab Turbo.

(Ask your dealer for the special brochure on the Saab Turbo.)



This is how a turbocharger works:
The turbocharger consists of a turbine and a compressor, mounted on the same shaft. The turbine is driven by the exhaust gases from the engine. The larger the throttle opening and the higher the engine speed, the larger the flow of exhaust gases. And the higher the speed of the turbine.

At exactly the same rate, the compressor side of the turbocharger delivers fresh air to the cylinders at a higher than normal pressure. The quantity of air is thus larger than when the engine draws the air itself. The extra air and a suitably matched additional supply of fuel, generates more energy during every piston stroke. The result is higher engine torque and greater horsepower output.

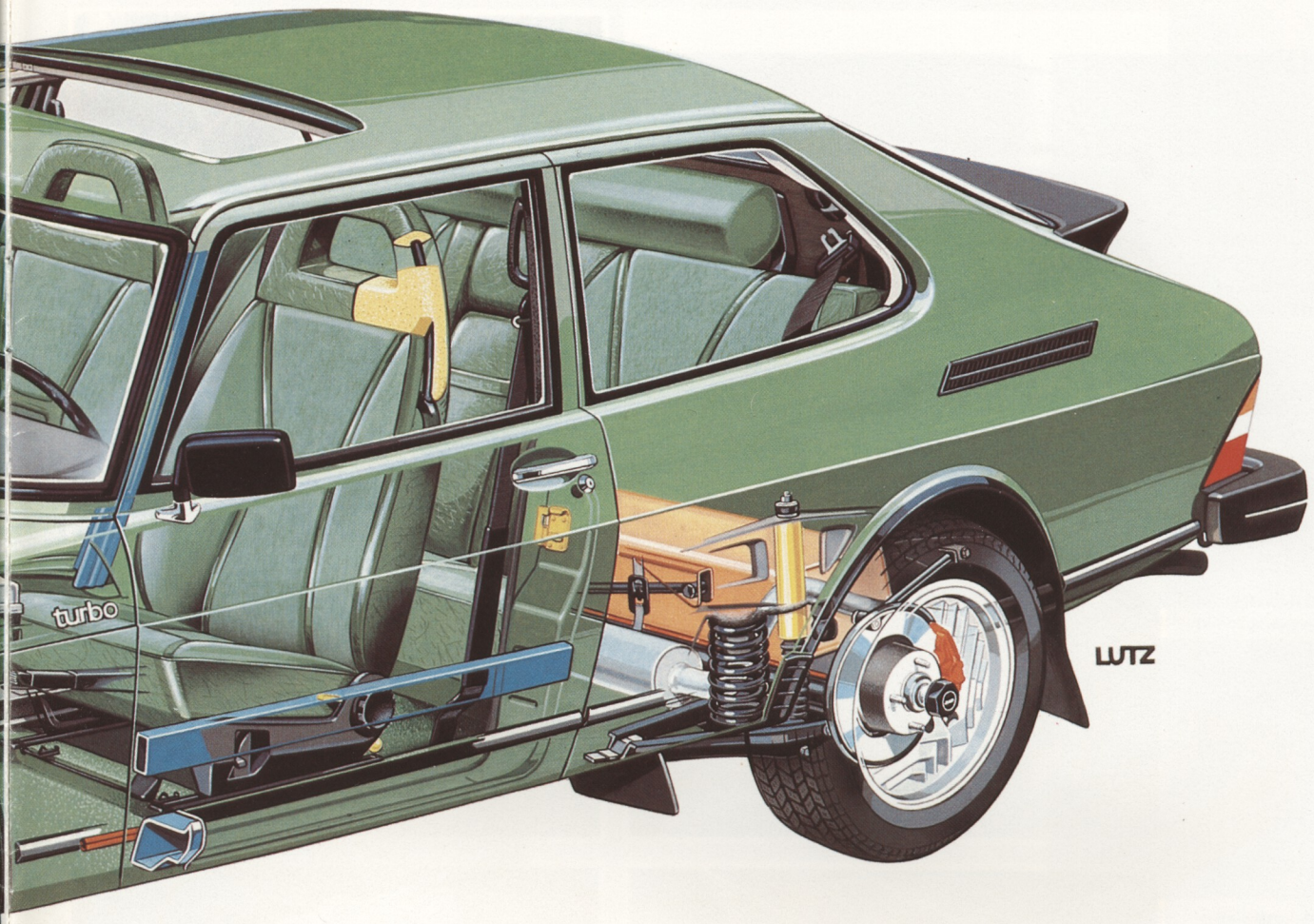


The charging pressure valve or wastegate has an important function. On a turbo engine, the turbocharging pressure must be carefully controlled. If the charging pressure is too high, the combustion temperature may also be too high, and this may result in pre-ignition or "knock" and damage to the engine. The Saab Turbo is therefore equipped with a unique charging pressure valve to control the charging pressure. When the turbocharging pressure valve is open, excess exhaust gases can by-pass the turbine. This ensures that the charging pressure will be maintained at the correct value throughout the engine speed and load range.

SAAB SAFETY. IT'S NOT ADDED ON, IT'S BUILT RIGHT-IN.

Road safety.

- ☐ Front engine with front-wheel drive. Excellent roadholding and directional stability. Powerful, lively engine for safe passing.
- ☐ Rack-and-pinion steering for precise control.
- ☐ Pivot-mounted front springs. Long spring travel. Efficient springing and good roadholding for all road conditions.
- ☐ Large wheels. Grip firmly in snow and on other loose surfaces.
- ☐ Lightweight, one piece, straight rear axle. Smooth coordination between the car and the road surface. The tires are always firmly in contact with the road.
- ☐ 4-wheel power-assisted disc brakes. Outer front pads of semi-metallic type. High and uniform braking effect.
- ☐ Diagonally split, dual-circuit brake system. Failure of one circuit will not significantly affect steering and road behavior.
- ☐ Protected brake lines. Reduced risk of damage. Wheel design counteracts fouling of the brake discs.
- ☐ Reliable handbrake. Acts on the front-wheel discs.
- ☐ Large front corner light modules with wide visibility angles. Include direction indicators, parking lights, cornering lights and, on certain models, side guidance reversing lights.
- ☐ Large rear light modules with well-separated functions.
- ☐ Large, sensibly located exterior rear-view mirrors with anti-dazzle treatment (electrically controlled on the GLE and three and five-door Turbo models). Day/night interior rear-view mirror.
- ☐ Semi-automatic heating and ventilation system with smooth, logical and easy-to-adjust rotary controls.
- ☐ Driver's seat with a wide variety of adjustments to ensure relaxed comfort. (The driver's seat is electrically heated on the EMS, GLE and Turbo models).
- ☐ Concave instrument panel puts all controls within reach for the easiest possible operation. No disturbing reflections.
- ☐ Large, easy-to-read instruments. Warning lights are grouped high on instrument module.
- ☐ Logical arrangement of the controls and switches in separate groupings. No risk of confusion.



Driver/Passenger Safety.

- ☐ Steering wheel rim with soft padding. Impact-absorbing, perforated sheet-metal cage below hub section.
- ☐ Jointed and telescopically collapsible steering column. Equipped with sheet-metal bellows which will bend in the event of high impact. Steering gear located well back in the engine compartment. For maximum protection.
- ☐ Instrument panel with effective impact-absorbing padding.
- ☐ Safety cross-member behind instrument panel.
- ☐ Impact-absorbing shield below the instrument panel. Helps prevent serious injury to the legs and knees in the event of a frontal collision.
- ☐ Windshield shaped and located so that the occupant will not strike it in the event of heavy braking. The windshield pillars are padded.
- ☐ Roof lining of molded glass fibre. Provides impact-absorbing protection across the roof reinforcing members.
- ☐ Heavy padding of the head restraints and back of front seats.
- ☐ Front seat belts of inertia reel type.
- ☐ Childproof rear door locks.
- ☐ Rugged steel sections in the windshield pillars. Sturdy door pillars and reinforcing sections around the roof. Strong steel members in the doors. Specially reinforced sill beams and cross members to strengthen the body.
- ☐ Controlled crush zones with high energy-absorbing capacity at the front and rear. The wheel arches are designed to absorb energy in the event of a frontal collision.
- ☐ Effective bumpers – self-repairing after low-speed collisions.
- ☐ Safe location of the fuel tank between the rear wheels.

SAAB ACCESSORIES – FOR THE PERSONAL TOUCH.

As practical and sporty as all Saab cars are, a broad range of accessories enables every owner to enhance the comfort and appearance of his or her car in a very personal way.

Auxiliary Lighting.
For that extra margin of safety in inclement weather or for addition lighting required by the driving enthusiast, Saab auxiliary lighting puts more light on the subject.

Speed Control.
Enjoy more relaxed driving and improved fuel economy—at your fingertips with a Saab speed control.

Headrest Cushions.
Headrest cushions are available in the same material as the interior upholstery, for extra comfort.

Radio and Air Conditioning.
A great selection of quality radios with AM/FM stereo and cassette combinations. Saab air conditioning offers the maximum in quiet cooling efficiency.

Roof Rack and Trailer Hitch.
Trailer hitches complete with wiring harness and roof racks for all your transport needs.

Accent Stripes.
Add to the sporty appearance with decorative accent striping.

In addition to those illustrated, other available accessories include: Aluminum alloy wheels—Tachometers—Spoilers—Engine heaters—Radial tire chains—Ski racks—Passenger seat heaters—Seat covers—Textile and rubber floor mats—Spare fuel cans—Locking gas caps—Leather key fobs.

■ Accessories shown and mentioned above are available in the United States.

EXTERIOR COLORS.

A. Alabaster yellow

D. Midnight blue

G. Acacia green metallic

B. Chamotte brown

E. Solar red

H. Aquamarine blue metallic

C. Dorado brown

F. Marble white

J. Cardinal red metallic

INTERIOR COLORS.

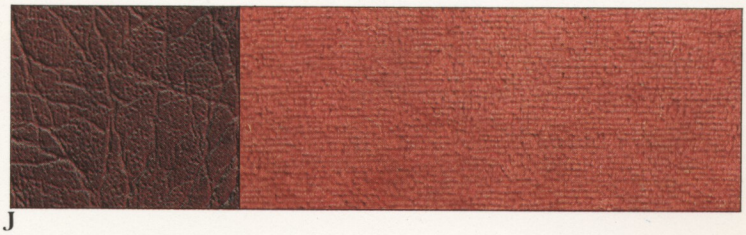
A B C

F G

D E

D H

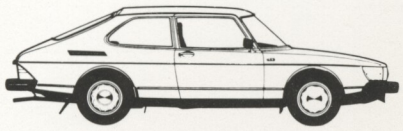
F



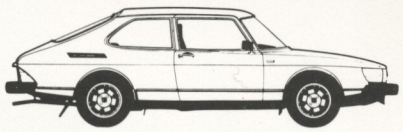
J

■ Talk to the Saab dealer about which colors apply for the different models.

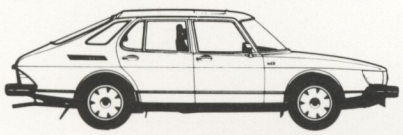
SAAB 900.
MODEL RANGE AND TECHNICAL SPECIFICATION, 1979.



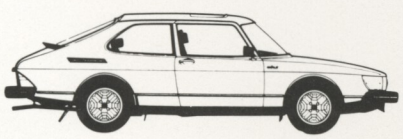
SAAB 900 GLi, THREE-DOOR.
Fuel-injection engine developing 115 hp (85 kW) SAE net (110 hp, 81 kW, catalyst equipped).
Manual gearbox or automatic transmission.



SAAB 900 EMS, THREE-DOOR.
Fuel-injection engine developing 115 hp (85 kW) SAE net (110 hp, 81 kW, catalyst equipped).
Manual gearbox or automatic transmission.



SAAB 900 GLE, FIVE-DOOR.
Fuel-injection engine developing 115 hp (85 kW) SAE net (110 hp, 81 kW, catalyst equipped).
Manual gearbox or automatic transmission.



SAAB 900 TURBO, THREE-DOOR.
Turbocharged fuel-injection engine developing 135 hp (100 kW) SAE net.
Manual gearbox.

SAAB 900 TURBO, FIVE-DOOR.
Turbocharged fuel-injection engine developing 135 hp (100 kW) SAE net.
Manual gearbox.

900 GLi

Engine.

Four-cylinder, liquid-cooled, in-line engine with overhead camshaft. T
block is made of alloy cast iron. The cylinder head is light alloy. The

Displacement 121 cu in (1985 cm³). Cylinder bore 3.54 in (90 mm).

Compression ratio 9.2:1 (8.7:1, catalyst equipped).

Horsepower SAE net 115 hp (85 kW) at 5500 rpm (110 hp, 81 kW, c

Peak torque 123 ft lb (167 Nm) at 3500 rpm (119 ft lb, 161 Nm, catal

Bosch CI mechanical fuel injection. Recommended minimum octane

Battery 12 V/60 Ah, maintenance-free.

Alternator, max. output 950 W, 14 V/72 A. Breakerless, electronic ign

Starter motor rating 1.1 hp (0.8 kW).

Pressurized type of cooling system. Cross-flow radiator and separate
radiator fan.

Power Transmission.

Four speed manual gearbox. Hydraulically operated, dry plate clutch.
Two permanently lubricated universal joints drive each front wheel.

Three speed Borg-Warner automatic transmission.

Chassis.

Four wheel disc brakes. Brake pads area 35 sq in (228 cm²). Brake sw
and handbrake. Handbrake acts on the front discs. Semi-metallic out

Lateral wishbones and pivot-mounted, progressive action coil springs

Rack-and-pinion steering. Jointed and telescopically collapsible steeri
diameter of 33.8 feet (10.3 metres).

Steel wheels. Wheels 5 J × 15" FHA.
Tires 165 SR 15, steel cord.

Dimensions and Weights.

Overall length 187.6 in (4764 mm). Overall width 66.5 in (1690 mm). H
Track, rear, 56.3 in (1430 mm); three-door Turbo, 56.7 in (1440 mm). M
SAE or 15.5 cu ft (435 litres) SAE with parcel shelf removed. Extra co

Curb weight, approx. 2660–2840 lb (1210–1290 kg).
Highest permissible gross weight
3590–3770 lb (1632–1712 kg).

Equipment.

Effective bumpers, self-repairing after low-speed collisions. Large corn
and interval pulse windshield wipers. Large, well-located exterior rear
Frontspoiler. Anticorrosion priming is applied using the electrodip met

Padded steering wheel rim and impact-absorbing center pad. Energy a
below instrument panel. Rheostat controlled green instrument lighting
panel mounted stereo loud speakers.

Front seats incorporating lumbar support and integral head restraint. St
handles under instrument panel and above passenger doors. Roof lini
with vacuum controls; 12 interior air outlets; Central location of rotary
footwells and close to the front doors; Air ducts also to the rear footwe

Non-dazzle inner lighting. Ignition key lighting. Courtesy light switches
automatically switched off with the ignition).

Variable luggage compartment capacity. Carpeted luggage compartme

Power assisted steering on automatic.
transmission models. Opening rear quarter windows.[3]

*) Premium 94 Pump Octane (97 RON) required for trailer towing, mo

[1]) Five-door models.
[2]) Front and rear seats on five-door models, rear seat only on three-d
[3]) Three-door models.

■ All specifications and descriptions are subject to

■ A Tourist Delivery Plan is available. Your dealer

EMS	GLE	Turbo
The longitudinal plane of the engine is inclined at 45° and the engine is integrated with the clutch, gearbox and differential. The engine crankshaft and camshaft are mounted in five bearings.		
		Camshaft and pistons of special type. Sodium cooled exhaust valves.
Piston stroke 3.07 in (78 mm).		
		Compression ratio 7.2:1.
catalyst equipped).		Horsepower SAE net 135 hp (100 kW) at 5000 rpm.
alyst equipped).		Peak torque 160 ft lb (217 Nm) at 3500 rpm.
e number: Non Catalyst 90 Pump Octane (94 RON)*, Catalyst 87 Pump Octane (91 RON). Fuel tank capacity 14.5 US gals (55 litres).		
		Turbocharger. Charging pressure regulator with spring-loaded, diaphragm valve. Safety system with pressure switch.
gnition system.		
te expansion tank. Coolant volume, incl. heating system, 10.6 US quarts (10 litres). Electric motor driven, thermostatically controlled		
		Thermostatically controlled, air-cooled engine oil cooler.
n. Clutch and primary drive fitted at the front of the engine. Gearbox and differential below the engine. Primary drive by chain.		
wept area 388 sq in (2504 cm²). Diagonally split, dual circuit hydraulic foot brake system with 9″ vacuum servo. Self-adjusting foot brake nter brake pads (front wheels).		
gs at the front. Lightweight, straight, one piece rear axle, guided by two leading and two trailing arms and a Panhard rod.		
Bilstein telescopic gas shock absorbers.		Bilstein telescopic gas shock absorbers.
ring column with a cylindrical sheet metal bellows. Impact-absorbing, perforated sheet metal cage at the steering wheel. Turning circle		
Aluminum wheels. Wheels 5 J × 15″ FHA. Tires 175/70 HR 15, low-profile type. (Steel spare wheel).	Steel wheels with full wheel covers. Wheels 5 J × 15″ FHA. Tires 165 SR 15, steel cord.	Aluminum wheels. Three-door model: Wheels 5½ J × 15″ H2. Tires 195/60 HR 15, Pirelli P6. Five-door model: Wheels 135 TR × 390 FH. Tires 180/65 HR 390, Michelin TRX. (Steel spare wheel. Tire on three-door model 175/70 HR 15, on five-door model 165 HR 15).
Height, unladen 55.9 in (1420 mm). Wheelbase 99.4 in (2525 mm). Track, front, 55.9 in (1420 mm); three-door Turbo 56.3 in (1430 mm). Max. luggage compartment length with back seat folded down 71.7 in (1821 mm). Ordinary luggage compartment 12.5 cu ft (350 litres) compartment under panel at rear 1.1 cu ft (30 litres) SAE. Luggage compartment capacity with back seat folded down 53 cu ft (1500 litres).		
Curb weight, approx. 2710–2780 lb (1230–1260 kg). Highest permissible gross weight 3640–3710 lb (1652–1682 kg).	Curb weight, approx. 2760–2890 lb (1250–1310 kg). Highest permissible gross weight 3690–3820 lb (1672–1732 kg).	Curb weight, approx. 2760–2890 lb (1250–1310 kg). Highest permissible gross weight 3690–3820 lb (1672–1732 kg).
rrier light fittings with direction indicators, parking lights, cornering lights at front. Large brake and reversing lights at rear. Two-speed ar-view mirrors with anti-dazzle treatment. Hazard warning lights. Reflectors on driver's side door edges. Tow lugs front and rear. ethod.		
absorbing steering column, advanced safety design. Instruments and controls on concave instrument panel. Impact-absorbing shield g for minimum reflections. Full complement of indicating lamps. Trip meter. Quartz clock. Day/night interior rear-view mirror. Instrument		
Steplessly adjustable backrest rake. Driver's seat cushion adjustable in height and tilt. Inertia reel front seat belts. Rear lap belts. Grab ning of molded glass fiber. Electrically heated rear window. Tinted glass all windows. Heating and ventilation system: Semi-automatic y controls for fan, temperature and air distribution; Defroster outlets for both windshield and side windows; Air outlets in the front wells; Highly efficient ventilation air filter (not available on cars fitted with air conditioning).		
s in all doors. Map-reading lamp. Glove compartment lighting. Luggage compartment lighting. Automatic headlamp control (headlamps		
ment floor. Fabric-covered, removable parcel shelf. Easily accessible spare wheel.		
Folding armrest in the back seat. Side guidance reversing lights. Available metallic paint.		
Three-spoke sports steering wheel. Tachometer. Electrically heated driver's seat. Sliding steel sunroof. Opening rear quarter windows. Power assisted steering on automatic transmission model.	Electrically operated exterior rearview mirrors. Power assisted steering. Electrically heated front seats. Four headrest cushions. Sunroof option.	Electrically operated exterior rear view mirrors. Power assisted steering. Tachometer. Electrically heated driver's seat. Electrically heated co-driver's seat.[1] Headrest cushions.[2] Sliding steel sunroof. Opening rear quarter windows.[3] Rear Deck Spoiler.[3] Three-spoke sports steering wheel.

nountainous driving, or other extreme conditions.

-door models.

to alteration without prior notice.

er will supply specific information.

THE SAAB 900:
DRIVING ONE SAYS IT ALL!

However impressive the Saab 900 is to read about, the actual experience of driving one is simply remarkable. Driving the Saab 900 is the experience of controlling a powerful, sensitive car that also constitutes a new defination of comfort and relaxation.

Rather than talking about ourselves, you must see for yourself how superbly the new Saab 900 behaves on the road. Treat yourself to a test drive. A long one. It's the best way to experience how the Saab 900 has revolutionized driving. Here are some salient features to look for:

1. Settle into the driver's seat—and feel how it moulds itself to the contours of your body. Try out the range of its seat positions. Not just forward and backward, but adjust higher and lower, reclined or erect. And if it's cold, notice how the seat in GLE, EMS and Turbo models automatically heats itself soon after you switch on the engine.

2. The steering wheel. Note the heft of the thick, soft pad.

3. Now a touch-test of the instrument panel. You'll immediately understand why we made it curved and asymmetrical. Our new design allows all the controls to be within easy reach.

4. Next, you'll realize how logically all the instruments are grouped. They're large, easy to read and shielded from reflections.

5. The ignition. Quite easy to get to thanks to its logical positioning.

6. Move through the gear positions. As soon as they feel familiar, let's go!

As you shift through the various gears, feel how smoothly the car takes off and begins to show its power.

7. Have you ever had better visibility as a driver? The Saab 900 has uniquely designed large windows, a low windshield base line, well-placed windshield pillars, and a sloping hoodline for excellent visibility.

8. Adjust the air flow to your liking. The Saab 900 provides many outlets distributing warm air, fresh air, or air conditioned air in virtually all directions. And all of them are controlled from a logical, smooth operating system.

9. You don't usually think of getting pure fresh air inside a car! But the air in the Saab 900 is fresh; fresher than it is outside. It has been filtered, as part of the ventilation system, to be free from pollen or dust. This is a feature that's unique and exclusive with the Saab 900. (Not available for cars equipped with air conditioning.)

10. Part of your testing of the Saab 900 is gauging how sensitively it responds to various driving situations. Go a bit faster. Note how road surface irregularities are virtually neutralized because our front wheel drive continuously gives superior traction and overall roadholding ability. And how making a tight turn is a neat, precise maneuver—thanks to our superb rack and pinion steering system.

11. As part of your test, include some rough road. You'll want to see if this throws off the Saab 900 directional stability. It won't. The pivot mounting and the extra large travel of the front springs enable the suspension to absorb the problems of irregular road surfaces.

12. Try different kinds of speed tests. The slow-and-steady build. The sudden burst. Acceleration in top gear. Sense the exhilaration of the rare performance capability of the Saab 900.

13. The next test is for reassurance. Try braking. The brakes are power-assisted. Light pressure slows you firmly but smoothly. What's more, because the brakes have self-adjusting discs, all four wheels will brake evenly.

14. Check out the luggage area. See how the luggage compartment is easily and quickly converted into a large, easy-to-get-at cargo area.

15. Don't forget to ask for the miles-per-gallon figures on the model you're testing. You'll be surprised.

SAAB

Saab-Scania, Saab Car Division · Nyköping, Sweden

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