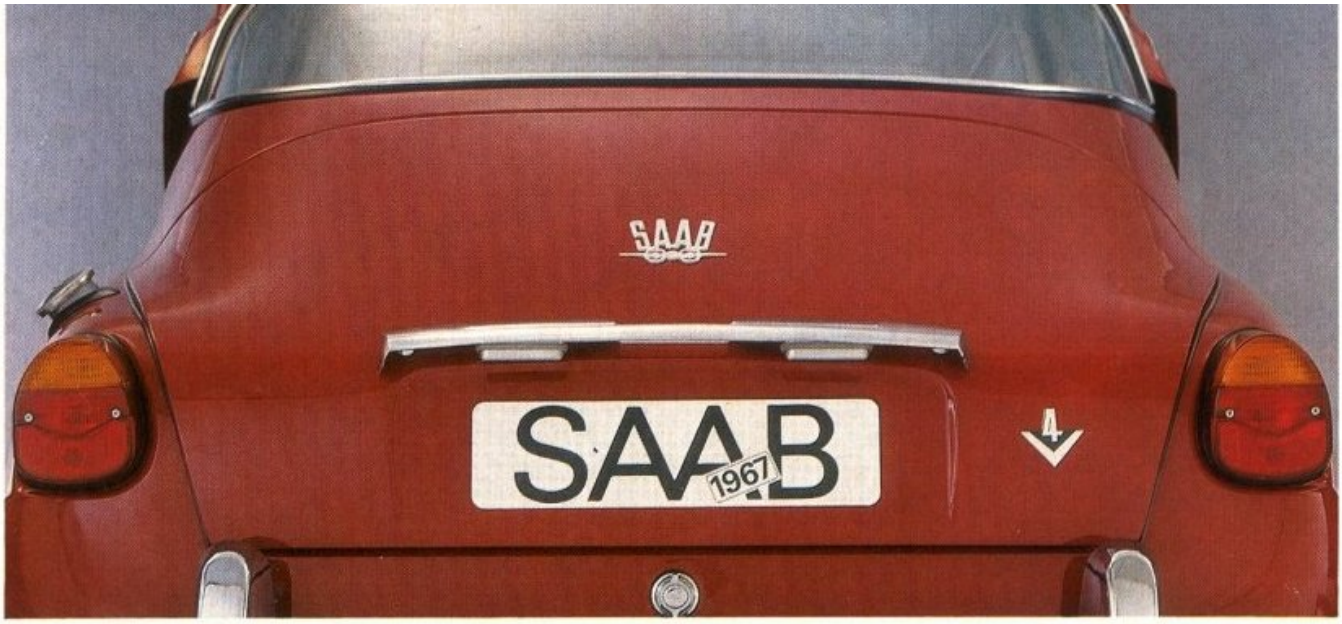


SAAB AKTIEBOLAG, Works Trollhättan/Export Department Linköping Sweden

Eng.

B 10059. 15.000. 3. 67 Enbart för spridning utomlands Printed in Sweden Wezäta

Specifications

Engines

841 c.c., two-stroke type
Number of cylinders: 3 (in line).
Piston displacement: 51.3 cu.in.
Bore: 2.76 in. (70 mm.)
Stroke: 2.87 in. (72.9 mm.)
Nominal compression ratio: 8.5:1.
Max. output, SAE-rating: 46 b.h.p. at 5000 r.p.m.
Max. output, DIN-rating: 42 b.h.p. at 4250 r.p.m.
Max. torque, SAE-rating: 62.2 lb.ft. at 2800 r.p.m.
Max. torque, DIN-rating: 60.8 lb.ft. at 3100 r.p.m.
Cast-iron cylinder block, light alloy head.
4 (ball-)bearing crankshaft.
Pneumatic fuel pump.
3 downdraught carburettors, triple-choke, Solex 34 W 2.
Water-cooling system with fan, thermostat and circulation pump.
Cooling system holds 5.7 Imp. quarts (6.5 litres), including heating system.
The engine of the 96 Sedan and 95 Station Wagon is lubricated by oil added to the petrol but both the 96 M Sedan and 95 M Station Wagon have a separate lubrication system: Clean oil from a separate tank is fed under pressure through pipes in the block to the lubrication points.

1498 c.c., four-stroke, V4-type
Number of cylinders: 4 (in Vee, 60°).
Piston displacement: 91.4 cu.in.
Bore: 3.54 in. (90 mm.)
Stroke: 2.32 in. (58.86 mm.)
Compression ratio: 9.0:1.
Max. output, SAE-rating: 73 b.h.p. at 5000 r.p.m.
Max. output, DIN-rating: 65 b.h.p. at 4700 r.p.m.
Max. torque, SAE-rating: 87 lb.ft. at 2700 r.p.m.
Max. torque, DIN-rating: 85 lb.ft. at 2500 r.p.m.
Cast-iron cylinder block and cylinder heads.
3-bearing crankshaft.
Pushrod-operated overhead valves.
Camshaft-driven fuel pump.
Solex 32 PDSIT-7 downdraught carburettor.
Water-cooling system with fan, thermostat and circulation pump.
Cooling system holds 6.6 Imp. quarts (7.5 litres), including heating system.
Engine oil quantity: 5.8 Imp. pints (including full-flow filter).

Transmission

Front-wheel drive. Free wheel.
Single dry plate clutch, hydraulically operated.
Four forward gears, all synchromesh.
Steering column gearshift lever.
Outer driveshaft joints of Rzeppa constant-velocity type.
Both inner and outer joints permanently lubricated.

Sedan and Station Wagon, 3-cylinder engine
Gear ratios, engine to wheels: 1st. 18.9:1, 2nd. 11.3:1, 3rd. 7.0:1, top 4.5:1, reverse 17.3:1.
Final drive ratio: 5.43:1.
Theoretical top gear speed at 1000 engine r.p.m.: Sedan 15.5 m.p.h. (24.9 km.p.h.), Station Wagon 16.0 m.p.h. (25.7 km.p.h.).

Sedan and Station Wagon, V4-engine
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 1000 engine r.p.m.: 17.2 m.p.h. (with 155×15" tyres).

Petrol tank

Location: between the rear wheels.
Capacity: Sedan models, 8.8 Imp. galls. (40 litres); Station Wagons, 9.5 Imp. galls. (43 litres).

Brakes

Disc brakes front, drum brakes rear.
The hydraulic foot brake system, of Lockheed make, is divided into two independent circuits, each acting on one front wheel and opposite rear wheel.
Diameter of front wheel discs: 10½ in.
Size of rear wheel linings: 8 in.×1½ in.
Total friction area, front and rear: 256 sq.in.

Steering

Rack and pinion type steering gear.
Ratio, steering wheel to road wheel: 14:1.
No. of steering wheel turns from lock to lock: approx. 2¼.
Turning radius: approx. 17.4 ft.

Suspension

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

Wheels and tyres

15 in. steel disc wheels.
Wide base rims, 4J×15 in.
Tyres on Sedan: 5.00—5.20×15 in., tubeless.
Tyres on Station Wagon: 5.60×15 in., tubeless.
Radial ply tyres with inner tubes, 155×15 in., optional on V4 models at extra cost.

Electrical system

12 volt battery, 44 Ah.
A.C. generator (Alternator).

Body

Self-supporting all-steel body.
2 doors (+ rear door on Station Wagon).
Anti-corrosion treatment and undercoating applied during manufacture.
The Sedan seats five people and the Station Wagon can take up to six passengers plus driver.
Automatic, draught-free ventilation with air outlets near the rear window.
Sedan Luggage boot capacity: 13 cu.ft.
Max. loading space in Station Wagon: 42.4 cu.ft.
The Sedan is available with sunroof at extra cost.

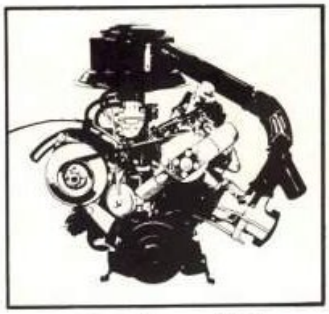
Dimensions and weights

Overall length: Sedan 13 ft. 8 in. (4170 mm.); Station Wagon 14 ft. (4270 mm.).
Overall width: 5 ft. 2.2 in. (1580 mm.).
Height, unladen: approx. 4 ft. 10 in. (1470 mm.).
Ground clearance, unladen: 3 cyl. models approx. 7.5 in.; V4 models approx. 7 in. (190 mm. and 180 mm. respectively).
Wheelbase: 8 ft. 2.3 in. (2498 mm.).
Track, front and rear: 4 ft. (1220 mm.).
Kerb weight (with fuel and water): Sedan 3-cyl. 1800 lb., Station Wagon, 3-cyl. 1960 lb., Sedan V4 1930 lb., Station Wagon V4 2085 lb. Additional weight for 3-cyl. models with separate engine lubrication (M-models), approx. 25 lb.
Max. weight, fully loaded: Sedan 2865 lb. (1300 kgs.); Station Wagon 3415 lb. (1550 kgs.).

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

Standard equipment	SEDAN	STATION WAGON
Asymmetric beam, dipped light	•	•
Headlight flasher	•	•
Dual horns	•	•
Windshield washer	•	•
Two-speed wipers	•	•
Safety padded sun vizors	•	•
Safety padding on top of facia	•	•
Fastening points for safety belts	•	•
Passenger seat-back safety lock	•	•
Adjustable front seat backs	•	•
Adjustable rear seat bench, 3 heights	•	
Fore- and aft adjustable front seats	•	•
From outside lockable doors	•	•
Heater, thermostatically controlled*)	•	•
Automatic, draught-free ventilation	•	•
Opening rear side windows		•
Air slot to keep rear window clean		•
Defroster, front side windows	•	•
Automatic interior light	•	•
Paper boxes	•	•
Ashtrays	•	•
Glove box with lock	•	•
Electrical watch	•	•
Warning light, petrol below 1½ galls.	•	•
Anti-rust treatment, undercoating	•	•
Splash guards	•	•
Tools, jack, spare wheel and tyre	•	•

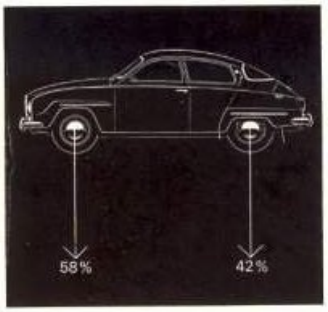
* Heater is standard in Europe and on certain other markets.



□ The Saab three cylinder two-stroke engine is rugged and reliable. Surprising power for its capacity and weight.

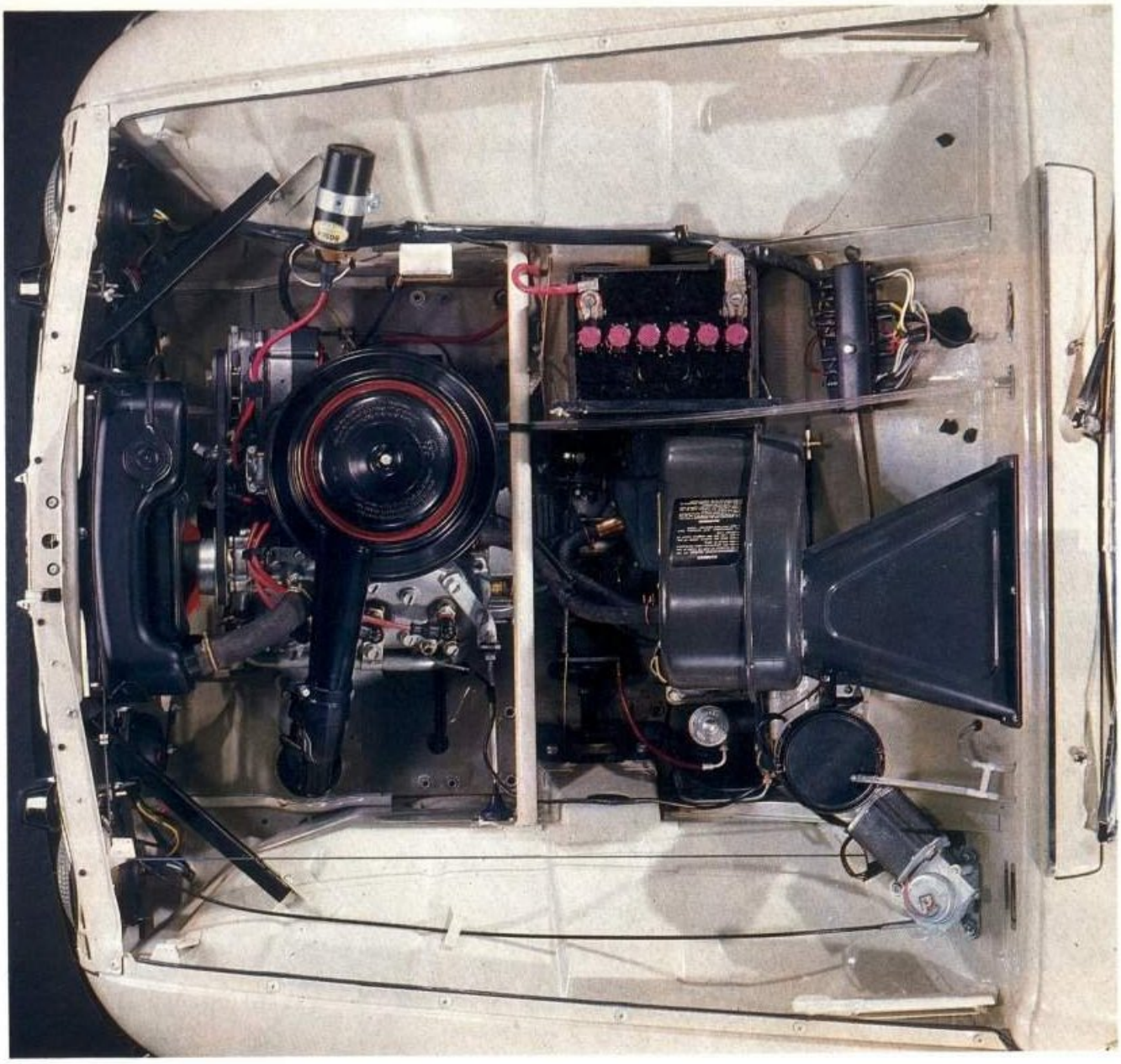
□ The three cylinder engine is available with separate lubrication — through pipes in the cylinder block to the lubrication points.

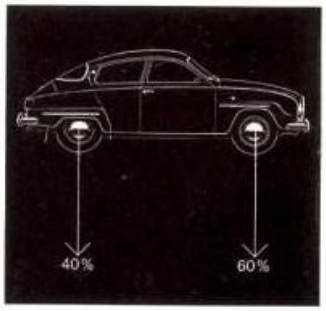
□ Three carburettors — triple choke, and easy to adjust — give perfect fuel distribution and a high torque.



□ Most of the weight should be at the front, for the sake of stability and road-holding. Both the three cylinder model

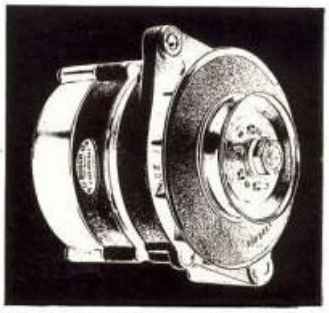
It's a matter of choice: a three cylinder two-stroke



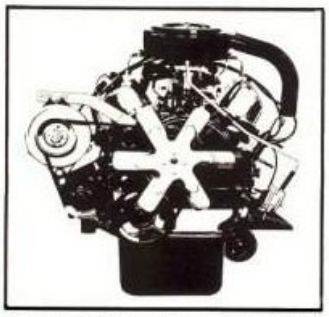


and the Saab with the V-4 engine have a well balanced weight distribution. The figures apply to the Sedan with two up.

□ If you use the free-wheel — a refinement which all Saab models have — you can change down without touching the clutch.

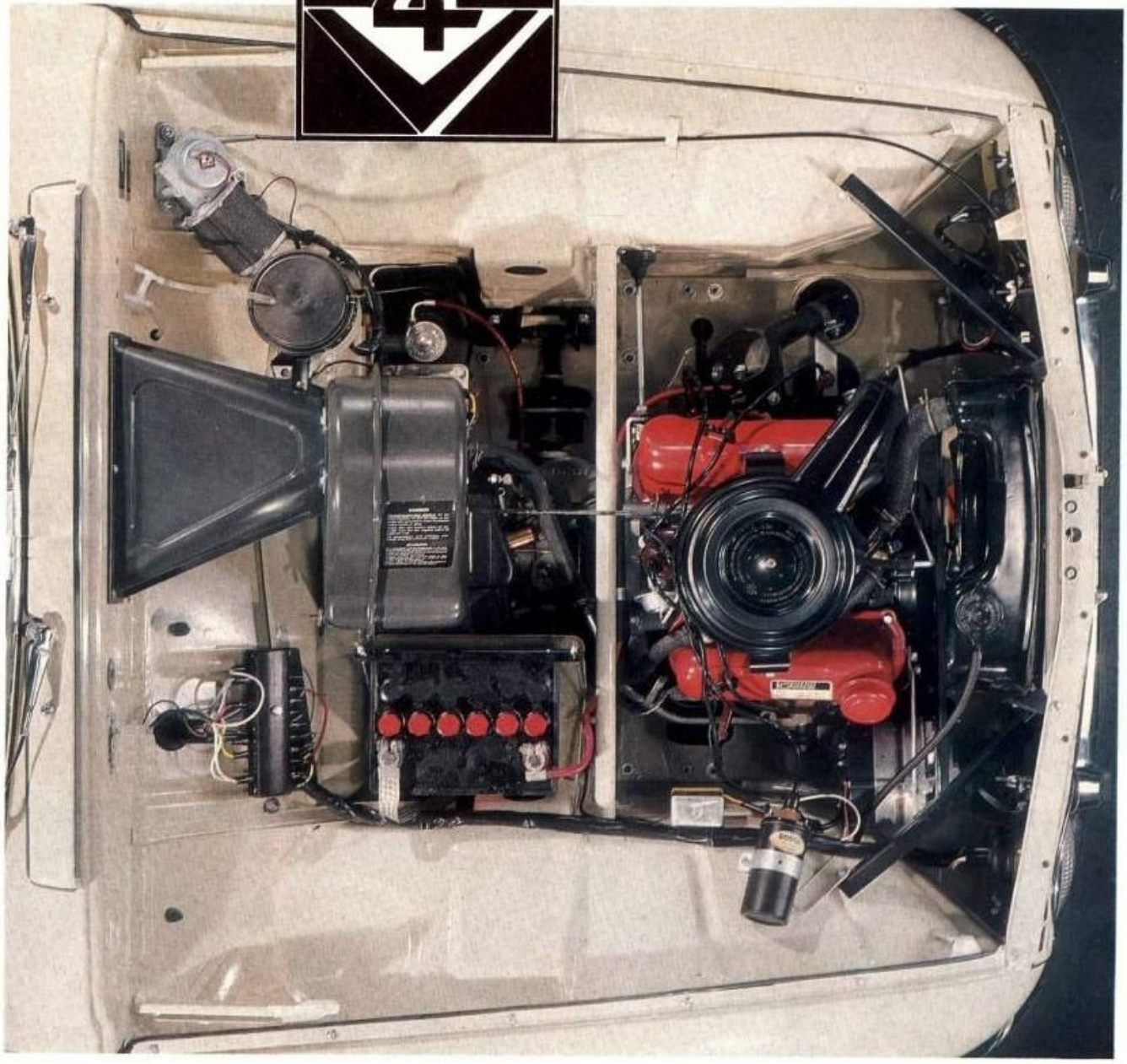


□ The 1967 Saab has an A.C. generator and a 12 V system. Always easy to start, and the battery is on charge even at low speeds.

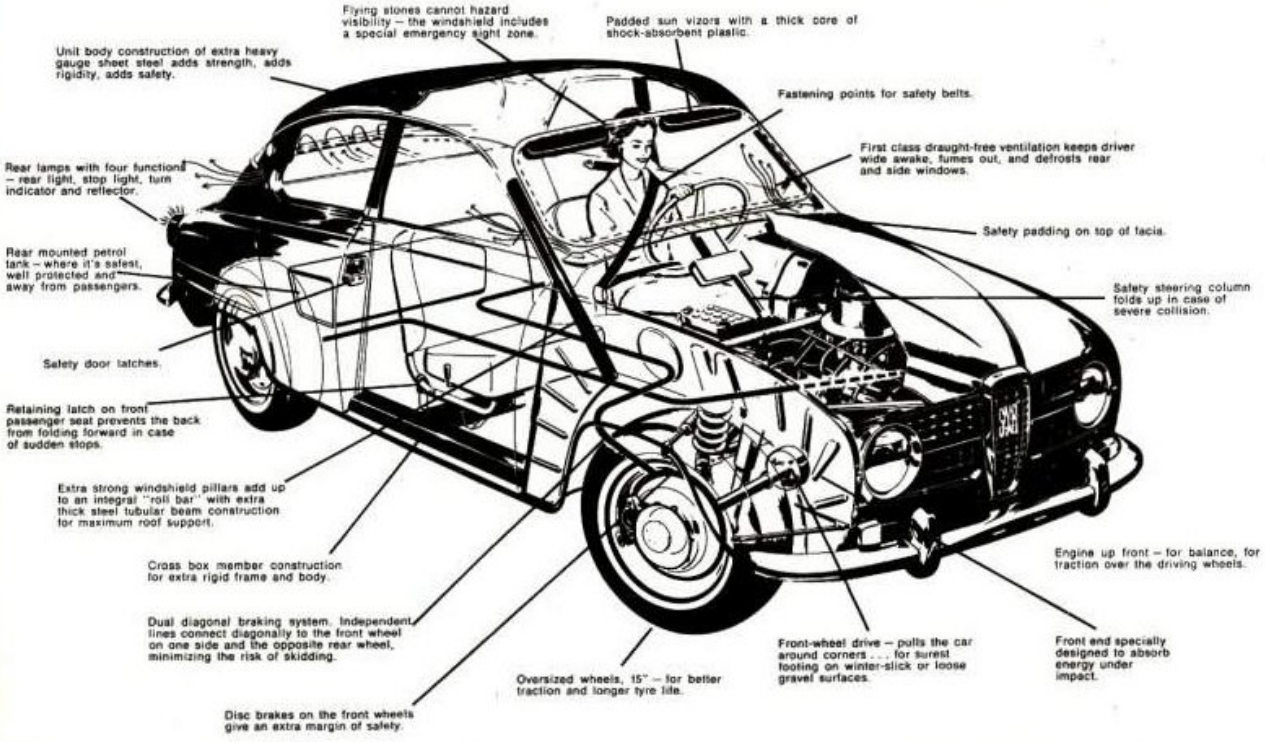


□ The V-4 engine — the big Saab sensation of the year — gives top-notch speed and acceleration. The consumption is unbelievably low.

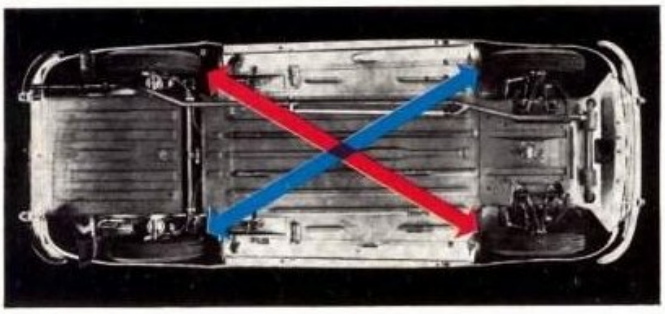
or a four-stroke V-4 engine



A forerunner in safety



□ Powerful, self-adjusting disc brakes on the front wheels. Generous drum brakes at the rear. Gentle but firm braking without locking the rear wheels.



□ Unique, well-known Saab two-circuit brakes. The left front and right rear wheel brakes are operated by one circuit. The other brakes are operated by the second circuit. The best principle for optimum steering properties. The brake lines are protected inside the flat floor plate.

□ The hand brake is in the right place — between the front seats. Easy to reach for the driver, even with his safety belt on.

□ The rigid steel body "encases" the passengers with strong beams. Thorough anti-rust and underseal treatment precedes final spraying.

□ The suspension mechanism and the low centre of gravity are largely responsible for the famous roadholding properties of the Saab. Soft but firm springing and practically roll-free cornering. Low unsprung weight with the rear wheels always parallel.

□ Good driving depends on comfortable seating. As in the Saab. The back rest may be adjusted while driving. Rear cushion adjustable in height.