



SAAB

SAAB 900

CAN YOU NAME ANOTHER CAR THAT INCLUDES ALL THIS AS STANDARD?

Knowing what is included in the standard equipment may be of greater importance than would appear at first sight. The Saab 900 is one of the most complete cars on the market. Many other car manufacturers produce more or less "bare" basic models which must then be supplemented with "optional extras".

Take a close look at the list of standard equipment on the Saab 900 that the Saab 900 is so well equipped right from the start may be worth taking into account when comparing prices.

	GL	GLs	GLi	GLE	Turbo	Turbo, air, exhaust, pack	CD
4-speed manual gearbox	●						
5-speed manual gearbox		●			●		●
Automatic transmission		○	○	●	○		●
Power steering	●						●
Asbestos-free brake linings	●	●	●	●	●	●	●
Engine with APC system					●	●	●
Gas shock absorbers			●	●	●	●	●
"Self-repairing" bumpers	●	●	●	●	●	●	●
Front spoiler					●	●	●
Rear spoiler					●	●	●
Steel wheels	●	●	●	●			
Aluminium wheels					●		●
Aluminium wheels, special design						●	
Full hub cap				●			
Low-profile tyres			●	●	●	●	●
Halogen bulbs in the headlamps	●	●	●	●	●	●	●
Town lights	●	●	●	●	●	●	●
Automatic headlamp control (switched off with the ignition)	●	●	●	●	●	●	●
Reversing lights	●	●	●	●	●	●	●
Rear fog lights	●	●	●	●	●	●	●
Headlamp washers and wipers	●	●	●	●	●	●	●
Windscreen wipers with intermittent function	●	●	●	●	●	●	●
Outer rear-view mirrors mechanically adjustable from the inside	●	●	●	●	●	●	●
Outer rear-view mirrors electrically adjustable from the fascia					●	●	●
Dipping inner rear-view mirror	●	●	●	●	●	●	●
Childproof rear door locks	●	●	●	●	●	●	●
Central locking				●	●	●	●
Radio				○	○	●	●
Motor-driven aerial				○	○	●	●
Loudspeakers at the front				○	○	●	●
Electric windows in the front doors				●	●	●	●
Electric windows in the rear doors						●	●
Operable rear side windows on 3-d models	●				●		
Bronze-tinted windows				●	●	●	●
Electrically heated rear window	●	●	●	●	●	●	●
Rear blind						●	●
Sunroof		○	○	○	○	●	●
Fog lamps front and rear	●	●	●	●	●	●	●

	GL	GLs	GLi	GLE	Turbo	Turbo, air, exhaust, pack	CD
Front seats with slopably adjustable backrest rake	●	●	●	●	●	●	●
Driver's seat cushion adjustable in height and slope	●	●	●	●	●	●	●
Front-seat head restraints vertically adjustable	●	●	●	●	●	●	●
Head restraints for the back-seat passengers				●	●	●	●
Footrests at the rear					●	●	●
Folding centre armrest in the back seat				●	●	●	●
Pockets at the rear of the front-seat backrests						●	●
Velour upholstery		●	●	●			
Luxury velour upholstery				●			
Luxury velour upholstery "Deep Contour"						●	●
Luxury leather upholstery "Deep Contour"						○	○
Electrically heated driver's seat	●	●	●	●	●	●	●
Electrically heated co-driver's seat				●	●	●	●
Inertia roll bolts at the front	●	●	●	●	●	●	●
Grab handles above the passenger doors	●	●	●	●	●	●	●
Centre console at the front				●	●	●	●
Vanity mirror at the rear of co-driver's sun visor	●	●	●	●	●	●	●
Clock	●	●	●	●	●	●	●
Trip meter	●	●	●	●	●	●	●
Tachometer (rev. counter) with economy marking	●	●	●	●	●	●	●
Turbocharger meter					●	●	●
Ignition switch lighting	●	●	●	●	●	●	●
Map-reading lamp	●	●	●	●	●	●	●
Reading-lamp at the rear					●	●	●
Glove compartment and luggage compartment lighting	●	●	●	●	●	●	●
Moulded glass fibre roof lining	●	●	●	●	●	●	●
Ventilation air filter (not if the car is fitted with air conditioner)	●	●	●	●	●	●	●
Air conditioning			○	○	○	○	○
"Expandable" luggage compartment (folding back seat)	●	●	●	●	●	●	●
Moulded tool compartment	●	●	●	●	●	●	●
Fitted carpets in the luggage compartment	●	●	●	●	●	●	●
Removable parcel shelf on 3- and 5-d models	●	●	●	●	●	●	●

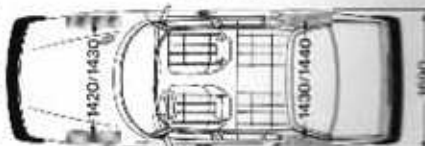
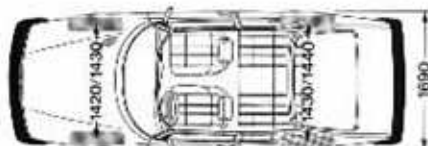
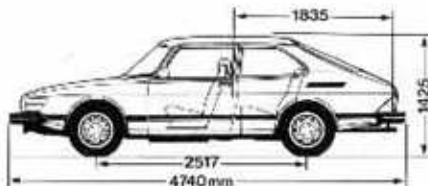
- Standard equipment
- Optional extra equipment
- 5-d model
- 4- and 5-d models
- Electrically operated
- Cars with leather upholstery

900 GLE 4 DOORS	900 TURBO 3, 4 AND 5 DOORS	900 TURBO with Special Equipment Package 3 AND 4 DOORS	900 CD 4 DOORS
4-cyl. in-line/1.985	4-cyl. in-line/1.985	4-cyl. in-line/1.985	4-cyl. in-line/1.985
90/78	90/78	90/78	90/78
Suspended valves, overhead camshaft, Sodium-cooled exhaust valves	Suspended valves, overhead camshaft, Sodium-cooled exhaust valves	Suspended valves, overhead camshaft, Sodium-cooled exhaust valves	Suspended valves, overhead camshaft, Sodium-cooled exhaust valves
9.5:1	8.5:1	8.5:1	8.5:1
87 (118) at 5500	107 (145) at 5000	107 (145) at 5000	107 (145) at 5000
167 (17.0) at 3700	235 (24.0) at 3000	235 (24.0) at 3000	235 (24.0) at 3000
Electrical fuel pump, Mechanical fuel injection	Electrical fuel pump, Mechanical fuel injection, Turbocharged, APC system	Electrical fuel pump, Mechanical fuel injection, Turbocharged, APC system	Electrical fuel pump, Mechanical fuel injection, Turbocharged, APC system
97	92-98	92-98	92-98
63	63	63	62
Mechanical	Breakerless, electronic	Breakerless, electronic	Breakerless, electronic
12 V, 60 Ah	12 V, 60 Ah maintenance-free	12 V, 60 Ah maintenance-free	12 V, 60 Ah maintenance-free
930 W, 14 V, 70 A	930 W, 14 V, 70 A	930 W, 14 V, 70 A	930 W, 14 V, 70 A
0.8 (1.1)	0.8 (1.1)	0.8 (1.1)	0.8 (1.1)
Water cooled, 10 litres of coolant, Electrical motor driven fan	Water cooled, high-capacity system with 10 litres of coolant, Electrical motor driven fan, Engine oil cooler	Water cooled, high-capacity system with 10 litres of coolant, Electrical motor driven fan, Engine oil cooler	Water cooled, high-capacity system with 10 litres of coolant, Electrical motor driven fan, Engine oil cooler
Front	Front	Front	Front
—	5-speed	5-speed	—
Borg-Warner, 3-speed	Borg-Warner, 3-speed (in 4- and 5-d. models)	—	Borg-Warner, 3-speed
15 inch	390 mm	15 inch	390 mm
5 1/2 J x 15 FHA, steel	135 TR x 390 FH, aluminium	5 1/2 J x 15 HF, aluminium, special design	135 TR x 390 FH, aluminium
185/65 SR 15 (low-resistance)	180/65 HR 330 (Michelin TRX)	185/60 HR 15	180/65 HR 330 (Michelin)
Special design	Special design	Special design	Special design
1235	1225-1275	1261-1261	1261
1690	1670-1720	1630-1720	1740

■ In some cases, the colour photographs in this brochure show cars fitted out for the Swedish market. Some items, such as seat belts, mud flaps, rear side windows, colours, etc., may therefore differ. Your Saab dealer will be pleased to advise you of what is applicable on your market. All cars sold in the United Kingdom are equipped with right hand drive, unless specifically ordered to the contrary.

■ Saab cars are available tax-free to those who qualify for this concession. Further information is available from the local Saab importer and dealers.

■ The manufacturer reserves the right to alter the specifications, colours and equipment without notice.



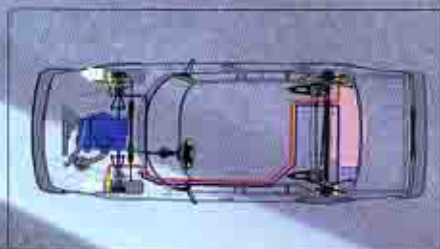


**WHY SHOULD THE SAAB 900
MAKE YOU AN EVEN BETTER DRIVER?**

The answer lies in Saab technology and its orientation. The basic design — of which front-wheel drive is one of the cornerstones — is aimed at offering the driver the opportunity to relax, while still fully in command of the car. Not only when conditions are ideal — but also when the weather and the roads are at their worst.

Behind the wheel of a Saab 900, you are always assured of quick and reliable response from the engine, steering and brakes. In a Saab 900, you have the unmistakable impression that the roadholding and stability of the car are far above the average — be it at high motorway speeds, on winding country roads, on a slippery surface, in deep snow or in strong crosswinds.

In any demanding situation, you will always be in safe but relaxed control of the car. So being a better driver in a Saab 900 is not merely an impression — you actually are a better driver.



Road behaviour and temperament based on tradition.

The principles in the basic design are exactly the same as those we have always followed. These are behind the exceptional road behaviour of the car. And they are also behind the special temperament of the car, which is distinctly sporty on all models.

The sportiness is a valuable heritage of the rally successes achieved by Saab in all corners of the world.

A well-planned and a logically developed basic design.

As on all of its predecessors, the engine and power transmission of the Saab 900 are at the front. The front wheels carry most of the car weight and thus have the best road grip.

So on the Saab 900, it is not the rear wheels which push the car – it is the front wheels that pull it. As dictated by common sense and the laws of Nature. And the logical result is virtually perfect stability and road grip.

Good roadholding is the result of coordination.

The track, wheels and tyres, suspension, springs and steering also actively affect the road behaviour. It is the coordination of these features that give the car its characteristically responsive but firm behaviour on the road.

The chassis geometry has distinct similarities with that of a racing car. This is one of the reasons for the sportiness of the Saab 900. The working of the springs and shock absorbers assure the car of exceptional "sure-footedness".

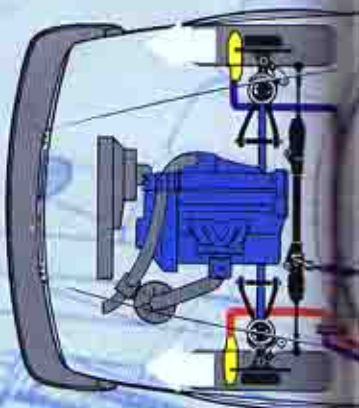
The rear axle is straight and unsplit. It is also lightweight, and the wheels therefore follow the irregularities of the road more closely, but without transmitting the shocks to the body. This benefits the roadholding and the occupant comfort. And it also benefits the directional stability.

Rack-and-pinion steering is also included in the chassis system. This, together with the slight amount of understeer, ensures high steering accuracy.

The Saab 900 is consistent in its behaviour.

This property is vital to the road-worthiness of the car. The behaviour of the Saab 900 is virtually unaffected by the conditions: Whether the car is driven fast or in a leisurely manner, whether you accelerate or brake in a curve, or whether you are alone in the car, have four passengers or the luggage compartment heavily loaded.

Many cars change in behaviour depending on how they are used. But not the Saab 900. It is always perfectly consistent and "even-tempered" in its behaviour.

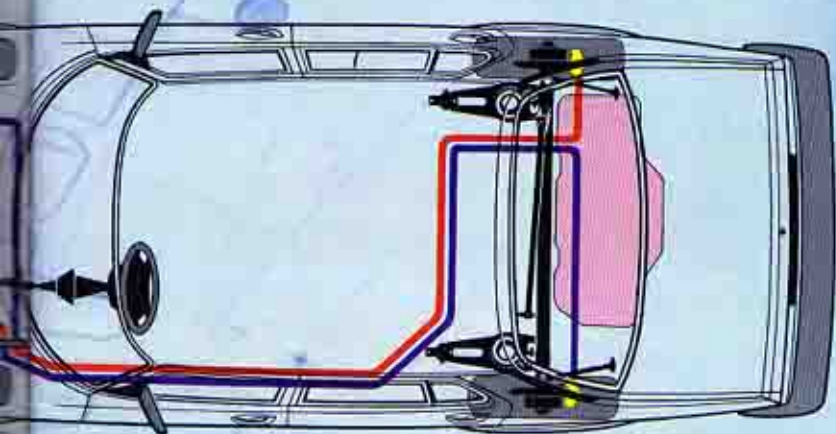


Double wishbones ensure high stability. Excellent road grip, largely due to pivot mounting of the springs which are therefore always straight and fully effective.



Straight and unsplit rear axle, without heavy power transmission components. Effectively absorbs the irregularities of the road surface. The unvarying track also contributes to a firm grip.

Engine at the front and front-wheel drive. About 60 % of the car weight is supported by the driven wheels, for the best conceivable grip at the front. The straight and unsplit rear axle is also lightweight. Smooth coordination between the body and the wheels, due to the low unsprung weight. The rear wheels are always perpendicular to the road surface, for the firmest possible contact. The fuel tank has the best conceivable protection — between the rear wheels. Dual-circuit brake system, diagonally split to ensure unimpaired steering and road behaviour in the event of failure of one circuit.



Well-developed brake system, with disc brakes all round. Dual circuit safety design. Asbestos-free linings with a long useful life.

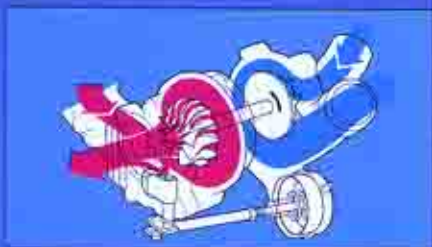


The rack-and-pinion steering gives immediate and distinct response to the slightest movement of the steering wheel. Ideal in combination with front-wheel drive.

The breadth of the Saab range of engines allows any motorist to choose exactly the performance that suits him best.

Considering the relationship between performance and fuel consumption, extremely few cars can compete with the Saab 900. This also applies to the general reliability, verve and acceleration. Particularly the Turbo version, of course, which has become legendary throughout the world.

Saab is now launching the second generation of turbo-charged engine — the Turbo APC — which represents a further example of revolutionary development on engines. This innovation confirms once again the advanced and yet realistic approach of Saab — and its technical leadership.





The characteristic of all Saab engines is a high torque over a broad range of engine speeds. This ensures good performance at low engine speeds and in high gear, also good overtaking performance. The turbocharger boosts the torque and tractive effort from Nm 167 (17 kgf m) DIN to no less than Nm 235 (24 kgf m) DIN.

Saab was first with a turbo-charged engine for the everyday motorist.

A turbocharged engine in a conventional car was an innovation with such impact that the turbocharging concept will remain related for all time to the name of Saab. The success of this automotive development is virtually unparalleled.

We looked for a system without disadvantages.

We searched for a new way of increasing the performance of our ordinary fuel injection engine — and ended up with turbocharging.

The alternative of increasing the number of cylinders would have resulted in a heavier engine and a poorer efficiency at part-load. Although a six-cylinder or an eight-cylinder engine would have been more powerful, its fuel consumption would have been higher than desirable.

A turbocharged engine for the everyday motorist.

The turbocharging principle as such has been employed on trucks since the 1950s, to increase their tractive effort. It has also been applied to racing cars for achieving extremely high top speeds.

Our aim has been somewhat different. We were primarily interested in matching the engine to the demands for better fuel economy and lower exhaust gas emissions. At the same time, we wished to increase the performance, to ensure good acceleration on overtaking, for instance, and to allow the driver to compensate for the loss of speed on long uphill gradients.

The development work resulted in an engine with impressive tractive force, which reaches a peak at no more than 3000 r/min.

The torque is then boosted by an impressive 45 %, which gives the feeling of an enormous surge of power. And the acceleration persists distinctly right up to 100 mph.

During normal driving, the turbocharger remains idle. The engine then runs as the conventional fuel injection engine, with its acknowledged good fuel economy.

The new generation of Saab Turbo cars is here — the Turbo APC.

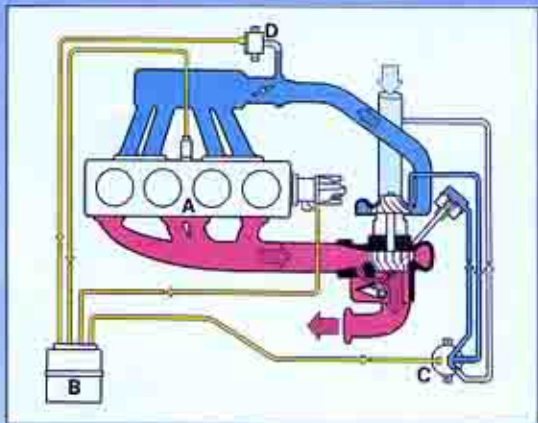
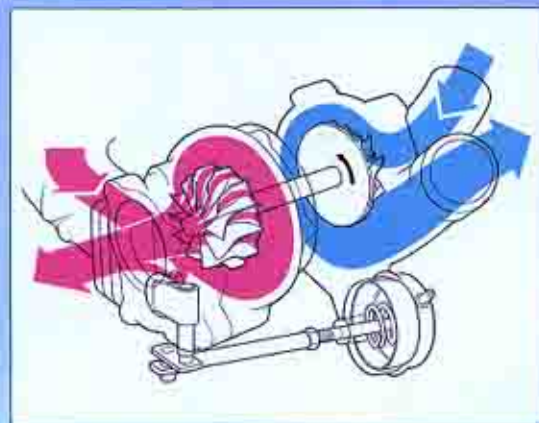
APC stands for Automatic Performance Control and is a system which automatically adjusts the turbocharged engine to the grade of fuel used. Be it 92 or 98 octane, the engine will perform perfectly, without dangerous knocking or other misbehaviour. But the freedom of choice is of major importance to the economy.

The Saab Turbo APC system allows the turbocharged engine to use the energy content of the fuel optimally. In combination

A turbocharger consists of a turbine and a compressor permanently mounted at either end of a shaft. The speed of rotation of the turbine is determined by the volume of exhaust gases delivered by the engine. The higher the volume of exhaust gases, the faster will the turbine rotate. At exactly the same rate, the compressor delivers fresh fuel/air mixture to the cylinders. By this means, the volume of fuel/air mixture is greater than that drawn by a normally aspirated engine. More energy is liberated on every piston stroke. The engine output increases. The torque is higher and the tractive effort is thus boosted. The "brain" of the Turbo engine is the charging pressure valve (also known as the waste gate) which controls the pressure and by-passes excess exhaust gases across the turbine.

Operation and components of the APC system:

A sensor (A) in the engine block senses the way the engine is running. At the least tendency towards "knocking", a signal will immediately be applied to an electronic unit (B) which commands the solenoid valve (C) to adjust the charging air pressure, so that it will match exactly the octane number of the fuel. The electronic unit also receives information from a pressure transmitter (D) on the intake manifold of the engine and from the ignition distributor. The entire process takes place in a fraction of a second.



with an increase in the compression ratio, this reduces the fuel consumption by no less than 8%. The increased compression ratio has another effect—the performance of the car is even livelier than before at low road speeds.

Same basic engine as that of the Turbo powers all other models.

The engine and the gearbox are integrated into a compact and lightweight unit which occupies little space in the engine compartment. The transmission takes up no space in the interior, since the car has front-wheel drive and thus has no propeller shaft tunnel.

The engine block is inclined at an angle of 45° to allow for a low, sloping bonnet line. This, in turn, contributes to reducing the drag and improving the close-up visibility.

The valves in the Saab engine are actuated directly by the overhead camshaft, which also drives the distributor. The entire mechanism has few moving parts, and the intervals between checking the valve clearances are therefore very long.

The cooling fan causes no power loss, since it is not belt-driven and is therefore not constantly running. On Saab cars, the fan is electric motor driven and is thermostatically controlled. It only runs when the engine needs extra cooling. And that is quite seldom.



Exceptionally lively, even at low engine speeds.

This characteristic is always useful, since an engine with good low-speed performance will continue driving the car smoothly, even when drivers of other cars must change down. And changing down to a lower gear automatically involves a higher fuel consumption.

The economy tachometer is a further aid in keeping down the fuel consumption. This is fitted as standard to cars with the injection engine and shows the most favourable range of engine speed for optimum economy.

Four engines for different performance demands.

The basic engine is equipped with different types of fuel systems. The overall engine range now includes four versions, each with its specific performance and operating characteristics. And all of them with very low fuel consumption.

The good fuel economy of Saab engines.

The ratings of present-day Saab engines—ranging from 100 horsepower of the single-carburettor version up to 145 horsepower of the Turbo engine—are ample for meeting the demands of most motorists. The engine could be upgraded further, although we do not consider that this would serve any useful purpose.

Our work has been devoted instead to utilising the fuel better and to making the engine more economical on fuel. High performance at low fuel consumption has been our target.



The GL model. Powered by a single-carburettor engine developing 73 kW (100 hp) DIN and driving through a four-speed manual gearbox.



The GLS model. Powered by a twin-carburettor engine developing 79 kW (108 hp) DIN and driving through a five-speed manual gearbox or automatic transmission.



The GLi model. Fuel injection engine developing 87 kW (118 hp) DIN and driving through a five-speed manual gearbox or automatic transmission.



The GLE model. Fuel Injection angular developing 57 kW (118 hp) DIN and driving through an automatic transmission.



The Turbo model. Turbocharged fuel injection engine developing 107 kW (145 hp) DIN and driving through a five-speed manual gearbox or automatic transmission.

Ample space and elbow-room.

A generously proportioned interior is indisputable if you are to travel comfortably for many hours—and arrive at your destination in relaxed condition. The Cab 900 is roomy and appreciably larger inside than its outside dimensions would suggest. The overall length of the interior is something of a record in its class.

Ease of entering and leaving the car is also part of the overall comfort. The width of the front-door opening on the 3-door model makes it easy for the back-seat passengers to climb in and out. The sills are low and slightly retracted towards the interior. Moreover, the doors keep them clear of road dirt. So there is less risk of soiling the trouser legs. The loadroom is ample at the front as well as the back.

The front seat

The front seat of the Cab is one of the world's most comfortable seats, particularly on long journeys. The dishing of the seat backrest and the elastic support pad provide very effective support for the whole of the seat's body. The design protects the knees, the thighs, and neck.

The Cab seat satisfies all the demands on high seating comfort. And it can also accommodate highly individual requirements, due to the wide scope for adjustment.

We were the world's first car manufacturer to introduce an electrically heated driver's seat. We did not do this for medical reasons only. Safety is another consideration, since an driver is better and more alert than one who is cold and drowsy.

Interior of a Cab 900 (left) and bath — available as an option in U.K.

□ Vertically adjustable head restraint with snap settings.

□ Head restraint of foamed material

□ moulded around a resilient support plate.

- Support plate for the neck vertebrae.
- Smoothly shaped and padded back.
- Lumbar pad which automatically adjusts itself to the shape of the body and the seating attitude.
- Steel frame of sturdy design.
- Heating pad in the seat and backrest for automatic electric heating.
- Soft padding to protect the legs of the back-seat passengers.
- Knob for adjusting the slope of the front seat.
- Latch for folding down the backrest (3-door model).
- Elastic support panel of polyamide and rubber. Padding of moulded polyurethane-polyester.
- Latch for fore-and-aft adjustment of the seat.
- Control for adjusting the height

of the seat backrest (3-door model).

□ Seat cushion with special padding for the knees and feet (available for the driver).

□ Special latch for the shoulder harness.

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The adjustment of the driver's seat can be adjusted in height and slope by means of a control.

The electric heating is switched on automatically when the ignition key is in the "driving position". A thermostat ensures that the heating is switched on — but only if the seat is cold. On certain Cab 900 models the front passenger seat is also electrically heated.

Try the comfort in the back seat too.

No wheel arches encroach on the space in the back seat. No bulky propeller shaft tunnel restricts the foot space for the centre passenger. The headroom is abundant. And the closely-spaced, pressure-equalising springs in the back seat provide the same level of comfort — even for the centre passenger — as a truly exclusive armchair.

A sense of well-being.

The interior is upholstered in polyester velour of two different grades, depending on the model. The design of the upholstery also varies with the model. The material is tough but soft and airy. It is comfortable to sit on, whatever the temperature. The colours of the fitted carpets, side trim and seat upholstery are carefully matched.



Logical pattern of the driver's environment.

Whoever takes the wheel of a car also assumes serious responsibility—not only for himself, but also for his passengers and other road-users.

At Saab, we have assumed part of this responsibility by creating a "work place" which makes the work of the driver appreciably simpler and easier. And it also inspires the driver towards better and safer driving.

To achieve our goal, we have collaborated with physiologists, psychologists, ergonomic specialists and with engineers and researchers at the Saab-Scania Aerospace Division.

In-depth studies of the human body and its proportions, of the pattern of movement, and of the psychological and physical capabilities of the human being of handling the demanding task of driving a car have guided us towards one of the most functional driver's environments in the automotive world.



An inviting, helpful "cockpit".

The driver's place of the Saab is matched to Man's capability to grasp various situations and quickly take the necessary action. At the same time, it gives the feeling of relaxation and enjoyment which is so essential to safety. A driver whose seating and "working" conditions are comfortable drives better than his counterpart in more Spartan conditions.

Clearly arranged instrument and indicating lamps.

All instruments and indicating lamps are located at a high level — within the central field of

vision. The driver can reach the controls easily, without changing his seating position. The controls are arranged in special zones, in carefully determined locations in relation to one another. Little risk of maloperation or other mistakes in precarious situations.

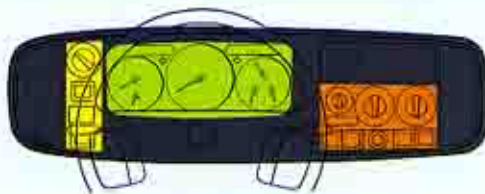
vision. The driver can read them quickly, without his attention being distracted from the road and the surrounding traffic.

Safer and less strenuous driving at night.

Saab has also been something of a pioneer in the field of lighting. We were the first car manufacturer to introduce headlamp wipers and washers as standard. We have also developed the type of dipped beam that extends the visibility along the edge of the road by up to 50%. Two innovations that ease the work of the driver.



Radio shown is not necessary standard specification. Refer local dealer for information.



Light zone. Switches and selectors for the external lights.

Instrument and supervisory zone. Speedometer. Tachometer. Fuel, temperature and pressure gauges. All indicating and warning lamps.

Heating, ventilation and visibility zone. Controls for temperature and air distribution. Switches for the ventilation fan, electric windows and rear window demister. Control for wipers and washers for the windscreen and headlamps.



The controls are assembled in logically arranged groups. The picture shows the centre console of a Turbo with all starting controls: Switch for ignition key and interior lighting, ignition key / gear lever lock, gear lever, handbrake and seat belt locks.



The GLE and Turbo models are equipped with an extra console. This is designed to accommodate a booster or other optional equipment. It provides storage space for cassettes, etc.



Warm air or fresh air — but above all, clean air.

The Saab heating and ventilation system is not restricted to supplying heat and fresh air. It also ensures that the air supplied to the interior will be clean. The easily replaceable filter cartridge for the ventilation air is mounted on the inside of the air intake on the engine bonnet. This filter traps all particles larger than 0.005 mm,

which includes pollen and dust that often cause discomfort to people suffering from allergies and asthma. The filter also prevents moisture from entering into the interior and misting up the windows before the heating system has come into operation.

The heating system has been developed and rated to meet the demands of the hard Scandinavian winters. Warm or cool air is admitted into the interior through 13 outlets, two of which are directed into the rear footwells. The air is uniformly distributed throughout the interior. The system has high capacity and responds quickly.

Another comfort area — the sound level.

The shape of the Saab body, the engine design and the chassis design play the main role in this respect. Most of the credit for the development is due to the efforts at the design stage. The sound level has been reduced further by the insulating lining on the doors, sides, engine compartment bulkhead, floor, roof, etc.



The ventilation air filter prevents dust, pollen and other small particles from being admitted into the interior with the ventilation air.



The air distribution control with programmed settings. Seven logically arranged positions. Can be preset quickly, without the need for irritating re-adjustments. Vacuum-controlled dampers and flaps for trouble-free operation.



THE LUGGAGE COMPARTMENT THAT GROWS WITH THE LOAD.

A luggage compartment of traditional design—large though it may be—will hardly accommodate a couple of bicycles, or a washing machine, or slalom skis or some other long and bulky items.

This is no problem to the Saab 900. Just release a couple of catches and convert the luggage compartment into a "cargo space". And the car will then accommodate almost as much as a conventional estate car. The only difference is that the Saab 900 does not have a large, permanently exposed area at the rear, which is often the source of noise and is difficult to keep warm.

Owning a car whose luggage compartment grows with the load is a major benefit, at the same time also being a form of security.





Saab 900—with an adaptable dual personality.

The Saab 900 is exceptionally flexible in terms of load-carrying ability. One minute it's a five-seater family car. The next minute it's an exceptionally practical semi-estate car with enormous "cargo-carrying" capacity.

This applies to the Combi Coupé as well as the Sedan models. On both cars, half of the interior can easily be converted into a large cargo space. The difference is primarily in the size of the luggage compartment opening and the height of lift from the ground. For natural reasons, the Combi Coupé is somewhat easier to load. There is no sill at the back and the height of lift is no more than 50 cm.

The ordinary luggage compartment will take you far.

The Saab 900 has one of the largest luggage compartments (Picture 1 to the left) on the market. The volume is 602 dm³ on the 3-door and 5-door models and



The luggage compartment volume can be more than doubled by folding down the back-seat cushion and backrest. The Combi Coupé can then carry a volume of 1.6 m³ and the Sedan 1.5 m³.

Further examples of practical features.

Saab has given n

The glove compartment and luggage compartment lighting

The safety of the Saab 900 is demonstrated by the consistently stable road behaviour of the car. It is illustrated by the smooth, relaxed performance of the Saab driver. This is road safety or active safety— aimed at reducing near-misses and accidents to the minimum possible.

But overall safety also includes occupant safety or passive safety, designed to prevent and minimise injuries. Occupant safety is based on the research pursued by Saab engineers, in collaboration with traffic safety experts and doctors specialising in road-accident injuries. This work has resulted in effective protection for the driver and passengers.

So this is how the safety of the Saab 900 has been designed. It is integrated into the basic design— into the body, passenger compartment, chassis, steering, brakes, etc. Most of it is invisible— but it's there nevertheless.

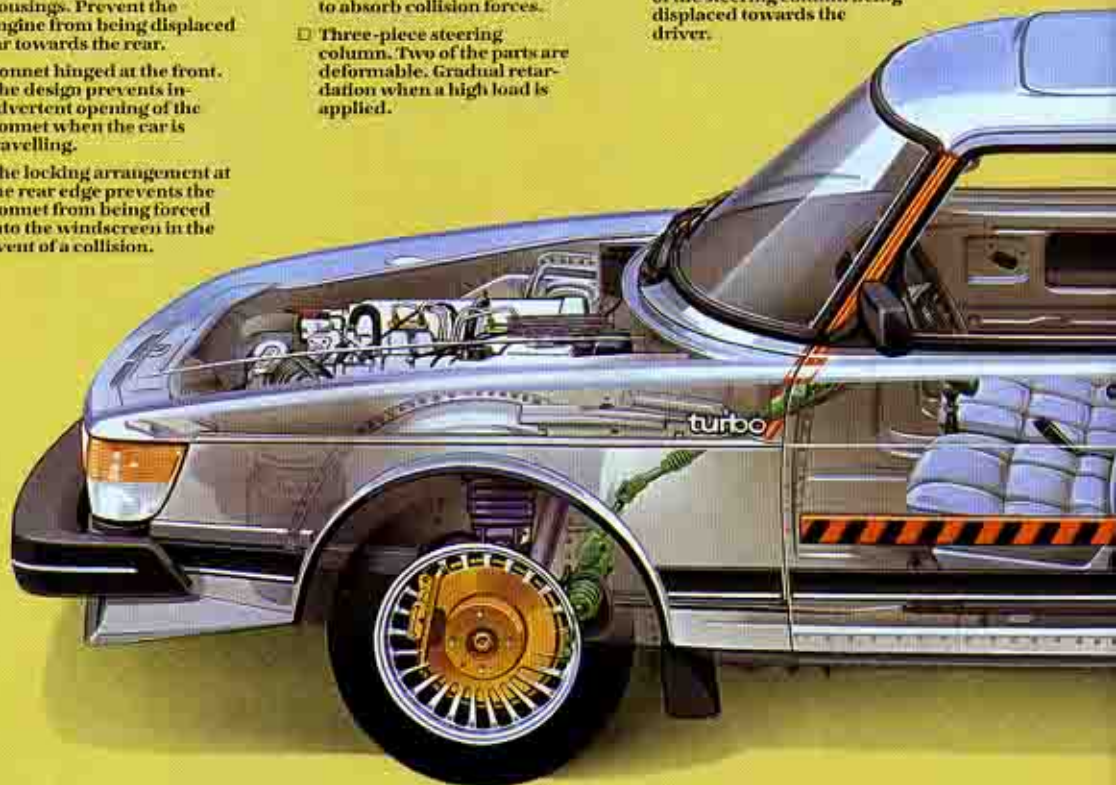


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IN A COLLISION, THE LIFE AND LIMBS OF THE OCCUPANTS MAY DEPEND ON EVEN A MINOR SAFETY ITEM—ON IT BEING THERE.

- Barrier-tested collision zone at the front.
- Collision members which transmit the impact energy to the wings and wheel housings. Prevent the engine from being displaced far towards the rear.
- Bonnet hinged at the front. The design prevents inadvertent opening of the bonnet when the car is travelling.
- The locking arrangement at the rear edge prevents the bonnet from being forced into the windscreen in the event of a collision.
- Sturdy bulkhead between the engine compartment and the interior.
- Rugged cross-member in front of the fascia. Designed to absorb collision forces.
- Three-piece steering column. Two of the parts are deformable. Gradual retardation when a high load is applied.
- The steering gear is located far back in the engine compartment, where it is well protected in the event of a frontal collision. Little risk of the steering column being displaced towards the driver.



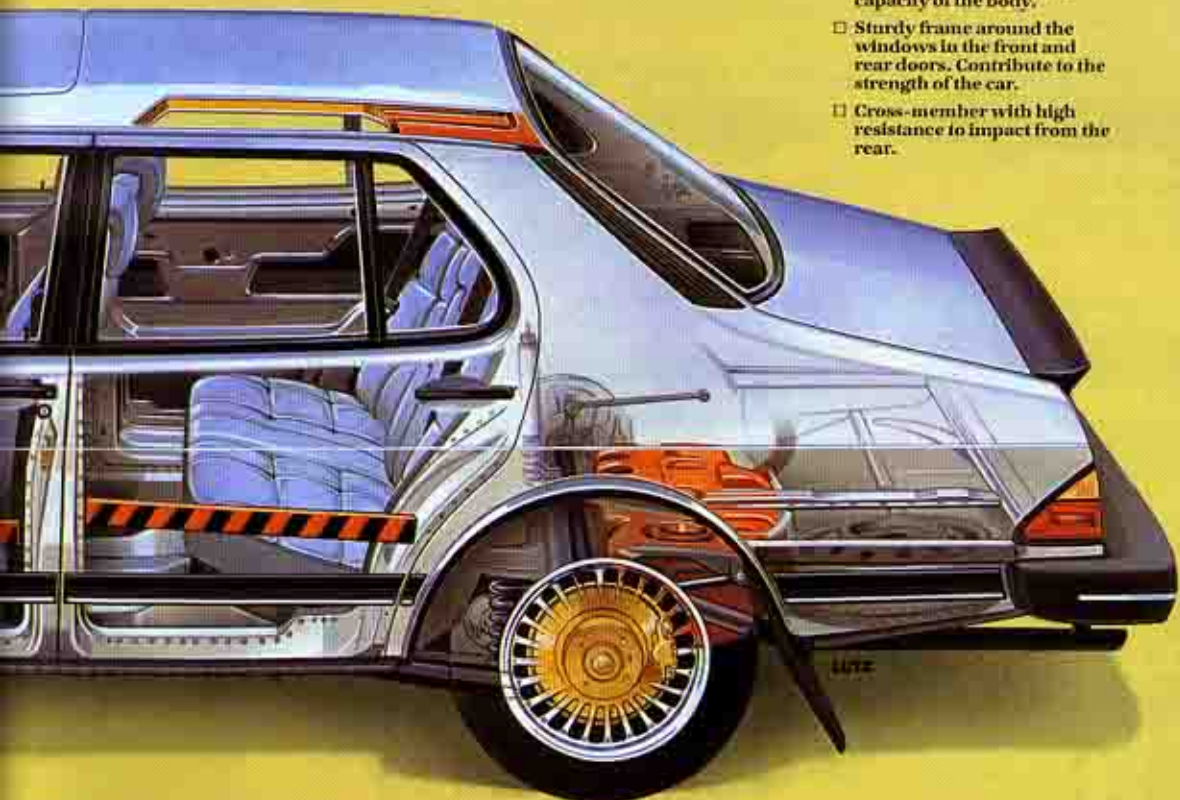
- Windscreen of laminated glass. Prevents serious injury by glass splinters.
- Windscreen pillars of sheet steel sections. Can absorb high stresses on a collision from the front, side or rear.
- Fascia with effective, energy-absorbing padding.
- Impact-absorbing leg shield below the fascia.
- Safety locks which will keep the doors closed in the event of a collision. Childproof locks at the rear.
- Reinforcing steel members around the edge of the roof.
- Reinforced sill members.
- Stiffening cross-members in the floor.
- Sturdy reinforcing members welded into the doors provide effective protection against "slidewipe".
- Resilient safety steering wheel, with energy-absorbing material in the rim and centre pad.



- The switches and controls are designed and located to minimise the risk of injury if an occupant is thrown against them.
- Roof lining of moulded glass fibre. Acts as impact-absorbing protection right across the roof reinforcing members.

- Heavy padding on the head restraints and on the backs and frames of the front seats.
- Seat belts with "plug-in" locks for the four outer occupants. Lap strap for the centre back-seat passenger. (Rear seat belts available as accessories in the U. K.)

- The sheet metal thickness is designed to satisfy heavy demands on the energy-absorption capabilities of various parts of the body.
- All load-bearing parts of the body have extra protection against corrosion.
- Pressed reinforcing beads in the floor panel.
- Side plates with a load-bearing function. Contribute to the energy-absorbing capacity of the body.
- Sturdy frame around the windows in the front and rear doors. Contribute to the strength of the car.
- Cross-member with high resistance to impact from the rear.



Design features of special importance to road safety/ active safety:

Engine at the front and front-wheel drive.
Steering gear of the rack-and-pinion type.
Pivot-mounted springs at the front.
Lightweight, straight and unsplit rear axle.

Large wheels.
Power-assisted disc brakes all round.
Diagonally split, dual-circuit brake system.
Extended dipped beam.

Effective heating and ventilation system.
Adjustable, electrically heated driver's seat.
Facia of advanced ergonomic design.
Large, high-level instruments.





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