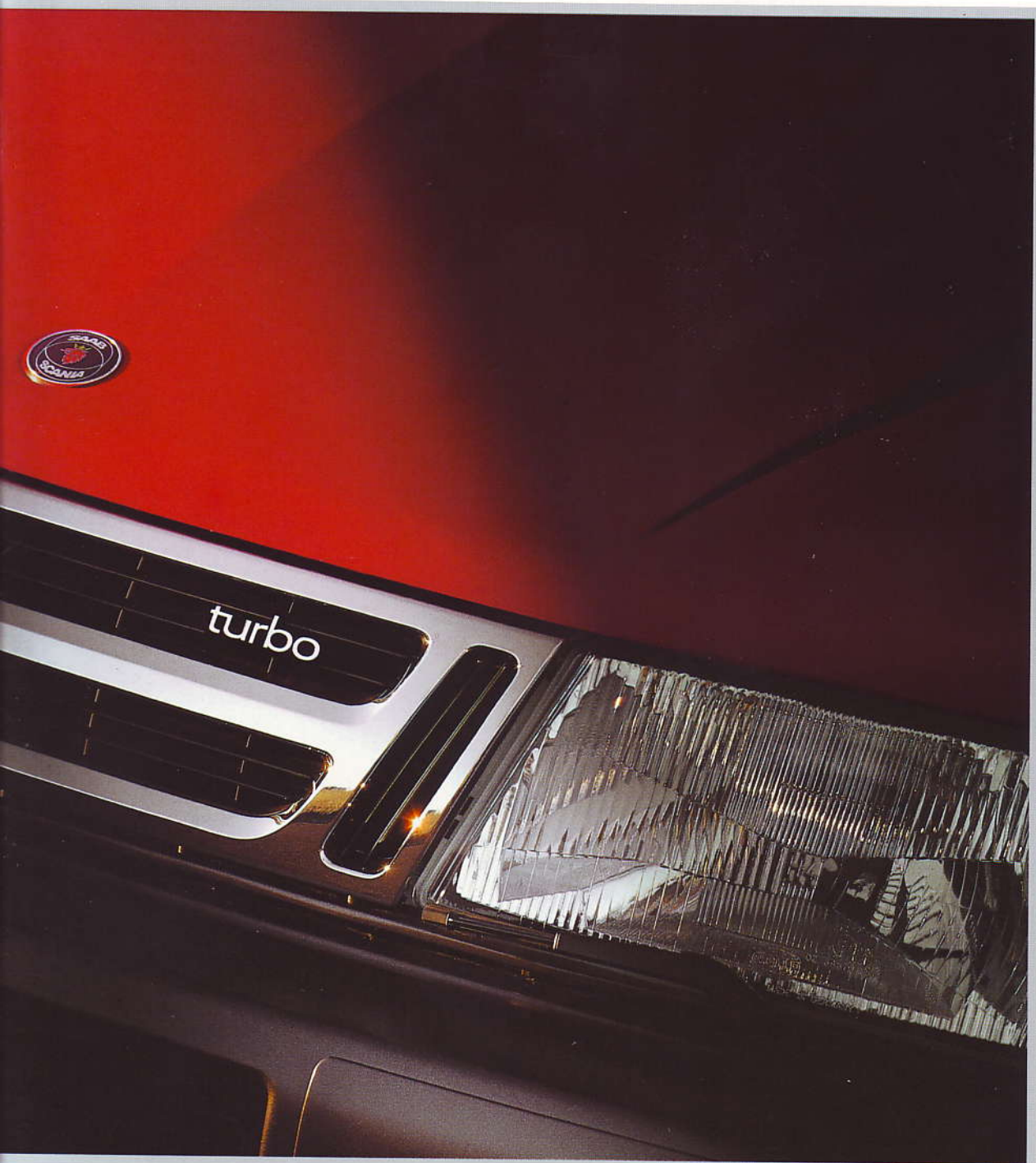


Saab 900



1991



SAAB





The Saab family started as aircraft builders. Saab jet fighters grabbed world speed records.

The first Saab cars were designed by aviation engineers with a total disregard for conventional, introspective car building wisdom. Their new thinking started the Saab tradition of free thought.

It is still very much alive today.

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While every endeavour is made to ensure the content of this brochure relates directly to the relevant UK product range, certain manufacturing changes may occur, which could affect the final specification of certain models. Full details should be confirmed with your local Saab dealer prior to purchase.

The classic Saab

The Saab 900 doesn't look like other cars. Instead of starting with an ordinary shape, building a car to satisfy the broadest tastes, we do the opposite: form is governed by function. Perhaps that is why so many people have come to regard the Saab 900 as timeless?

It may be that this car appeals more to people who rely on their own good judgement, rather than on other people's taste in cars.

The Saab 900 also represents a different attitude towards engines and safety. Where other car manufacturers talk about top speed and acceleration from 0—70, we give priority to acceleration and safety when overtaking.

The Saab 900 even feels different to drive. This is due not only to front-wheel drive, but also to the construction of the chassis as a whole.

In addition, we emphasize active safety more than passive — which hasn't prevented Saab cars from being named the safest on the road in independent studies of almost 7 million car accidents.

Maybe it's our concern for people which is the soul of the Saab 900. Or its uncompromising design. Or just the distinctive driving experience.

The classic Saab.





Would you really prefer
an ordinary car?



Saab 900 Turbo 16S, with optional equipment.



Experience the true comfort of a Saab

We don't want to boast only about our new seats. Actually, they are just as comfortable as they look. But a car needs more than good seats to give you long-distance driving comfort.

Above all, it must have the correct chassis design — which is far more difficult to achieve. The chassis must communicate information about the condition of the road. But it must also camouflage a rough road surface, and dampen noise and vibrations which tire both the driver and the passengers.

Thus it is mainly the interaction between the various components of the chassis and its basic construction that determines whether the car will be comfortable or not.

Clean air and a pleasant indoor climate also contribute to long-distance driving comfort. With the fan at normal speed, the air in the Saab 900 is changed once every minute. Saab's new interior air filter also helps to prevent dust and pollen from entering the car.

No brochure can show what the Saab 900 is like for long-distance motoring. Nor can an ordinary test drive. Only a driver who has run a Saab 900 for an entire day, under a variety of traffic conditions, will discover what we mean by long-distance driving comfort.



The new telescopic lever makes it easy to raise and lower the seats.

The unique interior air filter has been developed in collaboration with environmental researchers. It is electrostatic and attracts solid particles in the air in the same way that a magnet attracts iron filings.



Saab 900, with optional leather upholstery.



Drive — or merely ride?

Naturally the Saab 900 is a solid means of conveyance. It even has better cargo capacity than many other cars. Carrying a wardrobe in a car that can match the roadholding and performance of many advanced cars is not exactly common.

But this is also a car for the motoring enthusiast. Or for the individualist, if you like. It not only looks

different, above all it is different to drive. It is designed for people who place a lot of importance on handling, and the driving experience.

Our goal has always been to produce a car that feels like an extension of your body. A car that will be as much fun to drive on the open highway as on winding rural roads. The improved gearbox contributes



Saab 900 Turbo 16S.

to this feeling; it is much smoother and offers faster gear changes.

This is not a matter of high-speed thrills; it's that feeling of pleasure and the sense of security in always having full control over your car. No matter what the road conditions or how the car is loaded.

For us at Saab, driving pleasure is also a matter of safety. A driver who



enjoys driving is a concentrated driver. We believe that this reduces the risk of making the sort of mistakes that newspapers attribute to "the human factor".

The Saab 900 is a car you drive, not just ride in.

Gear changing with the new Saab 900 gearbox is quieter, smoother and more fun.



The facts behind that Saab feeling

“It feels like the car just flows through the curves.” “The rear end never sways.” “It takes a lot to make it skid — even on icy roads.”

Those are the sort of answers that Saab owners give when asked what their car is like to drive. Many of them say that it feels different from other front-wheel drive cars.

Of course you may say that's pure imagination. Actually, there are sound technical explanations for why the Saab 900 acts as it does.

We distinguish between handling — interaction between the car and the driver — and roadholding, interaction between the car and the road.

Roadholding is affected by forces in different directions: longitudinal, vertical and lateral dynamics. That Saab feeling is mainly a question of lateral dynamics.

There are several ways to influence lateral dynamics. Auto engineers speak of lateral compliance, roll steer, compliance steering, and self-aligning torque. Separately, or together, these factors contribute towards good cornering and help to resist rear-end sway.

Lateral compliance affects the car's stability in roadholding. The more rigid the chassis is, the faster the side forces are formed which give the car stability. The lateral rigidity of the Saab 900 is based on a suspension that transfers forces directly to the body.

Roll steer can result in some loss of steering or less precision if the car does not have the right chassis geometry. The Saab 900 has a small, but well-controlled, roll oversteer. This gives a feeling of flowing through the curves without any reduction in control over the car.

Compliance steer is not something the driver does, but is a self-regulating effect caused by the side forces rather than the act of steering itself. A minor, wellcontrolled compliance steer contributes towards the Saab 900's stability on curves. The car does not suddenly lose its grip on an icy road, but allows the driver to correct his steering gradually.

On curves, the wheels are affected by strong side forces. *Steering effects due to self-aligning torque* means that the wheels try to return to their original direction of travel. Some suspensions are susceptible to this effect, but not the rigid, lightweight rear axle of the Saab 900. Which also means it will more readily accept different kinds of tyres.

The Saab 900 also has an individual personality when it comes to handling. Even among front-wheel drive cars, there's a difference.

Some makes have good stability but mediocre steering; others are just the opposite. The reason: they are built for different purposes. Or because the manufacturer simply could not achieve the same lateral dynamics.

The rear axle of the Saab 900 combines side force oversteer, a slight but well-controlled roll steer, no steering effects due to self-aligning torque, and a high degree of lateral rigidity.

That's why the Saab 900 actually does perform as people say. Or, if you wish, why there really is such a thing as “that Saab feeling”.



Safety awards are getting to be a habit for Saab

For six years in a row, the Saab 900 has topped its class in the world's largest safety survey — in both 2/3-door and 4/5-door categories. The HLDI survey, sponsored by a number of American insurance companies, covers actual personal injury statistics.

No other car has a better personal injury record. And probably no other car can offer better passive safety — that is, the built-in safety features that limit the injury to the car's occupants if an accident should occur.

So far, so good.

But surely it's better to stay out of the accident statistics entirely than to beat them.

To reduce the number of accidents radically, active safety must also be improved — that is, the factors which ensure that the car will not be involved in an accident at all. And this is just as much a question of the driver as the car.

No driver can concentrate 100% on his driving all the time. This fact, unfortunately, carries a much greater safety risk than any technical weaknesses a car may have. That's why the Saab 900 chassis is designed so that there is a constant dialogue between the driver and the car. Good roadholding and handling not only enhance the driving experience, but are also a vital necessity.



Saab 900 Turbo 16, with optional equipment.



Saab believes mid-range acceleration is more important

The Saab 900 Carlsson with a 16-valve turbocharged engine will accelerate from 0—60 mph in 8.5 seconds. Some cars can do it faster. But is it really that important?

You can put your powers of acceleration to better use. For example: faster and safer overtaking in the speed range 40—70 mph.

In this range the turbocharged

engine really proves its power. Even at 2800 rpm it provides peak torque. You accelerate from 60—100 km/h (37.3—62.2 mph) in fourth gear in 8.2 seconds, and from 80—120 km/h (49.7—74.6 mph) in fifth gear in 11.5 seconds (confirmed on a test track). Now those are figures we're proud of!

To put it simply, the turbocharg-



Saab 900 Turbo 16 with optional equipment.

er gives the 4-cylinder Saab engine top acceleration when overtaking. This is especially noticeable if you're driving fully loaded in fourth or fifth gear up a long, steep hill.

Experience has shown that Saab owners utilize the high power resources of their engines only 15—20% of the time. Otherwise the turbocharger “idles” without mak-



ing any demands on engine output. This means the turbo engine offers much better fuel economy than a conventional engine of comparable performance.

The wide-angle exterior mirror eliminates the blind spot and contributes to safer overtaking.



Common sense and prestige

At Saab, we have a fondness for high technology. But not at the cost of common sense.

This means we give priority to mid-range acceleration rather than a maximum top speed.

We also develop engines which have a low noise level yet high performance, low running temperature, less engine wear, and reasonable service costs.

That's why Saab was among the first to apply the 16-valve concept for ordinary production cars, just as we were first to combine a turbocharger with the 16-valve engine.

Today, all Saab 900 models have 16-valve engines and many are turbocharged. But not even the turbo version is designed for extreme high speeds. Instead, we emphasize good acceleration over a wide range of engine speeds.

This means that even a fully-loaded Saab 900 can overtake quickly and safely, in all gears and at all speeds.

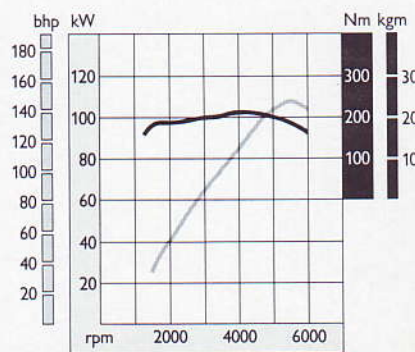
In fact from 40—70 mph in fourth or fifth gear, there is probably no faster 2-litre engine available. And that is where we want to excel — not for reasons of status but because it makes sense.

The Saab 900 turbocharged 16-valve engine is also designed to take punishment. When Saab set the world speed record for production cars (Talladega, USA, 1986) three standard Saab 9000s (with the same engine as in the Saab 900) drove 100,000 km, or 62,000 miles, non-

stop. The average speed of the fastest car was 213 km/hour (132 mph) — including pit stops.

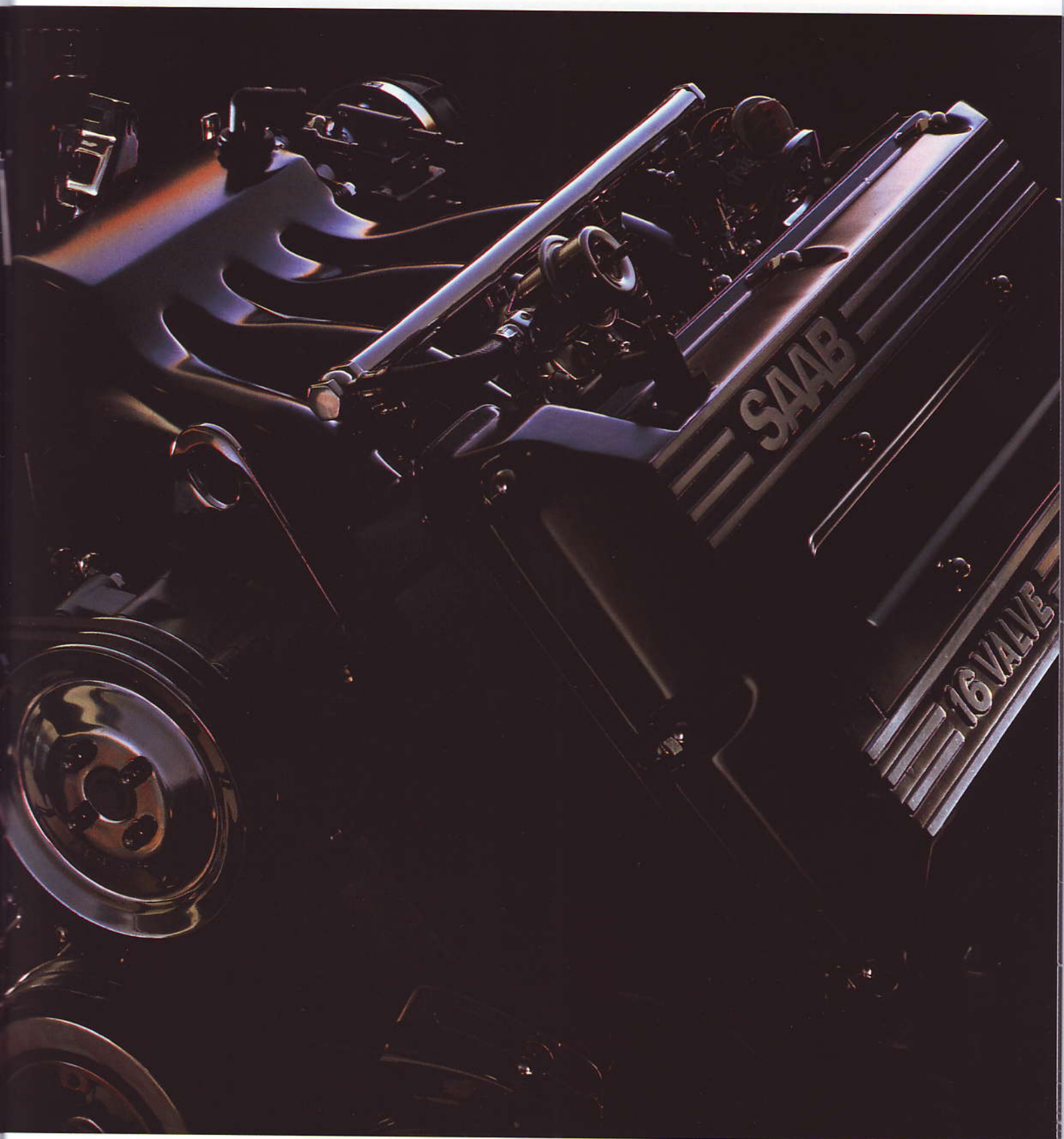
Fourteen years have passed since Saab's supercharged 2-litre engine started a wave of turbochargers across the world. Now Saab is introducing a "new" turbocharged engine, the light-pressure turbo, representing an entirely new way of utilizing the turbo principle. It offers an alternative to the conventional high-pressure turbocharger.

Torque has been improved by modifying the turbo pressure down to a moderate output. The result is a smoother engine, with no turbo "kick". And the noise level from exhaust gases, aspiration and the combustion chamber is much lower. In addition, the new light-pressure turbo allows a further reduction in exhaust gas emissions. Fitted with a standard catalytic converter it is lower still.



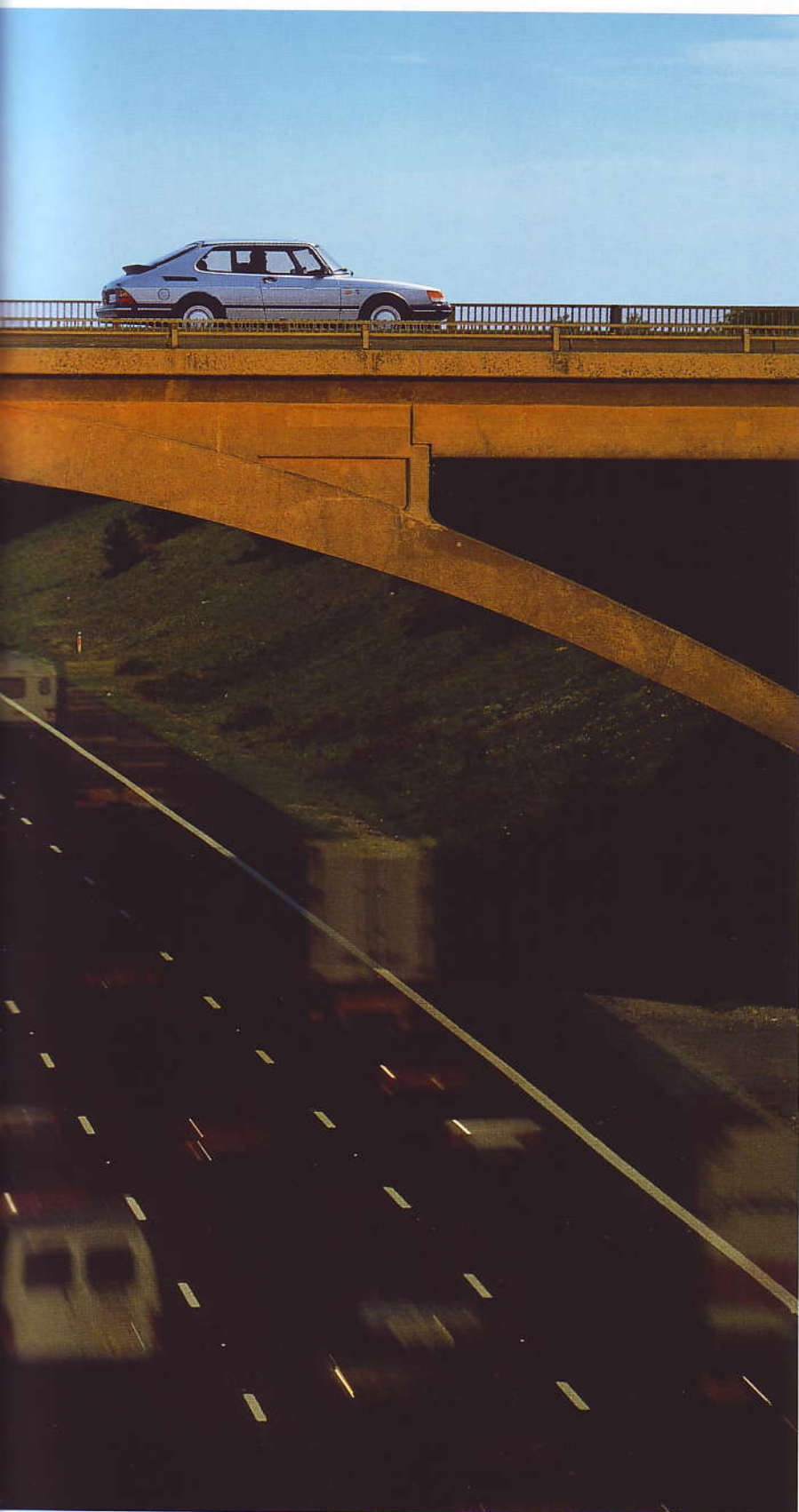
The flat torque curve of the light-pressure turbocharger means much smoother driving in urban traffic.





Environmentally committed and prestige





The automobile industry's environmental record is scarcely anything to brag about. But it would be wrong to think that nothing is being done to correct the problem.

It's no coincidence that all Saab 900s have 16-valve engines, in which low fuel consumption and cleaner exhaust gas emissions have priority over maximum output. High-power performance is achieved with the turbocharger—which is still only utilized 15–20% of the time. That's why fuel economy is better than with a conventional engine of comparable performance.

In addition, catalytic converters have been included on the Saab cars since the mid-70s. This technology greatly reduces the emission of hydrocarbons, nitrous oxide and carbon monoxide.

However, since catalytic technology is based on climate conditions in California, the Saab 900 also has a climate-adapted exhaust cleaning system which further reduces emissions when starting a cold engine. In countries with a lower average temperature than California, this may mean up to 50% less hydrocarbons, 25% less carbon monoxide and 20% less nitrous oxide, compared to conventional catalytic converters.

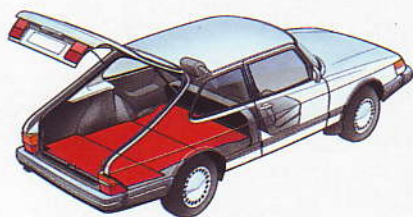
Other environment-friendly features are asbestos-free brake linings and a unique interior air filter which gives good protection to people who are allergic to pollen.

Some day you'll need the space

We've said it before. The Saab 900 is designed for people who appreciate the driving experience. But who says that means you have to compromise on cargo capacity?

In the Saab 900, neither chassis features nor acceleration are affected by the fact that the rear seat can be folded down to make a flat floor. Suddenly you have 1600 cu dm (56.5 cu ft) of cargo space. Since there is no threshold in the luggage compartment, it is easy to push in heavy and bulky loads. And that is true of all our hatchback models.

Sooner or later, you'll need the space.



Saab 900 Turbo 16S, with optional equipment.



Saab 900 Convertible

The Saab 900 is available in convertible models, with two engine options and a comprehensive list of optional equipment.

Saab 900i 16 Convertible

The Saab 900i 16 Convertible is designed like a true classic convertible, with room for four adults. It has the same exclusive electrically-operated top normally found on the more expensive Turbo model. Now available with the ordinary 2-litre engine it is an economical choice.

Standard equipment includes servo-assisted brakes and power-assisted steering, tachometer, electrically-operated side windows and exterior mirrors, and rear spoiler.

Saab 900 Turbo 16S Convertible

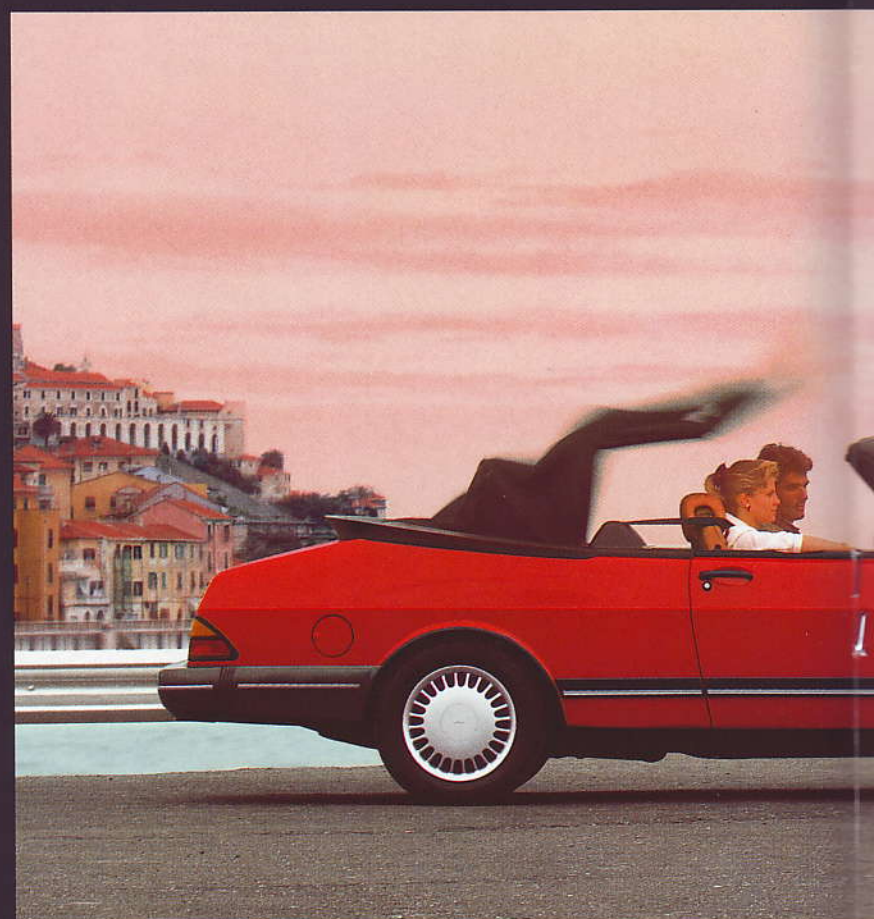
This is a combination of sports-car performance with the comfort and space of a saloon model. The turbo-charged 160 bhp, 16-valve engine has both intercooler and APC system, allowing use of any unleaded octane fuel.

Naturally, automatic cruise control, electrically-operated windows, exterior mirrors, front seats, and anti-lock ABS+3 brakes are all standard.

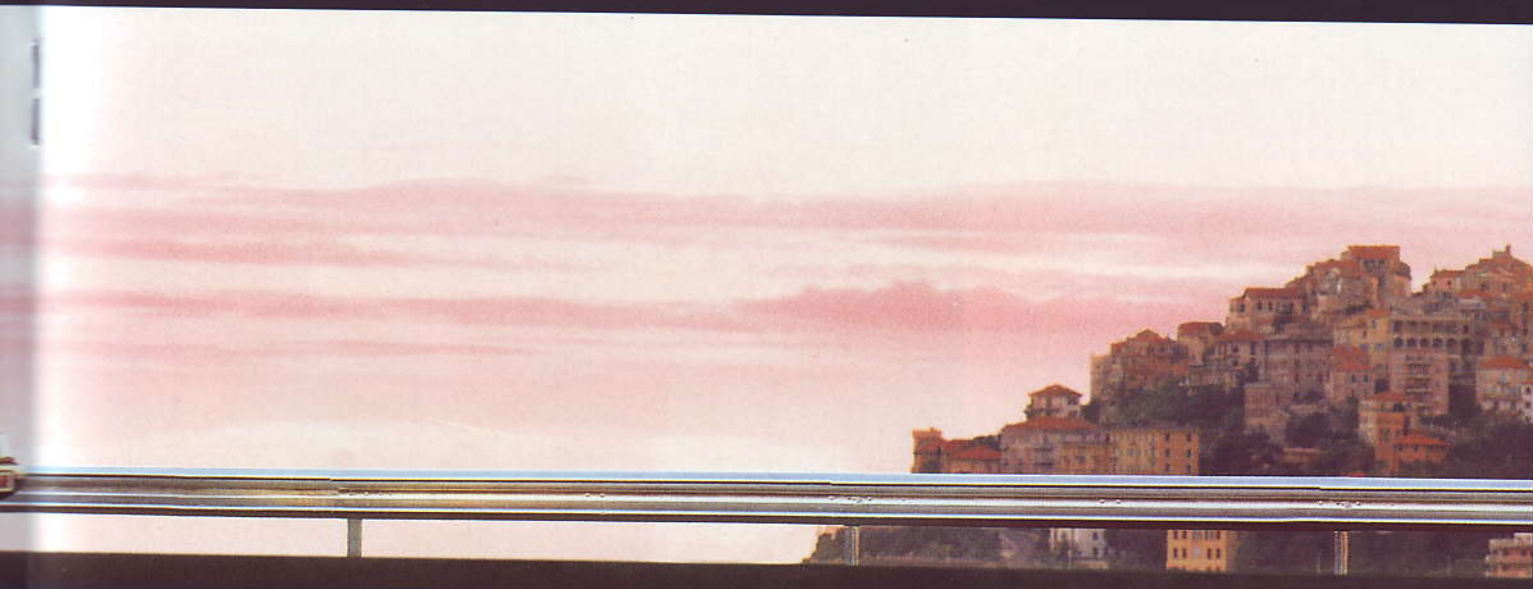
The top is also electrically operated, which compared to other European convertibles is unusual.

Hand-stitched leather upholstery, a leather steering wheel, walnut fascia and 3-spoke light alloy wheels also give an indication of this model's standard.

The Saab 900 Turbo 16S Convertible is also fitted with the characteristic side mouldings.



Saab 900 Convertible range.



Saab 900 Carlsson

It's more than a name. It's a commitment. The Saab 900 Carlsson is the sort of car that is appreciated by rally drivers and others who enjoy high-performance driving.

Naturally it is here, and only here, that you will find the most powerful engine in our entire 900 programme. The turbo boost pressure has been increased and the exhaust system has twin pipes to handle 185 bhp.

It is equally natural that the Saab 900 Carlsson has a lowered chassis, stiff suspension and anti-roll bars. A large rear spoiler and low-profile sports tyres on 15" aluminium wheels also say a lot to those who are in the know.

Others may recognize the car just by its appearance. Or by looking at the high level of equipment inside the car. Everything is standard, including automatic Cruise Control. The instrumentation reveals that exterior mirrors, windows, aerial and sunroof are all electrically operated. The steering wheel, as well as the gear lever and its gaiter, is of leather. The seats are finished in leather upholstery with suede inserts.

This model is available in the U.K. only.

The large rear spoiler reduces air resistance at high speeds and eliminates lifting forces on the rear of the car.



Signed by Eric Carlsson.

2300 Turbo 16
2300 Turbo 16 Aero



Saab 900 Turbo 16

Saab 900 Turbo 16S Aero

If you have never driven a car with a turbocharged engine, you have an experience to look forward to. Once you get used to the feeling of confidence, independence, and high performance, you will find it difficult to resist.

Saab 900 Turbo 16

Under the bonnet you will find a classic power plant: the turbocharged 16-valve, 160 bhp engine. It is equipped with an intercooler and the APC System, which allows you to choose any grade of unleaded fuel without risking engine knock.

But the Saab 900 Turbo 16 is more than just an engine. It naturally offers all the handling, road-holding, safety features, load capacity and chassis comfort that you need for all types of motoring.

Saab 900 Turbo 16S Aero

This is a highly advanced car which should be driven by someone who really appreciates the stiffer suspension and improved roadholding.

The engine develops peak torque at 3000 rpm. With 175 bhp, you are guaranteed high performance.

For safety reasons, most of the controls are electrically operated so the driver can concentrate entirely on his driving.

The Saab Turbo 16S has a lowered chassis, anti-roll bars, anti-lock braking system, side mouldings, light-alloy wheels, and rear spoiler.



Saab 900 Turbos, with optional equipment.



Saab 900S Aero

Saab 900 Turbo 16S Aero

The new Saab 900S Aero is not only a more powerful and better equipped version of the Saab 900i 16. It also represents a different approach to engine output and performance.

The fact that it has a higher top speed is irrelevant. What counts is the unusual power it offers in high gear in big city rush-hour traffic.

At the same time, very few automobiles can match the acceleration of the Saab 900S Aero when overtaking in fourth and fifth gear.

The secret behind the news is under the bonnet: Saab's 16-valve engine is now assisted by a light-pressure turbocharger. This allows a low compression ratio and more moderate valve intervals.

High torque, and the uniform torque curve, mean that this car is very easy to drive in urban traffic. It is also quieter and has lower exhaust gas emissions.

Outwardly, the Saab 900S Aero is a little sportier. It is a three-door hatchback with tinted windows, side mouldings and three-spoke aluminium wheels.

The same sporty personality is reflected in the interior. Both the steering wheel and gear lever gaiter are of leather. The generous standard equipment includes anti-roll bars, power-assisted steering, electrically-operated windows and exterior mirrors, electrically-operated sun roof, an extra brake light, head restraints all round, heated front seats, and central locking.



Saab 900S Aero with optional equipment.



Saab 900S

It would not be surprising to find that many Saab 900S owners are people who spend much of their working day in the car.

The 16-valve engine, combined with the light-pressure turbocharger, makes the Saab 900S a typical urban car. And with the new 145 bhp engine, you don't always have to change gear in traffic queues or when turning corners.

At the same time, few cars can match the Saab 900S when it comes to accelerating in fourth gear from 40—60 mph and in fifth from 50—70 mph.

The Saab 900S represents an entirely new way of utilizing the turbo principle. Not for maximum speed, but for more even torque to provide a good power resource in all gears. Added benefits are less noise and lower exhaust emissions.

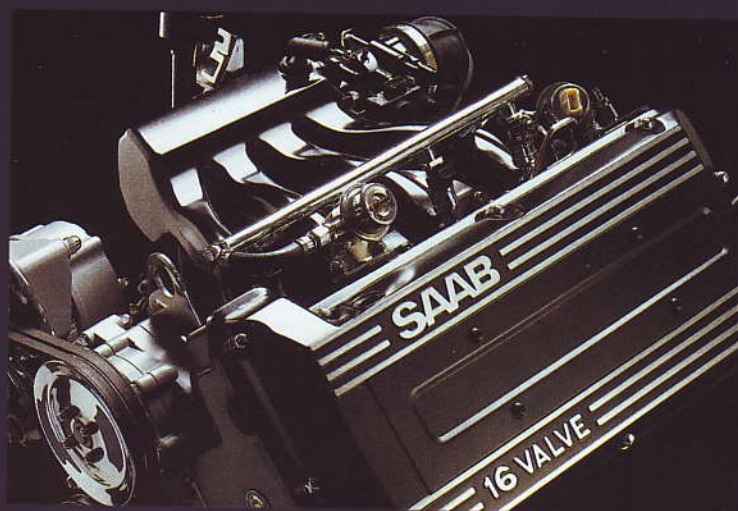
Naturally, the Saab 900S is just as suitable for long-distance motor-ing as the other 900 models. It has the same handling, the same road-holding, the same cargo capacity and the same safety.

However, it has less equipment and the price is lower than for the other turbocharged models. But that doesn't stop it from having spoilers front and rear as standard, tachometer, servo-assisted brakes, power-assisted steering, interior air filter, and electrically-heated front seats.

The Saab 900S is available as a 3 or 5-door hatchback.



Saab 900S, with optional equipment.



Saab 900 SE

The Saab 900 SE is a new model, but with the clean lines and standard equipment that make you think of a classic saloon.

The walnut instrument panel, leather upholstery and gear lever gaiter of hand-stitched calfskin impart a very special character to the interior. And the chrome-plated grill and cross-spoke light alloy wheels give the exterior a style of its own.

This model is unusually comfortable and convenient. It is a five-door hatchback with power-assisted steering, central locking, a central brake light, and washers and wipers for both headlamps and the rear window. The sun roof, tinted windows and exterior mirrors are all operated electrically.

Details which show special consideration for the passengers include head restraints all round, heated front seats and the unique interior air filter.

Even the 16-valve injection engine, with overhead camshafts and climate-adapted catalytic converter, is something of a classic.



Saab 900 SE with optional equipment.



Saab 900i 16

The Saab 900i 16 offers both high performance and common sense, technology and economy. It is sufficiently fast, yet also a typical family car with flexible luggage space, well-developed safety features and a high degree of comfort for both driver and passengers.

Part of this is due to the new, wide front seats — the same as in the prestigious Saab 9000. And they are easy to adjust.

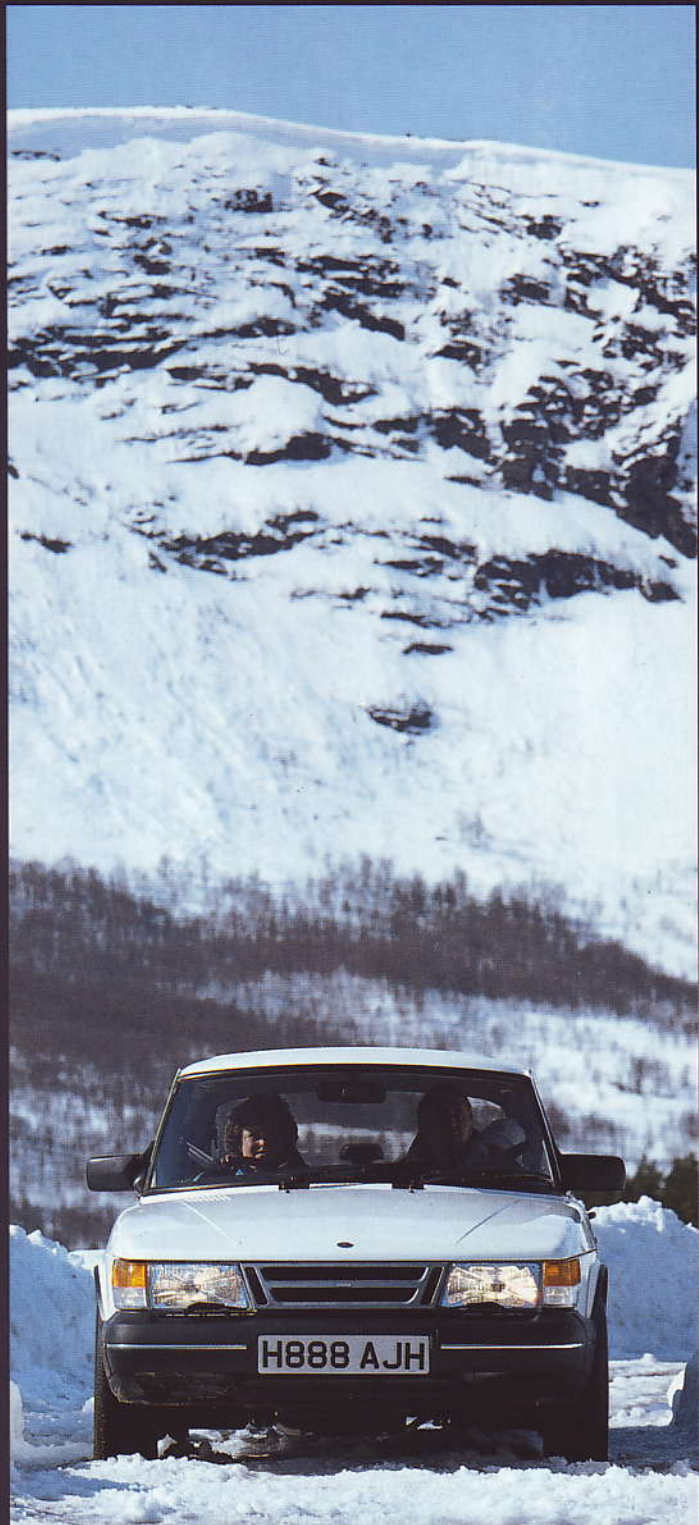
The chassis is basically designed for the same speeds as the turbo models. Even handling and road-holding are the same.

Gear changing, on the other hand, is now faster, quieter and smoother with the gearbox having fork shafts mounted in bushings and a higher degree of synchronization.

The 16-valve, 128 bhp engine has twin overhead camshafts, an electronic ignition system with an engine-knock sensor, and electronic fuel injection. This ensures uniform combustion, high power and low engine wear. As a result the noise level is low, and both fuel and service costs can be reduced.

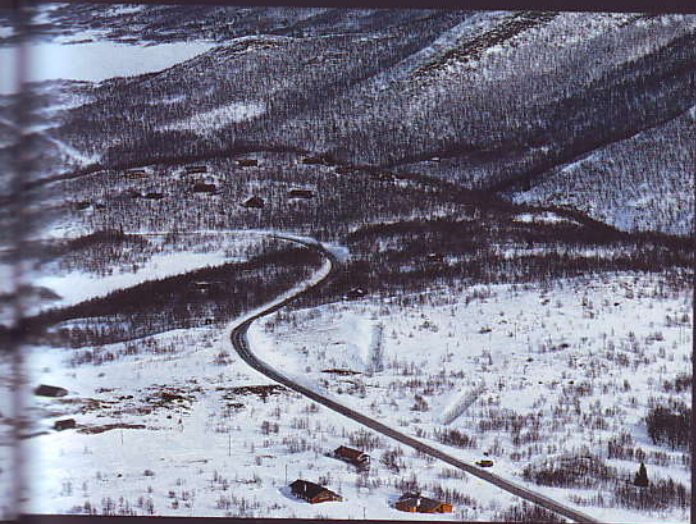
The Saab 900i 16 has servo-assisted disc brakes all round as well as power-assisted steering. It also has a tachometer, electrically-heated front seats, head restraints in the rear, interior air filter, and half a dozen other features which would be options on many other cars.

The Saab 900i 16 is available as a 3 or 5-door hatchback.



Saab 900i 16, with optional equipment.

Designed by Saab



Designed by Saab

You can personalize your Saab 900 by treating yourself to some optional equipment.

Special components are available which give the car a more individual character while at the same time increasing engine performance, improving handling, or reducing air resistance. Other items may improve comfort or enhance the driving experience.

Saab offers more than 100 optional accessories. They are all quality-approved by Saab — not only the products we have developed ourselves but also those we provide in cooperation with other manufacturers.

“Designed by Saab” implies a guarantee. Both that the product will work as promised, and that it will be fully compatible with your Saab 900.



A Saab 900 Turbo 16 optionally equipped with Cross Spoke light alloy 6" x 15" wheels for 205/55 tyres. The Saab Airflow styling kit includes front and rear spoilers, side mouldings and wider wheel arches in the car's colour. It also has a Whaletail spoiler, double chrome tailpipes, engine tuning kit, and electrically-operated aerial.

Removable tow bar, easy to fit and remove.

Ski rack specially designed for the Convertible.





Front spoiler with inset long-distance headlamps.

Silver Spoke light alloy wheels 6"X15"

Rear window washer/wiper and parcel net of sturdy steel with epoxy paint finish.

Cargo mat of moulded black ribbed rubber.

Luxury that makes sense

The word luxury is perhaps slightly tainted. But luxury is not only extravagance; sometimes it may also be common sense.

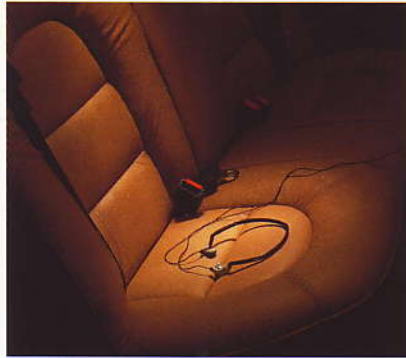
When the driver's seat, side windows, and sunroof are electrically operated, it is a matter of both safety and comfort. The correct sitting posture is just as important as being able to concentrate on your driving. And concentration is helped by a little fresh air in the car. For the same reason, the air conditioning unit fulfills an important safety function.

Electrically-operated exterior mirrors are also a safety feature, as any driver knows who has tried to adjust the mirror on the passenger side while driving.

Even the cruise control is a safety factor, although you may regard it more as a convenience for long-distance motoring. It has been shown that the cruise control has a restraining effect: you don't feel compelled to join the stress of the traffic around you. Yet you can always pass quickly when necessary. And it also helps to save fuel.

Once you've provided yourself with so much good sense, perhaps you will also want to indulge yourself with a little sheer luxury — such as a wooden steering wheel or a gear lever knob of exclusive mahogany.

Just for fun.



With the kids in the rear seat, a CD player and a plug for their earphones may be just what the driver needs to concentrate on his driving.

On all Turbo models, the new front seats are available with electrical adjustment.

The Saab 900 is also available with automatic transmission (optional).





Technical specifications and equipment

Saab 900, 1991

All models

ENGINE

Four cylinder, four valves per cylinder, in-line engine, longitudinally mounted and inclined at an angle of 45°. Cast iron cylinder block. Light alloy cylinder head of cross-flow design. Breakerless electronic ignition system. Electronic fuel injection. Dome shaped combustion chambers with centrally located spark plugs. The engine runs on unleaded fuel. Five bearing crankshaft. Double chain-driven overhead camshafts. Hydraulic, self-adjusting and service-free cam followers. Cooling system with electrically driven, thermostatically controlled radiator fan. Three-way catalytic converter and Lambda sensor.

Fuel tank capacity 14 imp. gal. (68 litres).

Recommended octane rating
Any unleaded fuel between 91 and 98 octane RON.

ELECTRICAL SYSTEM

Alternator 930 W. 14 V 70 A (1070 W. 14 V 80 A on cars with factory-fitted air conditioning).

Battery 12 V 60 Ah.

TRANSMISSION

Front wheel drive. Hydraulically actuated, single dry-plate clutch. Hydraulic torque converter instead of the clutch on cars with automatic transmission.

STEERING

Rack and pinion steering gear, power-assisted. Jointed and telescopic steering column with cylindrical sheet metal bellows. Impact absorbing, perforated sheet steel cage below the steering wheel.

Turning circle diameter Kerb to kerb 33 ft 10 in (10.3 m).

BRAKES

Self-adjusting disc brakes all round, with ventilated discs at the front. Asbestos-free pads—semi-metallic at the front and organic at the rear. Dual circuit, diagonally split brake system with vacuum servo. The handbrake acts mechanically on the rear discs.

SUSPENSION

Front: Double wishbones, with pivot mounted, progressive action coil springs and gas shock absorbers.

Rear: Straight, rigid rear axle with coil springs, gas shock absorbers, two leading and two trailing arms and a Panhard rod.

LUGGAGE COMPARTMENT

3 and 5 door models

Ordinary luggage compartment 21.3 cu. ft (602 dm³) or 27.2 cu. ft (770 dm³) with the parcel shelf removed. 4 ft (1210 mm) long. **With the rear seat folded down** About 57.6 cu. ft (1630 dm³). 6 ft (1835 mm) long.

WEIGHTS**

Weight distribution About 60% front, 40% rear.

Max trailer weight 3300 lbs (1500 kg).

Max roof load 220 lbs (100 kg), not the 900 Convertible.

DIMENSIONS

Wheelbase	2517 mm.
Track, front	1430 mm.
Track front steel rims	1432 mm.
Track rear	1440 mm.
Track rear steel rims	1442 mm.
Overall length, 3 and 5 door models	4687 mm.
Overall length, convertibles	4680 mm.
Overall width	1690 mm.
Overall width, 900 T 16S and Carlsson	1695 mm.
Overall height	1420 mm.
Overall height, convertibles	1400 mm.
Max cargo length	
3 and 5 door models;	1835 mm.
Max cargo length at floor from rear seat back	1210 mm.

WARRANTIES

Saab provides an unlimited 12-month warranty plus a 6-year warranty if corrosion should occur from an internal cause.

**The weights vary with the type of body and the equipment included in the car.



Saab 900 Turbo 16S Convertible Aero*

ENGINE

Turbocharger with water-cooled bearing housings and integrated waste gate (boost pressure control valve). Intercooler. Saab APC system for continuous boost pressure control. Engine oil cooler.

Displacement 1985 cm³.

Bore/stroke 90/78 mm.

DIN rating 160 bhp (118 kW) at 5500 rpm.

DIN peak torque 188 lb ft or 26.0 kgm (255 Nm) at 2800 rpm.

Max boost pressure 0.75 bar.

Compression ratio 9.0:1.

TRANSMISSION

Five speed manual gearbox or automatic transmission.

WHEELS AND TYRES

Light alloy wheels. High speed, low-profile tyres. Compact spare wheel.

Wheel size 5½ J × 15".

Tyre size 195/60 VR 15.

LUGGAGE COMPARTMENT

16.3 cu.ft (461 dm³).

WEIGHTS**

Kerb weight 2930—3105 lbs (1330—1410 kg).

Max total weight 3920 lbs (1780 kg).

FUEL CONSUMPTION***

Manual (automatic) transmission

Imperial mpg

Urban 23.2 (20.8).

56 mph 37.2 (31.4).

75 mph 26.2 (22.8).

Metric l/100 km

Urban 12.2 (13.6).

90 km/h 7.6 (9.0).

120 km/h 10.8 (12.4).

PERFORMANCE

Manual transmission

Top speed 124 mph (200 km/h).

Acceleration to 60 mph (100 km/h) 9.1 secs (9.6 secs).

60—100 km/h in 4th gear 8.2 secs.

80—120 km/h in 5th gear 11.5 secs.

Automatic transmission

Top speed 121 mph (195 km/h).

Acceleration to 60 mph (100 km/h) 10.0 secs (10.5 secs).

STANDARD EQUIPMENT

ABS, anti-lock braking system.
Power-assisted steering.
Anti-roll bars.
Cruise control.
Walnut veneer fascia.
Front and rear spoilers.
Headlamp washer/wipers.
Electrically adjustable door mirrors.
Electrically operated windows.
Electrically operated roof.
Electrically adjustable front seats.
Tinted windows all round.
Electrically heated glass rear window.
Central locking.
Leather sports steering wheel.
Leather gear knob and gaiter.
Electrically heated front seats.
Leather faced upholstery.
Head restraints in the rear seat.
Front and rear speakers.
Electrically operated aerial.
Tachometer.
Ventilation air filter.
Delayed action interior lighting.
High level rear brake light.
Headlamp adjustment.
Factory fitted skirts.
Aero alloy wheels.
Three-way catalytic converter.

FACTORY-FITTED OPTIONAL EQUIPMENT

Automatic transmission.
Metallic paintwork.



Saab 900i 16 Convertible*

ENGINE

Microprocessor-controlled electronic ignition system with knocking sensor.

Displacement 1985 cm³.

Bore/stroke 90/78 mm.

DIN rating 128 bhp (94 kW) at 6000 rpm.

DIN peak torque 127 lb ft or 17.6 kgm (173 Nm) at 3000 rpm.

Compression ratio 10.1:1.

TRANSMISSION

Five speed manual gearbox or automatic transmission.

WHEELS AND TYRES

Steel wheels with wheel covers. High-speed, low-profile tyres. Compact spare wheel.

Wheel size 5½ J × 15".

Tyre size 185/65 R 15 H.

WEIGHTS**

Kerb weight 2840—2975 lbs (1290—1350 kg).

Max tot. weight 3920 lbs (1780 kg).

LUGGAGE COMPARTMENT

16.3 cu.ft (461 dm³).

FUEL CONSUMPTION***

Manual (automatic) transmission

Imperial mpg

Urban 21.9 (22.1).

56 mph 38.2 (32.9).

75 mph 28.3 (25.5).

Metric l/100 km

Urban 12.9 (12.8).

90 km/h 7.4 (8.6).

120 km/h 10.0 (11.1).

*While every endeavour is made to ensure the content of this brochure relates directly to the relevant UK product range, certain manufacturing changes may occur, which could effect the final specification of certain models. Full details should be confirmed with your local Saab Dealer prior to purchase.

PERFORMANCE

Manual transmission

Top speed 112 mph (180 km/h).

Acceleration to 60 mph (100 km/h) 11.0 secs (11.5 secs).

60 to 100 km/h in 4th gear 11.5 secs.

80 to 120 km/h in 5th gear 17.5 secs.

Automatic transmission

Top speed 109 mph (175 km/h).

Acceleration to 60 mph (100 km/h) 13.0 secs (14.0 secs).

STANDARD EQUIPMENT

Power-assisted steering.
Rear spoiler.
Headlamp washer/wipers.
Electrically adjustable door mirrors.
Electrically operated windows.
Electrically operated roof.
Central locking.
Tinted windows all round.
Electrically heated glass rear window.
Electrically heated front seats.
Head restraints in the rear seat.
Ventilation air filter (not on cars with air conditioning).
Headlamp adjustment.
High level rear brake light.
Three-way catalytic converter.

FACTORY-FITTED OPTIONAL EQUIPMENT

ABS, anti-lock brake system.
Automatic transmission.
Metallic paintwork.
Leather faced upholstery.



Saab 900 Carlsson*

ENGINE

Turbocharger with water-cooled bearing housings and integrated waste gate (boost pressure control valve). Intercooler. Saab APC system for continuous boost pressure control. Engine oil cooler.

Displacement 1985 cm³.

Bore/stroke 90/78 mm.

DIN rating 185 bhp (136 kW) at 5500 rpm (manual transmission).

DIN peak torque 201 lb ft or 27.8 kgm (273 Nm) at 2800 rpm (manual transmission).

Max boost pressure 0.85 bar.

Compression ratio 9.0:1 (manual transmission).

TRANSMISSION

Five speed manual gearbox or automatic transmission (160 bhp).

WHEELS AND TYRES

Light alloy wheels. High speed, low-profile tyres. Compact spare wheel.

Wheel size 5½ J × 15"

Tyre size 195/60 VR 15.

WEIGHTS**

Kerb weight 2830—2940 lbs (1285—1335 kg).

Max total weight 4030 lbs (1830 kg).

FUEL CONSUMPTION***

Manual transmission.

Imperial mpg

Urban 23.7.

56 mph 37.2.

75 mph 26.4.

Metric l/100 km

Urban 11.9.

90 km/h 7.6.

120 km/h 10.7.

This model is available in the U.K. only.

PERFORMANCE

Manual transmission

Top speed 130 mph (210 km/h).

Acceleration to 60 mph (100 km/h) 8.5 secs (8.7 secs).

60—100 km/h in 4th gear (N/A).

80—120 km/h in 5th gear (N/A).

STANDARD EQUIPMENT

ABS, anti-lock braking system.
Whale-tail spoiler.
Twin chrome exhaust pipes.
Front driving lamps.
Leather gear lever knob and gaiter.
Power-assisted steering.
Anti-roll bars.
Lowered chassis.
Cruise control.
Front and rear airflow spoilers.
Aero alloy wheels.
Headlamp washer/wipers.
Rear window washer/wiper.
Electrically operated door mirrors.
Electrically operated windows.
Electrically operated steel sunroof.
Tinted windows all round.
Central locking.
Leather sports steering wheel.
Leather faced upholstery with suede inserts.
Electrically heated front seats.
Head restraints and folding centre armrest in the rear seat.
Front speakers.
Electrically operated aerial.
Tachometer.
Ventilation air filter.
Delayed action interior lighting.
High level rear brake light.
Headlamp adjustment.
Rear decor panel.
Three-way catalytic converter.

FACTORY-FITTED OPTIONAL EQUIPMENT

Electrically adjustable front seats.
Automatic transmission.

***FUEL CONSUMPTION

**Passenger Car Fuel Consumption Energy Act 1976

Official fuel consumption tests are designed to represent real-life driving situations and to provide a guide to the models most likely to show good fuel economy. The tests do not guarantee the fuel consumption of any particular car and there will in-

evitably be differences between cars of the same model. Loading, weather, traffic conditions, overall mileage and particularly driving style and standard of maintenance are factors which can affect the achievement of better fuel economy.



Saab 900 Turbo 16S Aero*

ENGINE

Turbocharger with water-cooled bearing housings and integrated waste gate (boost pressure control valve). Intercooler. Saab APC system for continuous boost pressure control. Engine oil cooler.

Displacement 1985 cm³.

Bore/stroke 90/78 mm.

DIN rating 175 bhp (129 kW) at 5700 rpm.

DIN peak torque 190 lb ft or 26.3 kgm (258 Nm) at 3000 rpm.

Max boost pressure 0.75 bar.

Compression ratio 9.0:1.

TRANSMISSION

Five speed manual gearbox or automatic transmission.

WHEELS AND TYRES

Light alloy wheels. High speed, low-profile tyres. Compact spare wheel.

Wheel size 5½ J × 15".

Tyre size 195/60 VR 15.

WEIGHTS**

Kerb weight 2830—2940 lbs (1285—1335 kg).

Max total weight 4030 lbs (1830 kg).

FUEL CONSUMPTION***

Manual (automatic) transmission

Imperial mpg

Urban 23.2 (20.8).

56 mph 37.2 (31.4).

75 mph 26.2 (22.8).

Metric l/100 km

Urban 12.2 (13.6).

90 km/h 7.6 (9.0).

120 km/h 10.8 (12.4).

PERFORMANCE

Manual transmission

Top speed 127 mph (205 km/h).

Acceleration to 60 mph (100 km/h) 8.5 secs (8.9 secs).

60—100 km/h in 4th gear (N/A).

80—120 km/h in 5th gear (N/A).

Automatic transmission

Top speed 124 mph (200 km/h).

Acceleration to 60 mph (100 km/h) 10.0 secs (10.5 secs).

STANDARD EQUIPMENT

ABS, anti-lock braking system.

Power-assisted steering.

Anti-roll bars.

Lowered chassis.

Cruise control.

Front and rear spoilers.

Aero alloy wheels.

Factory fitted skirts.

Headlamp washer/wipers.

Rear window washer/wiper.

Electrically operated door mirrors.

Electrically operated windows.

Electrically operated steel sunroof.

Tinted windows all round.

Central locking.

Leather sports steering wheel.

Leather gear knob and gaiter.

Electrically heated front seats.

Head restraints and folding centre armrest in the rear seat.

Front speakers.

Electrically operated aerial.

Tachometer.

Ventilation air filter.

Delayed action interior lighting.

High level rear brake light.

Headlamp adjustment.

Three-way catalytic converter.

FACTORY-FITTED OPTIONAL EQUIPMENT

Leather faced upholstery with suede inserts.

Metallic paintwork.

Automatic transmission.

Electrically adjustable front seats.



Saab 900 Turbo 16*

ENGINE

Turbocharger with water-cooled bearing housings and integrated waste gate (boost pressure control valve). Intercooler. Saab APC system for continuous boost pressure control. Engine oil cooler.

Displacement 1985 cm³.

Bore/stroke 90/78 mm.

DIN rating 160 bhp (118 kW) at 5500 rpm.

DIN peak torque 188 lb ft or 26.0 kgm (255 Nm) at 2800 rpm.

Max boost pressure 0.75 bar.

Compression ratio 9.0:1.

TRANSMISSION

Five speed manual gearbox or automatic transmission.

WHEELS AND TYRES

Light alloy wheels. High speed, low-profile tyres. Compact spare wheel.

Wheel size 5½ J × 15".

Tyre size 195/60 VR 15.

WEIGHTS**

Kerb weight 2800—3050 lbs (1270—1380 kg).

Max total weight 4030 lbs (1830 kg).

FUEL CONSUMPTION***

Manual (automatic) transmission

Imperial mpg

Urban 23.2 (20.8).

56 mph 37.2 (31.4).

75 mph 26.2 (22.8).

Metric l/100 km

Urban 12.2 (13.6).

90 km/h 7.6 (9.0).

120 km/h 10.8 (12.4).

PERFORMANCE

Manual transmission

Top speed 124 mph (200 km/h).

Acceleration to 60 mph (100 km/h) 9.1 secs (9.6 secs).

60—100 km/h in 4th gear

8.2 secs.

80—120 km/h in 5th gear 11.5 secs.

Automatic transmission

Top speed 121 mph (195 km/h).

Acceleration to 60 mph (100 km/h) 10.0 secs (10.5 secs).

STANDARD EQUIPMENT

Power-assisted steering.

Anti-roll bars.

Cruise control.

Front and rear spoilers.

Light alloy wheels.

Headlamp washer/wipers.

Electrically operated door mirrors.

Electrically operated windows.

Electrically operated steel sunroof.

Tinted windows all round.

Central locking.

Childproof rear door locks.

Electrically heated front seats.

Head restraints and folding centre armrest in the rear seat.

Front speakers.

Tachometer.

Ventilation air filter.

High level rear brake light.

Headlamp adjustment.

Electrically operated aerial

(not on 5-door).

Three-way catalytic converter.

FACTORY-FITTED OPTIONAL EQUIPMENT

ABS, anti-lock braking system.

Leather faced upholstery.

Metallic paintwork.

Automatic transmission.

Electrically adjustable front seats.



Saab 900S and Saab 900S Aero*

ENGINE

Light pressure turbocharger with water-cooled bearing housings and integrated waste gate (boost pressure control valve). Engine oil cooler.

Displacement 1985 cm³.

Bore/stroke 90/78 mm.

DIN rating 145 bhp (107 kW) at 5500 rpm.

DIN peak torque 151 lb ft or 20.9 kgm (205 Nm) at 3800 rpm.

Compression ratio 9.0:1.

TRANSMISSION

Five speed manual gearbox or automatic transmission.

WHEELS AND TYRES

Light alloy wheels.
Compact spare wheel.

Wheel size 5½ J × 15".

Tyre size 195/60 VR 15, (Aero).
185/65 R15 H.

WEIGHTS**

Kerb weight 2720—3050 lbs
(1235—1380 kg).

Max tot. weight 4030 lbs
(1830 kg).

FUEL CONSUMPTION***

Manual (automatic) transmission

Imperial mpg

Urban 23.0 (21.6).

56 mph 38.7 (32.5).

75 mph 27.7 (23.9).

Metric l/100 km

Urban 12.3 (13.1).

90 km/h 7.3 (8.7).

120 km/h 10.2 (11.8).

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PERFORMANCE

Manual transmission

Top speed 118 mph (190 km/h).

Acceleration to 60 mph (100 km/h) 10.0 secs (11.0 secs).

60 to 100 km/h in 4th gear
9.5 secs.

80 to 120 km/h in 5th gear
13.5 secs.

Automatic transmission

Top speed 115 mph (185 km/h).

Acceleration to 60 mph (100 km/h) 12.5 secs (13.0 secs).

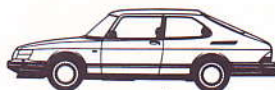
STANDARD EQUIPMENT

Power-assisted steering.
Headlamp washer/wipers.
Tinted windows all round.
Childproof rear door locks.
Electrically heated front seats.
Head restraints and folding centre armrest in the rear seat.
Tachometer.
Central locking.
Headlamp adjustment.
Ventilation air filter.
Light alloy wheels.
Electrically operated door mirrors.
Electrically operated windows.
Electrically operated sunroof.
High level rear brake light.
Three-way catalytic converter.

Standard equipment on
900S Aero:
Factory fitted aero skirts.
Aero alloy wheels.
Leather steering wheel.
Leather gear knob and gaiter.

FACTORY-FITTED OPTIONAL EQUIPMENT

ABS, anti-lock braking system.
Automatic transmission.
Air conditioning.
Leather faced upholstery.
Metallic paintwork.
Electrically adjustable front seats.



Saab 900i 16 and Saab 900 SE*

ENGINE

Microprocessor-controlled electronic ignition system with knocking sensor.

Displacement 1985 cm³.

Bore/stroke 90/78 mm.

DIN rating 128 bhp (94 kW) at 6000 rpm.

DIN peak torque 127 lb ft or 17.6 kgm (173 Nm) at 3000 rpm.

Compression ratio 10.1:1.

TRANSMISSION

Five speed manual gearbox or automatic transmission.

WHEELS AND TYRES

Steel wheels 900i 16. Cross Spoke alloy wheels 900 SE. Compact spare wheel.

Wheel size 5½ J × 15".

Tyre size 185/65 R 15 H.

WEIGHTS**

Kerb weight 2645—2950 lbs
(1200—1340 kg).

Max total weight 4030 lbs
(1830 kg).

FUEL CONSUMPTION***

Manual (automatic) transmission

Imperial mpg

Urban 21.9 (22.1).

56 mph 38.2 (32.9).

75 mph 28.3 (25.5).

Metric l/100 km

Urban 12.9 (12.8).

90 km/h 7.4 (8.6).

120 km/h 10.0 (11.1).

PERFORMANCE

Manual transmission

Top speed 112 mph (180 km/h).

Acceleration to 60 mph (100 km/h) 11.0 secs (11.5 secs).

60—100 km/h in 4th gear
11.5 secs.

80—120 km/h in 5th gear
17.5 secs.

Automatic transmission

Top speed 109 mph (175 km/h).

Acceleration to 60 mph (100 km/h) 13.0 secs (14.0 secs).

STANDARD EQUIPMENT

On 3-door base:
Power-assisted steering.
Headlamp washer/wipers.
Tinted windows all round.
Central locking.
Electrically heated front seats.
Head restraints and folding centre armrest in the rear seat.
"Parallel" velour upholstery.
Tachometer.
Ventilation air filter.
High level rear brake light.
Headlamp adjustment.
Three-way catalytic converter.

Furthermore on 3-door and 5-door standard models:
Electrically operated door mirrors.
Electrically operated windows.
Childproof rear door locks (5-door).
"Horizon" velour upholstery.

Furthermore on 5-door SE:
Cross-spoke light alloy wheels.
Electrically operated steel sunroof.
Leather faced seats.
Chromed grill.
Rear spoiler.
Rear window washer/wiper.
Walnut veneer fascia.
Leather gear knob and gaiter.

FACTORY-FITTED OPTIONAL EQUIPMENT

ABS, anti-lock braking system.
Automatic transmission.
Electrically operated door mirrors (900 base).
Electrically operated windows (900 base).
Electrically operated steel sunroof (900 standard).
Manual sunroof (900 base).
Metallic paintwork.
Leather faced upholstery (900 standard).

Symbol of excellence



Saab Automobile AB has its roots in Saab-Scania AB, a world leader in specialised transport technology. With origins dating back to the 1890s, the Saab-Scania Group has, over the years, built up a vast fund of engineering know-how in road and air transportation, as well as in aerospace and electronics.

The first factory-made vehicle produced under the Vabis name appeared in 1897, and in 1901 Scania made its first passenger car, bearing the Griffin symbol on the radiator. The first truck was produced in 1902 and in 1911 the first bus. In the late 1930s, the production of Saab aircraft was started. The pro-

duction of Saab passenger cars commenced in 1949.

Today the Saab-Scania symbol, with the Griffin in its centre, can be found on a variety of products including Saab passenger cars, Scania trucks and buses, Saab regional airliners and military aircraft, as well as a wide range of high-tech products made by the Saab-Scania Combitech Group such as space satellites, training systems and military robots.

In every area the Saab-Scania symbol stands for excellence in engineering, long tradition and broad-based experience.

Interior trim



"Horizon" velour upholstery available on all models except the Saab 900 Convertible and 900 SE.



"Parallel" velour upholstery in the Saab 900i 16 3-door base version.



Leather upholstery becomes more beautiful as it ages.

Saab 900 freedom of choice also extends to both interior trim and the paintwork.

This includes leather upholstery in five colour choices and two different velour styles in five other colours. There are fourteen exterior colours, of which seven are metallic.

The leather upholstery is sewn from selected Scandinavian hides.

About 9 sq metres of leather is used for every car.

The velour upholstery is manufactured from high-quality material which feels cool in summer, and warm and comfortable in winter. Velour wears well and the colours are waterproof. Naturally both the fabrics and other interior materials are flame resistant.

Please note that body and interi-

Velour



Labrador



Bokhara



Marine



Puma



Angora

Leather



Buffalo



Colorado



Arizona



Atlas

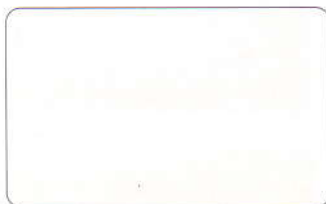


Dover

or colour combinations outside those recommended as first choice will be built to special order and could have longer lead times.

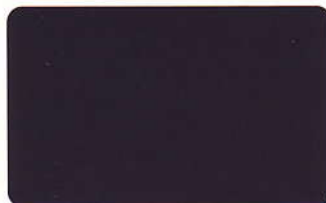
Paintwork

Solid colours



Cirrus White (153)

900 Turbo 16 Convertible: Buffalo, Colorado, Arizona, Dover.
900 Carlsson: Buffalo, Dover.
900i 16 Convertible, 900 Turbo 16 S, 900 Turbo 16, 900S Aero, 900S, 900i 16: Buffalo, Dover, Labrador, Angora.
900SE: Buffalo, Dover.



Black (170)

900 Turbo 16 Convertible: Buffalo, Colorado, Arizona, Dover.
900i 16 Convertible, 900 Turbo 16, 900S, 900i 16: Arizona, Dover, Puma, Angora.
900 Turbo 16 S, 900S Aero: Buffalo, Dover, Labrador, Angora.
900 Carlsson: Buffalo, Dover.
900SE: Arizona, Dover.



Embassy Blue (198)

900 Turbo 16, 900S, 900i 16: Buffalo, Atlas, Labrador, Marine.
900SE: Buffalo, Atlas.



Rodonite Red (213)

900 Turbo 16, 900S, 900i 16: Buffalo, Arizona, Labrador, Puma.



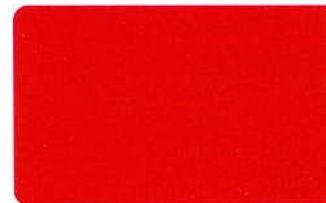
Cherry Red (214)

900 Turbo 16 Convertible: Buffalo, Arizona, Dover.
900i 16 Convertible, 900 Turbo 16, 900S, 900i 16: Buffalo, Arizona, Labrador, Puma.
900SE: Buffalo, Arizona.



Ultramarine (215)

900 Turbo 16, 900S, 900i 16: Buffalo, Atlas, Labrador, Marine.
900SE: Buffalo, Atlas.



Talladega Red (219)

900 Turbo 16 Convertible: Buffalo, Arizona, Dover.
900i 16 Convertible: Buffalo, Arizona, Labrador, Puma.
900 Carlsson: Buffalo, Dover.
900 Turbo 16 S, 900S Aero: Buffalo, Dover, Labrador, Angora.

Metallic colours



Iridium Silver (220)

900 Turbo 16, 900S, 900i 16: Buffalo, Atlas, Labrador, Marine.
900SE: Buffalo, Atlas.



Odoardo Grey (223)

900 Turbo 16 Convertible: Buffalo, Colorado, Arizona, Dover.
900i 16 Convertible, 900 Turbo 16 S, 900 Turbo 16, 900S Aero, 900S, 900i 16: Buffalo, Dover, Labrador, Angora.
900SE: Buffalo, Dover.



Beryllium (226)

900 Turbo 16 Convertible: Buffalo, Arizona, Dover.
900i 16 Convertible, 900 Turbo 16, 900S, 900i 16: Buffalo, Arizona, Labrador, Puma.
900 Turbo 16 S, 900S Aero: Buffalo, Dover, Labrador, Angora.
900SE: Buffalo, Arizona.



Citrin Silver (227)

900 Turbo 16, 900S, 900i 16: Buffalo, Dover, Labrador, Angora.
900SE: Buffalo, Dover.



Platana Silver (228)

900 Turbo 16 Convertible: Buffalo, Colorado, Dover.
900i 16 Convertible, 900 Turbo 16 S, 900 Turbo 16, 900S Aero, 900S, 900i 16: Buffalo, Dover, Labrador, Angora.
900SE: Buffalo, Dover.



Le Mans Blue (229)

900 Turbo 16 Convertible: Buffalo, Arizona, Dover.
900i 16 Convertible: Arizona, Dover, Puma, Angora.
900 Turbo 16 S, 900S Aero: Buffalo, Dover, Labrador, Angora.
900 Turbo 16, 900S, 900i 16: Atlas, Dover, Marine, Angora.
900SE: Atlas, Dover.



Scarabé Green (230)

900 Turbo 16, 900S, 900i 16: Arizona, Dover, Puma, Angora.
900SE: Arizona, Dover.

For printing reasons, the colours in this brochure may differ slightly from the actual colours.

All particulars and illustrations in this brochure are based on the specifications of the cars valid at the date of the final editing of the publication. The model range, technical specifications and equipment vary from one market to another and may be altered without prior notice. For further information, consult your local Saab dealer. Note that some of the pictures in this brochure may show cars fitted with extra equipment.

The Saab 900 Form and Function



Form and Function

Saab's Form and Function is probably unique in the automobile world. Here you will find 100 pages of design philosophy, factual descrip-

tion, and technical specifications—richly illustrated with photographs, cutaway drawings and graphs.

Form and Function is a fount of knowledge for anyone who is inter-

ested in cars. And it is an unusually complete source of facts for anyone considering the purchase of a Saab 900. The book is available on special request from your local Saab dealer.



Saab CD



Saab 9000



Saab 900

Three product lines of Saab cars are available — the Saab CD, the Saab 9000 and the Saab 900. The model range provides a wide choice between different engines, equipment and body types. All new Saabs are fitted with a catalytic converter, and run on unleaded fuel.



SAAB

Saab Automobile AB
Trollhättan, Sweden

Saab Great Britain Ltd.
Saab House
Globe Park, Marlow
Bucks, England

For further information or a test drive
contact the Saab Information Centre
on 0800 626556

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