

Saab 99 GL

The broad Saab range.

The Saab range comprises eight models. This brochure presents the 2-door and 4-door models of the Saab 99 GL Saloon and the 3-door and 5-door models of the Saab 99 GL Combi Coupé. (The cars shown at the bottom of this spread are described in detail in separate brochures.) The overall technical concept is common to the Saab 99 Saloon and Saab 99 Combi Coupé. But some

of the design features differ. These differences are described comprehensively on pages 16 – 23 which are devoted entirely* to the Saab 99 GL Combi Coupé. The GL models are powered by the 2-litre engine, equipped with one or two carburettors (73 kW/100 hp DIN or 79 kW/108 hp DIN). The combination engine/gearbox (manual or automatic) varies, depending on model.

Saab 99 GL Saloon, 2 doors*



Saab 99 GL Saloon, 4 doors



Saab 99 GL Combi Coupé, 3 doors



Saab 99 GL Combi Coupé, 5 doors



* Not available on all markets.

Saab 96L Saloon*
2 doors.
V4 engine developing
48 kW (65 hp) DIN.
Manual gearbox.
Free-wheel.



Saab 95L Estate Car*
3 doors.
V4 engine developing
48 kW (65 hp) DIN.
Manual gearbox.
Free-wheel.



Saab EMS
2-door sports Saloon.
2-litre fuel injection
engine developing
87 kW (118 hp) DIN.
Manual gearbox.



Saab 99 GLE
4-door luxury Saloon.
2-litre fuel injection
engine developing
87 kW (118 hp) DIN.
Automatic transmission.

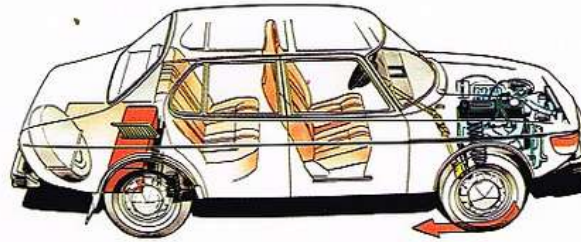


Much of the Saab philosophy is down-to-earth realism.

The Saab philosophy is based on everyday realities and their frequently tough demands. Saab's devotion to the good of the driver, passengers, other road-users and the environment is reflected in this philosophy – in the fundamental technology, in the layout of the car, in the arrangement of the driving position, in the overall comfort and in many other features aimed at ensuring your safety and well-being.

A large interior.

In our opinion, a car should have a roomy, comfortably appointed interior within a relatively confined shape of body, and it should offer scope for carrying an impressive load, without jeopardising its basic character. Only then will it be able to satisfy demands for high comfort and good manoeuvrability in heavy traffic and when parking. Only then can the car be said to be perfectly practical.



Roadholding and behaviour close to perfection.

The weight distribution of the Saab 99 is almost perfect. The most heavily laden wheels – the front wheels – pull the car, rather than the rear wheels pushing it. The rear axle has no heavy propeller shaft to support. And the rack-and-pinion steering is the ideal system for a car with front wheel drive.

An environment focused on the driver.

All controls, levers and instruments of the Saab 99 are located where you would naturally expect to find them. A Saab 99 offers perfect seating, since the driver can preset the seat to exactly the driving attitude which suits him best. In a Saab 99, your bond with the car is as firm as that of the car with the road. In a Saab 99, you can blend into the traffic in a natural and relaxed manner.

A safe basic design.

The whole basic design is aimed at eliminating accidents and "near misses". Should an accident nevertheless occur, the damage and injuries must be restricted to a minimum.

We are well ahead in this respect. Because we have always regarded the overall safety as a primary demand. Pages 28 – 29 illustrate some of the features included in our safety programme.

Saab has often been the forerunner.

We regard ourselves as being one of the pioneers of front wheel drive. And leaders in the development of the split brake system which we introduced as early as 1963. We introduced seat belts in the early 1960's. We were the first car manufacturer to fit headlamp wipers and washers on our cars. In 1971, we introduced an entirely new impact-absorbing bumper which aroused keen interest. The electrically heated driver's seat was yet another "world's first" feature.

Coordination and harmony.

Every tiny component of the engine, body, steering, suspension, etc. has its own special function. It must operate faultlessly and withstand the loads for which it has been designed. But it must also work together with other small and large components. It is the coordination of the components which creates harmony and functional unity. The attainment of this harmony and unity is one of the most important goals in the Saab philosophy.

The Saab 99 offers you the road safety you need. And a sense of well-being.





The seating comfort offered by the Saab 99 seat will satisfy the most demanding critic. But it also satisfies strict occupant safety demands. (The seat is presented in detail on page 28.)

The front and rear of the head restraint and the rear cross-member under the seat are heavily padded, as are the dashboard, roof pillars and window frames. Thick, separate roof lining of moulded glass fibre.



The warm air defroster in the Saloon models ensures that the rear window is always clear of condensation. The electric heating wires are for fast defrosting. The raised defroster ramp also acts as head restraint — a combination which is unique to the Saab 99.



The Saloon models have a practical and elegant luggage compartment (with a total volume of 660 dm³) which can be almost doubled in size by folding down the backrest and the back seat.



It takes no more than 30 seconds to convert the luggage compartment to a large load-carrying area with a flat floor and high, uncluttered sides. Changing back to a comfortable 5-seater is even quicker.

The driver's seat cushion can easily be raised, lowered or inclined to suit the driver. Both front seats have unlimited settings within a total fore-and-aft adjustment of 146 mm. The rake of the backrest is also infinitely adjustable.



Anatomically designed and tested shape of the seat and backrest. Integral elastic lumbar support. Automatic heating of the driver's seat at temperatures below +14°C.

The Saab 99 is big, but only where it should be — inside.

We have purposely restricted the overall dimensions, to limit the weight of the car. So that it will occupy little space in traffic. So that it will be easy to park. But we have done the opposite to the interior dimensions. So in interior space, the Saab 99 is in fact a big car. Big, but only where it ought to be — where you and your passengers will travel.

The roomy interior and the general impression of space are important comfort factors. Add to this the comfortable seats, the lavish interior appointments, the absence of bulky propeller shaft tunnel and wheel housings at the back seat, the efficient heating and ventilation system — and you have a level of overall comfort which may possibly be matched only by very large and very expensive cars.



The controls at the rear edge of the centre console allow the back seat passengers to regulate the "climate" in the rear of the car.

Practical, functional and spacious interior. Upholstery of nylon velour — cool in the summer, warm in the winter. Trim of fabric-backed vinyl. Removable, washable front seat covers. Fire-resistant interior materials.





The defroster system also includes air passages in the windscreen pillars, with outlets close to the glass surface.

Fresh air outlets of ample size at the outer edges of the dashboard and in the centre. Controls for air supply and direction of air flow.

Illuminated switches and controls grouped on a separate ramp below the dashboard.

For safety reasons, the headlamp switch is located to the right of the steering wheel. "Automatic headlamp control" – the power supply to the headlamps is interrupted as soon as the ignition has been switched off.

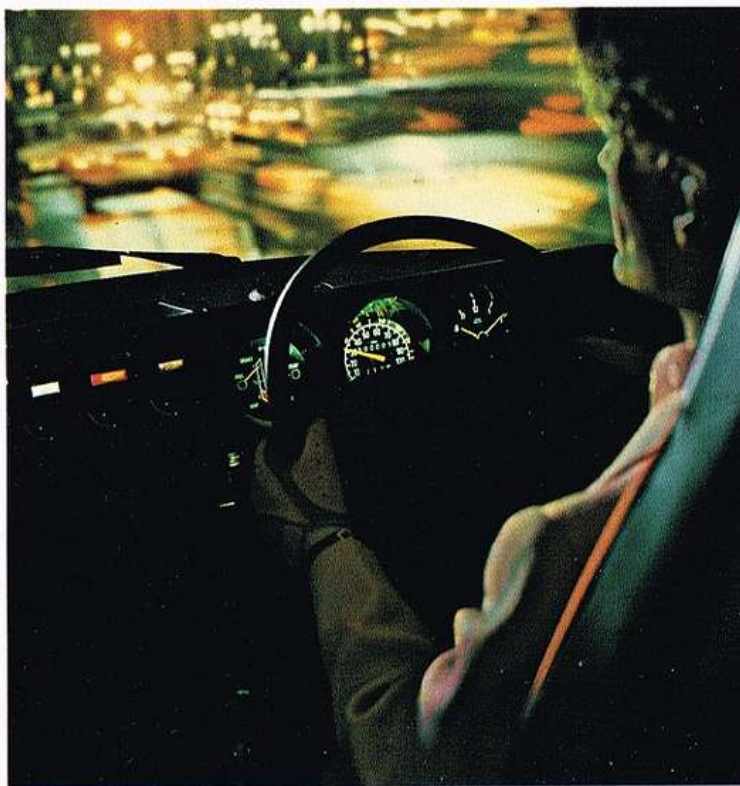
The handbrake, gear lever and ignition key are readily accessible on the console between the front seats.

The inertia front seat reel belts are moderately spring-loaded to restrict the pressure on the chest. A red seat belt reminder lamp is provided in the dashboard.



All switches and controls are within easy reach of the driver. Extra large, recessed and non-reflecting instruments. Easy to read even when driving at night. Dimmer control for the instrument lighting.

The well-padded dashboard is mounted on a flexible bulkhead. Effective protection for the knees is provided by the tough shield below the dashboard.



Thick, padded steering wheel rim for optimum grip. Extra large centre pad of unique design. The whole pad acts as the horn button.

The functional driver's environment has been designed by experts.

A sense of perfect coordination between the driver and the car is a characteristic experience in the Saab 99. Every control operation, every action, every observation is so easy to make. Another favourable feature is that whatever you do, the response will be instantaneous.

The design of the driver's "cockpit" is the result of development work in which psychologists and ergonomists have been intimately involved and in which experience has been drawn from our aircraft division. The aim of this collaboration has been to match the car to Man, to make motoring what it should be – a pleasant and safe means of travelling.

The size and rake of the steering wheel, the sturdy, padded steering wheel rim, the widely variable driving attitude, the locations of the controls, the sturdy but unobtrusive windscreen pillars, the many small but practical refinements – everything is so well-planned and feels so natural in the Saab 99.

Well-arranged driving position. Praised by the leading international motoring press. Often quoted as exemplary.





The Saab is reliable—whatever the road conditions.

When the weather is foul and the road conditions are at their worst, in darkness and poor visibility, when the demands on the car are at their peak—that's when the Saab really shows its mettle.

Owing to the front wheel drive and most of the weight being supported by the front wheels, the roadholding and directional stability of the Saab 99 have so far been difficult to match. The car obeys unquestioningly each and every command. It is consistent in its behaviour. It is stable and sturdy but still easy to handle.

It also has verve whenever required—even in top gear and at high speeds. This is where the high torque characteristic of the Saab 99 engine really shows its worth.

Efficient brakes, the best conceivable lighting and well-matched tyres provide the best safeguards against accidents. And the unique bumpers prevent annoying minor damage to the car.

Front direction indicator fittings with large, clearly visible areas. Notice lights.



Powerful halogen headlamps and headlamp wipers/washers provide first-class lighting. Headlamps adjustable from the outside.



On all Saab cars, the wheels with the best adhesion—the front wheels—drive and steer the car. This guarantees firm roadholding and directional stability, even on poor surfaces.

Power-assisted, self-adjusting disc brakes all round. Diagonally split brake system. The hand-brake acts on the front wheels.

The aerodynamic shape of the body contributes to low cross-wind sensitivity, low fuel consumption and low wind noise.



Rear lights of ample size, for safer driving at night. Clearly visible—even from the side.

The Saab 99 has a reliable engine with good low-speed performance and ample power reserve for fast acceleration and safe overtaking. In spite of its high performance, the engine has a moderate fuel consumption.

The bumpers can withstand collisions at speeds up to 8 km/h without sustaining damage. They protect the car effectively against damage when parking and when driving "bumper-to-bumper".



An exclusive but practical load-carrying area. Fitted nylon carpet. Moulded protective side panels covered with tough vinyl.

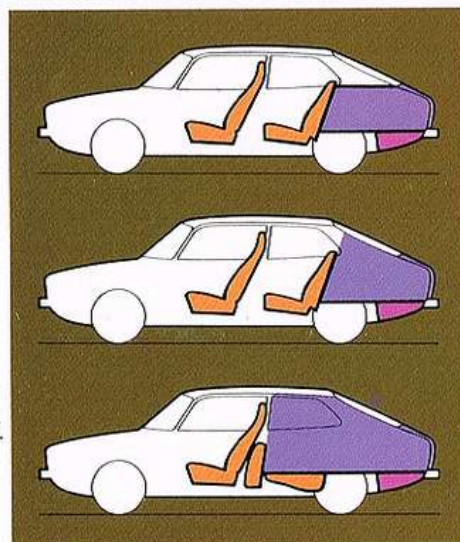
No high sill. The rubber-covered bumper serves as a practical support when loading heavy goods. The height of lift from the ground is no more than 53 cm.

Gas springs lift the door automatically from the horizontal position to fully open. The clear head-room is 180 cm.

Large, electrically heated rear window for fast defrosting.



Conversion of the ordinary luggage compartment to a large load-carrying area can be done quickly, simply and without tools.



Three load-carrying alternatives: a) Luggage compartment with a height of 45 cm up to the parcel shelf. b) Parcel shelf removed. c) Back seat folded forward to provide a 184 cm long load-carrying area.



A 90 dm³ extra storage compartment is provided under a hatch at the extreme rear. This compartment is intended for anything you may wish to keep concealed when the parcel shelf is removed.

The Saab 99GL Combi Coupé – the sleek coupé which packs all of 1.5 m³.

On the Saab 99 Combi Coupé, the bulky rear of the conventional estate car has been replaced by a gently sloping rear door. The result is a “camouflaged estate car” – with attractive lines, with an aerodynamically favourable shape and with a rear window which the air flow keeps clear of water and dirt.

The ordinary luggage compartment of the Saab 99 Combi Coupé is roomy and easy to load. The height from the floor to the parcel shelf is 45 cm. If this is insufficient, just remove the parcel shelf. You will then have a perfect area for a carry-cot, the family dog or anything else you wish to keep an eye on. And if you need even more space, fold the back seat, and you will have a 184 cm long flat floor. The total volume of this load-carrying area will then be 1.5 m³.

With the back seat folded down, the Saab 99 Combi Coupé has a massive load-carrying area which is more than enough for the everyday and leisure needs of most motorists.







Comfort on a par with the most comfortable Saloon model.

When designing the Saab 99 Combi Coupé, we have made a point of retaining the roof profile of the Saab 99 Saloon model, so that the styling would not encroach on the interior space. But due to the extra space below the long, sloping rear window of the Combi Coupé and due to the extended design of the rear section, the interior has actually become even larger and more airy.

The 3-door Saab 99 Combi Coupé aroused widespread and justifiable interest after its introduction. It is now joined by the 5-door model which has exactly the same practical design as the 3-door version. But the extra doors and different window arrangement have contributed to a more elegant and refined appearance. At the same time, the level of comfort has been improved further.

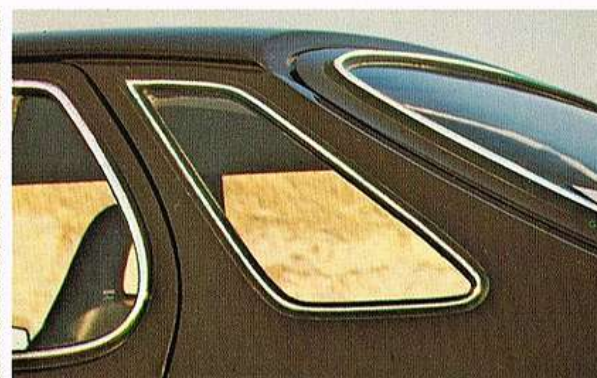
United Kingdom introduction of the five-door Combi Coupé winter 1976/77.

The interiors of all Saab 99 cars are designed to satisfy strict comfort requirements. The picture shows the interior of a 5-door Saab 99 Combi Coupé.

The 5-door Combi Coupé offers numerous advantages. Especially to those who demand comfort. Getting in and out of the car is easier.



Ingenious mounting of the front doors. The door swings outward as well as forward outside the wing. A valuable feature when the car is parked in a confined space.



Apart from the five doors, a further characteristic of the car is the side window at the rear.

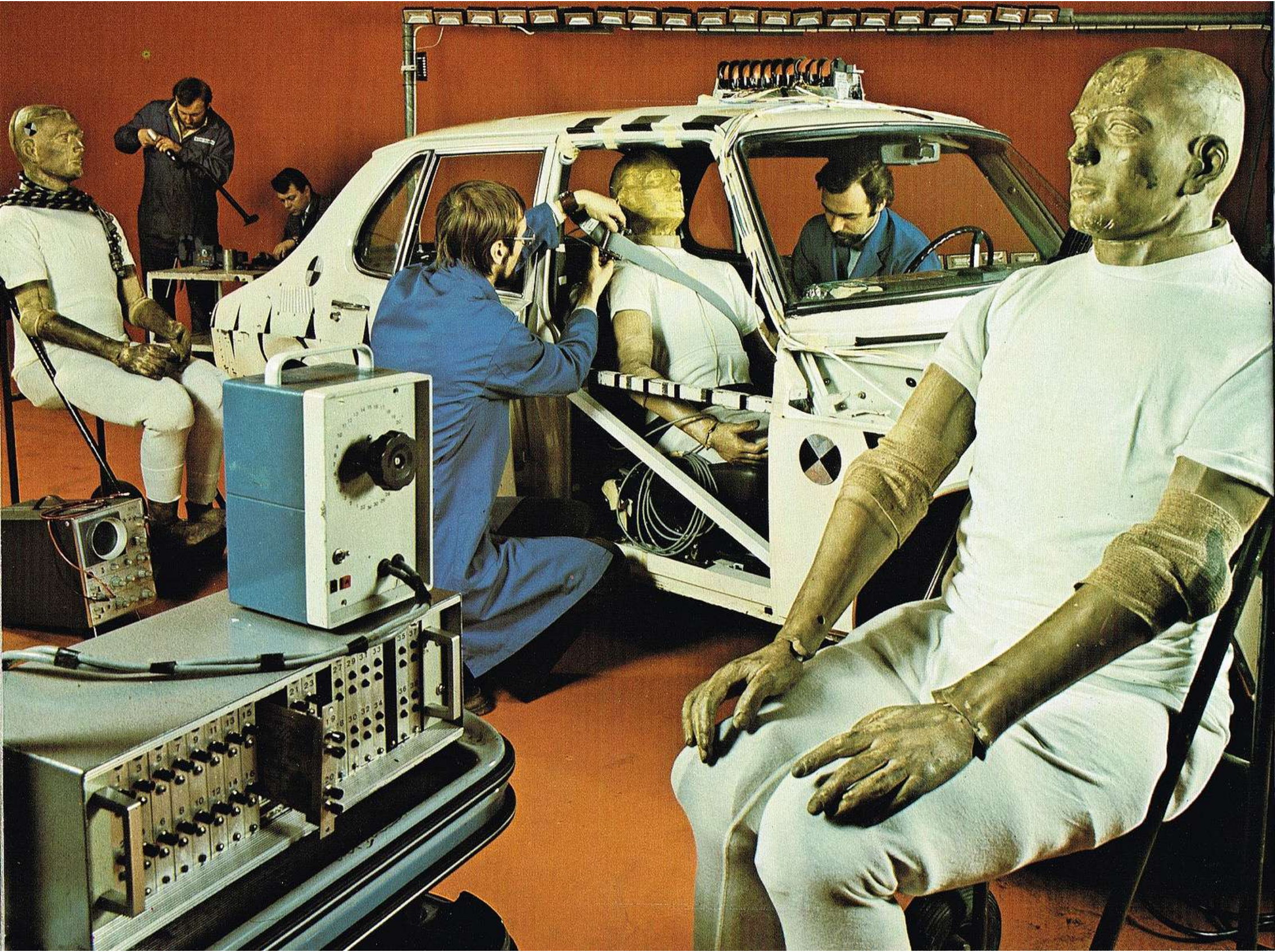
The door opening follows the contour of the backrest, and this makes it easier for the back seat passengers to get in and out of the car.



When the back seat is folded forward, the rear side doors can also be used for loading.



The sill beams are low and slightly retracted to make it easy for the passengers to get in and out of the car. In addition, the sill beams are concealed by the doors and are thus kept clear of road dirt.



Some interesting highlights of Saab technology.

Low fuel consumption, non-polluting exhaust gases, low noise level, verve and reliability are the main characteristics of the Saab 99 engine.



The engine.

The Saab 99 has a 2-litre, liquid-cooled, four-cylinder, in-line engine with overhead camshaft. The engine is reliable and economical. But it is also powerful and flexible, thereby minimising the need for gear changing.

The engine is manufactured in a basic version and is then equipped with different types of fuel systems and transmissions, to suit the appropriate model.

The engine block is made of alloy cast iron, whereas the cylinder head is made of a light alloy which dissipates heat efficiently. The crankshaft and the camshaft are both carried in five bearings to ensure silent, vibration-free operation.

By inclining the engine at 45°, we have managed to keep the front of the car low to ensure good close-up visi-

bility. The clutch is mounted in front of the engine and the gearbox is fitted below, so that the power unit is compact and does not encroach on the interior of the car. Moreover, the engine compartment is short and the car is thus easy to manoeuvre.

The location of the clutch at the front provides efficient cooling of the clutch linings and thus a longer useful life. Accessibility for maintenance is another important advantage.

The valves of the Saab 99 engine are actuated directly by the camshaft. This restricts the number of moving parts, and allows for long intervals between checking the valve clearances.

The electrically driven cooling fan is thermostatically controlled, and switches on automatically whenever the engine requires additional cooling. The fan is quiet in operation and runs only when needed.

Deformation zones at the front and rear. Transverse members, and reinforcing sections in the doors and floor provide ample resistance to impact from the side.



Sturdy body with a rugged protective cage.

The Saab 99 has a unit construction, all-welded steel body, every part of which is accurately matched to suit its duties. In the event of a collision, the front or rear section of the car will become deformed in a predetermined pattern. This reduces the risk of injury to the occupants.

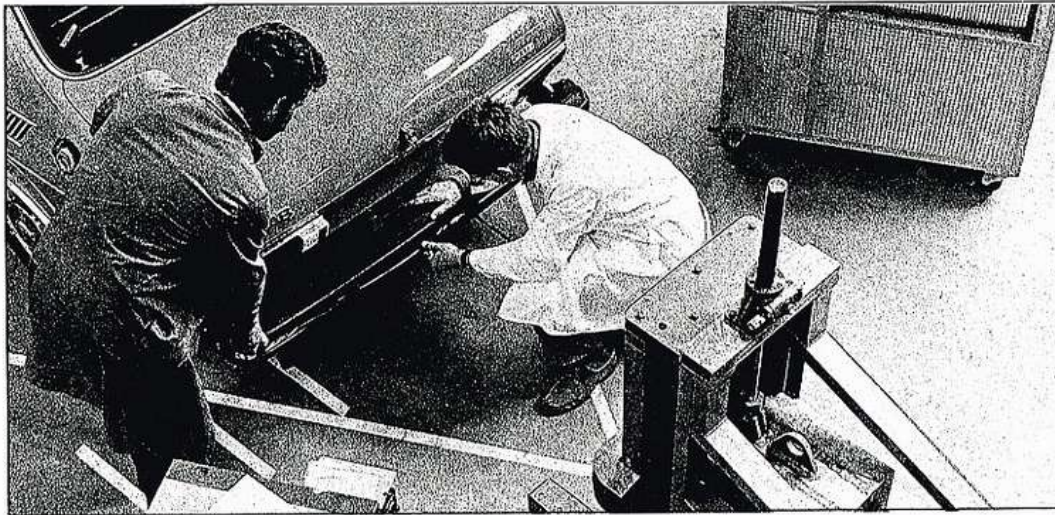
One of the basic stipulations when designing the body was that the passenger compartment must remain intact following a collision. The windows must remain in their mountings and the doors must stay shut. In other words, the occupants must be retained

safely in the interior. The seat belts are an additional safeguard in the event of a more serious collision.

What is it that makes the passenger compartment of the Saab 99 so sturdy? In general terms, the metal is thicker than on most other cars. The outer side panels of the 2-door model, for instance, are 1.2 mm thick, the floor panels are 1.5 mm thick and the wall thickness of the windscreen pillars and certain longitudinal and transverse members is 2.5 mm. So the strength is due to the thickness of the sheet metal and the various reinforcing sections.

The sill beams, the various roof pillars, the reinforcing members around the edge of the roof, the domed shape of the roof, the cross-members in the floor and the steel sections in the doors are important ingredients of the "protective cage".

The impact-absorbing and "self-repairing" bumper protects the body from damage in the event of minor collisions in traffic jams and when parking.



"Self-repairing" bumpers.

In 1972, road safety authorities in the U.S.A. issued directives which specified the strength of car bumpers. Development work on a new Saab bumper had started two years earlier. And when the American regulations came into force, the Saab bumper was already in production.

The regulations specified that if a car is driven in either direction against a hard barrier at a speed of 8 km/h, the bumpers must prevent damage primarily to the controls, headlamps and direction indicators. The Saab bumper was the first on the market to conform with the regulations with a comfortable margin.

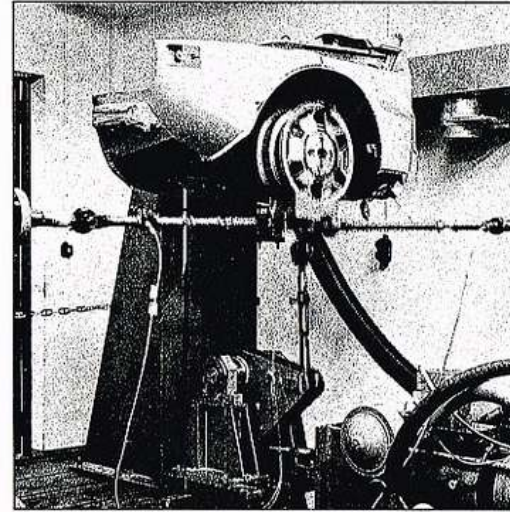
Many car manufacturers chose the principle of a resilient buffer to absorb

the impact energy. But a buffer may seize in time. And if the impact is diagonally from the side, the buffer can easily be damaged. The Saab design was based instead on the principle that the bumper itself should be capable of absorbing the energy, even if the impact should be diagonally from the side.

The Saab bumper is built up as follows: The whole bumper is backed by a sturdy but light aluminium beam. Cellular plastic blocks are mounted on the outside of the beam. A plastic rail on the outside of the blocks takes up any differences in height and distributes the load. The whole bumper is then enclosed in a rubber casing which is retained by a clamping strip.

In the event of a collision, the cellular blocks absorb energy by deforming. When the external pressure has been relieved, the blocks will resume their original shape.

Good stability provided by double wishbones and pivot-mounted springs. Negligible tendency to "dive" on heavy braking.



Firm but comfortable springing.

The front wheels are suspended on light but strong wishbones of Saab design. The two wishbones per wheel and the separately mounted shock absorbers and springs contribute to the excellent stability. And maintenance is simple and cheap, mainly because the components are so easily accessible.

The front springs are pivot-mounted. So they always operate linearly, without tending to bend. A rubber stop is provided inside each spring. The stop acts as a progressive auxiliary spring. This stop is also included in the rear suspension.

The one-piece rear axle is straight. So the rear wheels are always perpendicular to the road surface. This provides the best conceivable road adhesion for the rear wheels. Since the car has front wheel drive, the rear axle has

no propeller shaft to support and is therefore of lightweight design. A light rear axle ensures low unsprung weight, which means that the rear wheels follow all bumps on the road surface without the movement being transmitted to the body. This effect is particularly important at the rear.

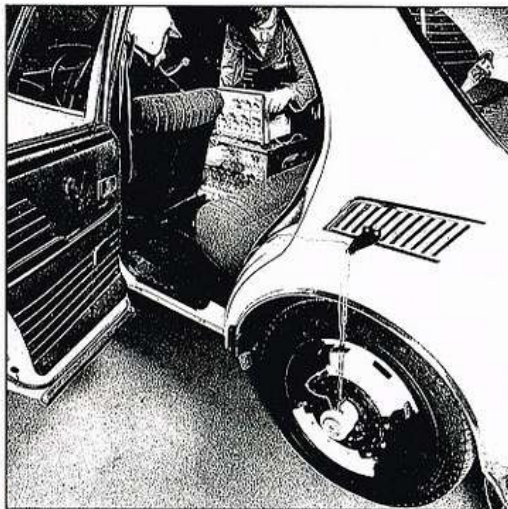
Rack-and-pinion steering offers effortless precision.

The favourable weight distribution – the fact that the centre of gravity is closer to the front axle than the rear axle – is responsible for the directional stability and consistent road behaviour of the Saab 99. The car has a slight amount of understeer – it follows a slightly wider course than that corresponding exactly to the angle of the wheels. So the driver need only correct slightly by turning the steering wheel somewhat further in the direction of travel, and this is a natural reaction.

Rack-and-pinion steering offers precision. It is sturdier and easier to adjust than the traditional worm steering, since it has fewer moving parts.



Diagonally split, dual-circuit brake system for optimum distribution of the braking effort in the event of the failure of one circuit. Disc brakes all round. Common brake pads in front for the foot brake and handbrake.



On the other hand, if the car has oversteer, the rear of the car will tend to break away in a sharp bend. If the rear wheels should skid, the driver will then be obliged to turn the steering wheel "in the wrong direction". And the car will then be more difficult to control.

The turning circle diameter is 10.5 m and the number of steering wheel turns lock-to-lock is 4.1. The steering ratio makes the Saab 99 easy to manoeuvre in traffic and easy to park.

The steering is of the rack-and-pinion type and has a minimum of "play". The wheels will react immediately to the least movement of the steering wheel. The steering box is far back in the engine compartment, in a well-protected location.

To improve the safety further, the steering column is jointed and telescopic. Its mounting in the body is

designed to give way if subjected to a heavy load. The wide, impact absorbing pad over the hub of the steering wheel is an additional safety feature.

Disc brakes all round.

Disc brakes on all wheels, extra-large friction lining acting on a total swept area of 2527 cm², vacuum servo, two independent circuits and failure warning lamp combine to form the backbone of the reliable Saab brake system.

The circuits are diagonally split. If one of the circuits should fail, half of the braking effort will still be available.

The diagonal separation of the circuits is designed to ensure that the braking effort distribution on the front and rear wheels will remain unimpaired even if one circuit should fail. The steering and roadholding characteristics of the car will remain unaltered and the directional stability will still be good.

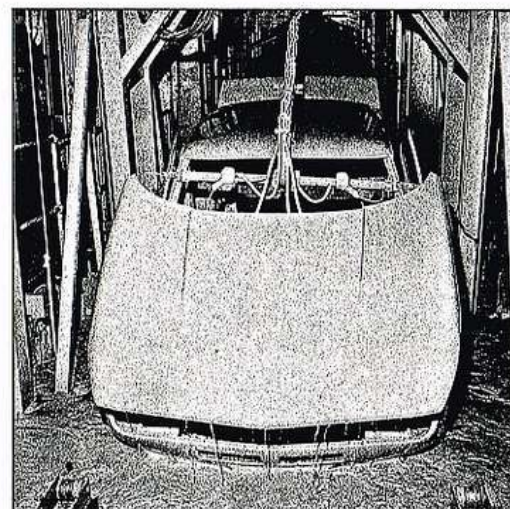
The handbrake acts as a third brake system and it can provide 50% of the available braking effort of the foot brake system. The self-adjusting handbrake acts directly on the front discs across the same brake pads as the foot brake. The advantage of this arrangement is that the handbrake system is actuated every time the foot brake is operated.

Good corrosion protection at the design stage.

The body of the Saab 99 includes almost no cavities or brackets where dirt and moisture can accumulate. The sill members are vented into the car and the doors are drained downwards. The wheel housings are completely smooth on the inside.

The primer is applied to the body by electrophoresis. After phosphating, the

The high level of all welded joints, the electrophoresis priming, the corrosion-inhibiting oil treatment, etc. combine to provide excellent corrosion protection.



body is lowered into a bath of anti-corrosion primer, and a high electric current is applied to induce the particles of paint to adhere firmly to all surfaces. This results in a homogeneous coat of primer of uniform thickness on all surfaces of the body, including corners and cavities. Spraying with underseal compound takes place after priming but before the intermediate and top coats of paint. This sequence ensures the best possible resistance to road dirt and flying stones.

In the final stages of production, corrosion-inhibiting oil is sprayed into cavities and doors, sill beams and brackets. The underside of the body is subjected to similar treatment. All steel surfaces are thus provided with the necessary basic protection against the elements, and dirt and salt from the road surface.

We give priority to safety and a functional design.

Rear of the car designed as an energy-absorbing deformation zone.

"Self-repairing", impact absorbing bumpers.

Large rear light cluster also visible from the side.

Petrol tank in the safest place — between the rear wheels.

Disc brakes also at the rear.

Lightweight, one-piece rear axle with low unsprung weight. Firm gap for the rear wheels.

Leash impact-absorbing padding throughout the passenger compartment.

Inertia reel belts in the back seat (not standard on all markets).

Impact-absorbing roof lining of moulded glass fibre.

Reinforcing steel sections around the edge of the roof.

Inertia reel belts at the front. Seat belt reminder lamp on the dashboard.

Safety seats.

Sturdy steel sections in the windscreen pillars.

Dashboard mounted on resilient bulkheads. Ample padding.

Large instrument dials with clear markings.

Warning lamp for brake failure or handbrake applied.

Steering wheel with padded rim. Impact-absorbing centre pad of unique design.

Jointed, telescopic steering column with fail-safe mounting.

Rack-and-pinion steering for precision.

The steering box is located well back in the engine compartment.

Rectangular headlamps with halogen bulbs. Main beam flasher.

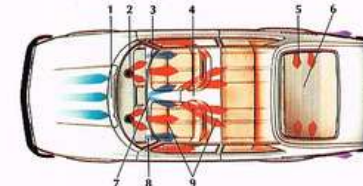
Headlamp wipers and washers with reliable performance, even in snow and extreme cold.

Large, high-level direction indicator fittings which are also well visible from the side. Notice lights.



Driver's seat.

1. Head restraint incorporated into the backrest. 2. Protective panel for the spine between the backrest and the head restraint. 3. Top of the backrest smoothly shaped and well-padded, even at the rear. 4. Elastic, pressure-distributing lumbar support inside the backrest. 5. Sturdy design of the frame. 6. Heater panel for automatic electric heating. 7. Thick padding on the cross-member at the rear. 8. Knob for adjusting the rake of the backrest. 9. Quick release catch for backrest in 2- and 3-door models. 10. Elastic rubber support panel. Padding of moulded polyurethane. 11. Release catch for fore-and-aft adjustment. 12. Firmly secured to the floor. 13. Control for resetting the height and angle of the seat cushion. 14. Good support for the thigh right up to the knee.



Heating and ventilation system.

(Saab 99 GL Combi Coupé, 3-doors.)

1. High-level fresh air intake. 2. Two defroster nozzles for the windscreen. 3. Two defroster outlets for the front side windows. 4. Controls for the air supply to the rear of the car. 5. Defroster outlets. 6. Heating wires for fast defrosting. 7. Main controls: temperature, ventilation and defroster. 8. Four fresh air outlets. 9. Four warm air and fresh air outlets at the floor.

A few practical features.

- Adjustment of the headlamp setting from the outside.
- Outside rear-view mirrors with antidazzle treatment.
- Reflectors on the outside door edges.
- Large windscreen wipers. Two speeds.
- Laminated glass windscreen.
- Towing lugs front and rear.
- The design of the wheels counteracts fouling of the brake discs.
- Provision for fitting a tow bar.
- Illuminated ignition key on the centre console.
- Non-dazzling interior lighting with map-reading lamp.
- Courtesy light switches on all doors.
- Indirect lighting of the instrument dials and controls.
- Glove compartment and luggage compartment lighting.
- Comprehensive array of indicating lamps.
- Trip meter.
- Collapsible, dipping inner rear-view mirror.
- Childproof rear door locks.
- Spring-loaded direction indicator stalk for short "lane-changing" indication.
- Wiper stalk also with single-stroke function.
- "Automatic headlamp control" — the headlamps are switched off across the ignition key.
- Self-adjusting handbrake, foot brake and clutch.
- The wide bonnet opens forward. Good access to the engine compartment.
- Relays and fuses grouped together.
- Plug-in system for checking the ignition setting, etc.

Disc brakes at the front with common brake pads for the foot brake and handbrake.

The front of the car designed as an energy-absorbing deformation zone.

Well-protected brake lines.

Sill beams of heavy-gauge sheet steel.

Reinforcing members in the doors.

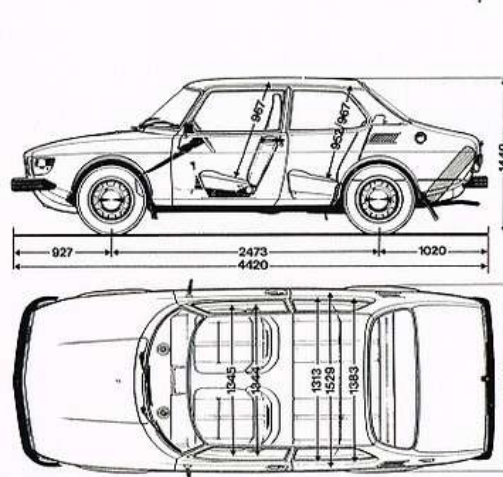
Diagonally split, dual-circuit brake system. 9-inch vacuum servo.

15-inch tubeless steel cord tyres. Wide wheels.

Technical specification of the Saab 99GL, 1977.

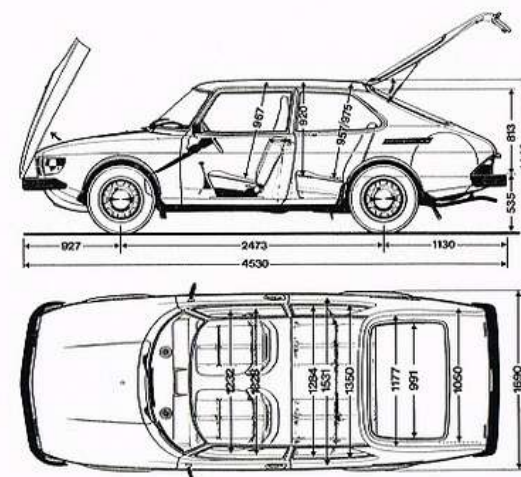
Engine type	Four-cylinder, in-line
Displacement	1985 cm ³
Cylinder bore/piston stroke	90/78 mm
Compression ratio	9.2:1
DIN rating of single-carburettor engine	73 kW (100 hp) at 5200 r/min
DIN rating of twin-carburettor engine	79 kW (108 hp) at 5200 r/min
DIN peak torque of single-carb. engine	162 Nm (16.5 kgf m) at 3500 r/min
DIN peak torque of twin-carb. engine	164 Nm (16.7 kgf m) at 3300 r/min
Camshaft arrangement	overhead
Number of ratios	4 on manual gearbox, 3 on automatic transmission*
Overall reduction ratio engine/wheels in top gear (manual gearbox)	3.89:1
Carburettor, Zenith-Stromberg	one 175 CD-2S(E) or two 150 CD-2S(E)
Battery rating	12 V/60 Ah
Max. alternator output	55 A/14 V
Starter motor	0.8 kW (1.1 hp)
Oil capacity of engine	3.5 litres
Capacity of cooling system	8 litres
Capacity of fuel tank	55 litres
Recommended octane number	97 RON
Wheels/tyres	5 J FHA × 15"/165 SR 15 steel cord

* Only in conjunction with the twin-carburettor engine.



Dimensions and weights of the Saab 99GL Saloon.

Overall length	4420 mm
Overall width	1690 mm
Height, unladen	1440 mm
Wheelbase	2473 mm
Track, front	1400 mm
Track, rear	1420 mm
Load length with the back seat folded down	1730 mm
Boot capacity, SAE	338 dm ³
Kerb weight, approx.	1150 – 1200 kg
Max. total weight, approx.	1590 – 1640 kg



Dimensions and weights of the Saab 99GL Combi Coupé.

Overall length	4530 mm
Overall width	1690 mm
Height, unladen	1440 mm
Wheelbase	2473 mm
Track, front	1400 mm
Track, rear	1420 mm
Load length with the back seat folded down	1840 mm
Max. volume of load- carrying area	1500 dm ³
Kerb weight, approx.	1180 – 1240 kg
Max. total weight, approx.	1630 – 1680 kg

- Weight variations depend on the equipment included.
- Some pictures illustrate left-hand steering. All cars sold in the United Kingdom and Australia are equipped with right-hand steering, unless specifically ordered to the contrary.
- Saab cars can be delivered free of tax to people who qualify for this concession. Further information is available from the local Saab Distributors and Dealers.
- The manufacturer reserves the right to change specifications and equipment without notice.

Equip your Saab to suit your needs.

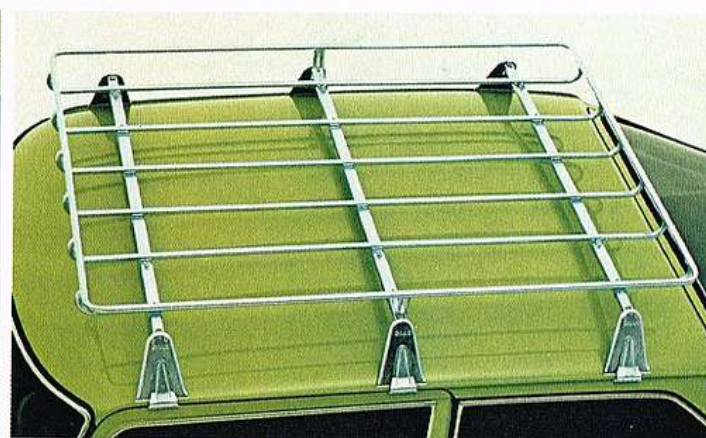
Every Saab 99 is delivered with all the equipment necessary to drive it safely and comfortably.

But we are well aware that many motorists have individual wishes and needs as regards equipment. We have therefore produced extra equipment, most of it of our own design. All accessories have obviously been thoroughly tested, with special emphasis on safety.

In addition to the items shown here, the following accessories are also included in our range: Fire extinguisher. First aid kit. Spare fuel cans. Outrigger rear-view mirrors. Tyres. Roof-rack for skis. Heater panel for the co-driver's seat. Electrically heated rear window (for earlier models). Distinctive tone horn. Engine tuning kits.

Accessories shown and mentioned on this page available in the U.K. As to the availability of Saab accessories in Australia, please contact your local Saab distributor.

Flamenco seat covers of hard-wearing, elegant plush. Also available in brown and red.



Roof-rack designed by Saab-Scania. Can carry 100 kg. Easy to fit.



Moulded rubber mats to protect the carpet.



Sturdy and well-padded guard which prevents a child from sliding forward in the event of hard braking.



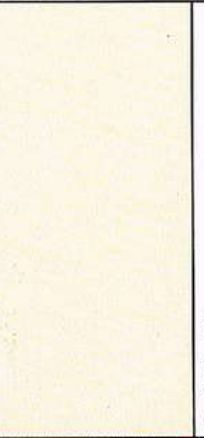
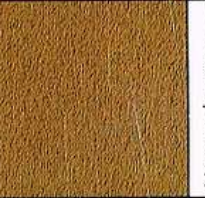
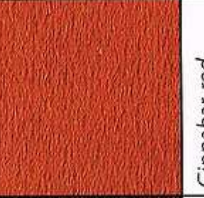
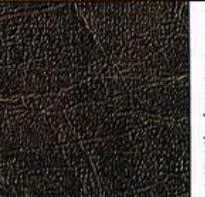
Light but strong wheel of pressure die-cast aluminium.



Soft, comfortable headrest cushion.



Tow-bar especially designed by Saab-Scania for the mountings on the Saab 99.

Paintwork		Opal green		Cerulean blue		Orchid white		Antelope brown		Cinnabar red		Dorado brown		Silver Crystal metallic
Seats		Opal green		Caroline blue		Cinnabar red		Nougat brown		Cinnabar red		Nougat brown		Cinnabar red
Side trim		Emerald green		Caroline blue		Manila brown		Manila brown		Manila brown		Nougat brown		Manila brown
Carpet		Opal green		Cerulean blue		Cinnabar red		Nougat brown		Cinnabar red		Nougat brown		Cinnabar red

SAAB

Saab-Scania, Saab Car Division
Nyköping, Sweden