

1986 SAAB 900



The Saab 900 is the classic European sports sedan. Its exciting over-the-road performance is matched with a high level of comfort and practicality. It is a car designed and built to be driven enthusiastically day after day.

Because the 900 has been constantly refined and improved, it has remained one of Europe's most respected and desirable enthusiast cars. When it was introduced, the 900 was one of the most advanced cars of 1979. It has evolved into one of the most advanced cars of 1986.

The naturally-aspirated Saab 900 and Saab 900S compare favorably with some

of the most popular sports sedans from Germany, Sweden, France and the United States. The 16-valve Saab Turbo goes far beyond that, to become one of the most technologically advanced and exciting cars in the world.

Car and Driver tested the Saab Turbo with Special Performance Group when it was introduced last year and concluded that it was "one of the fastest sedans sold in America."

The readers of West Germany's prestigious *Auto Motor und Sport* have cited the Turbo as "the best imported car under 2.5

liters" for the last five years in a row.

There's a simple and obvious explanation for that sort of high regard from automotive writers and enthusiasts. The engineers who build the Saab 900 have never been satisfied to leave the car as it is. They've maintained its technological leadership through a steady evolution.

And they've never lost sight of the real purpose of the Saab 900: to provide a supremely practical automobile that brings the excitement of high-performance driving to your everyday transportation.



SAAB



**CONVENTIONAL ENGINEERING HAS ALWAYS OFFERED A CHOICE
BETWEEN ECONOMY AND PERFORMANCE.
SAABS ARE ENGINEERED FOR PEOPLE WHO PREFER IT ALL.**

In the beginning, there were the big V-8 engines, majestically powering huge cars through a world filled with cheap and abundant gasoline.

Then, in response to OPEC politics, came the econobox, a car that could go farther on a gallon of gas than you'd actually want to ride in it.

Later, when gasoline was again abundant and we'd all gotten used to the prices, high-tech, high-performance engines began appearing for a new generation of drivers.

Automobile engines have been almost as subject to the whims of fashion as automobile body styles have. Considering how complicated the engine's job really is, that's pretty silly.

Saab engineers have always built engines to operate in the real world, not to satisfy somebody's marketing department. Whatever the currently popular notion of good engineering may be, there are some things that must be true of a Saab engine.

To begin with, it has to have generous reserves of power, and not just because high performance is selling cars this year. The reason that the Saab engine has to be powerful is that it has to be capable of getting the car out of harm's way. It has to be capable of getting quickly up to highway speeds or around slower traffic.

The Saab engine has to be durable. It's expected to eat up hour after hour of high-speed driving without complaint, and to withstand environmental extremes without failure.

It must be economical, because in the real world an engine that burns extravagant amounts of fuel isn't an engine that's intended for the long years of heavy use that Saab engines typically get.

To achieve all this, Saab's engineers started with a fairly modest engine size. All three of the engines that are available in the 900 series begin with a four-cylinder, two-liter block. The advantage of this size is that there's plenty of potential for horsepower in it, but it's not so big that it's wasting a lot of energy hauling its own weight around.

To further hold down the engine's weight, they built the cylinder head, camshaft cover and intake manifold from lightweight aluminum alloy.

Camshafts are silent-chain driven and mounted directly over the intake and exhaust valves for tight, precise timing of engine operations. Fuel is ignited inside the cylinders at exactly the moment when

it will produce the most power. Bosch fuel injection systems maintain optimum mixtures of fuel and air for maximum efficiency.

The Saab's piston travel (stroke) is only 3.07 inches, so average piston speeds are moderate even at high engine speeds. That reduces wear inside the engine and allows the Saab to maintain high cruising speeds for hours on end.

The high-capacity electrical system, designed to cope with Sweden's subarctic winters, adds to the engine's reliability.

All of those factors—light weight, precise operation, low piston speed, reliable electrics—contribute to the ability of each of Saab's three engines to achieve their design criteria. All three provide significant reserves of power, solid reliability and sound fuel economy.

Even the most basic of the three engine variants, the 8-valve engine fitted in the Saab 900, produces a healthy 110 horsepower (SAE net) without any great toll in fuel consumption.*

And the other two engines, the 16-valve naturally aspirated engine in the 900S and the 16-valve turbocharged engine in the Turbo, simply extend all those basic themes.

Why 16 valves?

In most gasoline engines, there are two valves per cylinder: one to take in the air-fuel mixture; one to exhaust the burned gases after ignition. Both valves and the spark plug are located at or near the top of the cylinder.

The engine's *volumetric efficiency* depends on the size of the valves. The larger each valve, the easier it is for the engine to take in and exhaust the gases. And, obviously, the larger the valves, the farther the spark plug is pushed from the center of the top of the cylinder.

The *thermal efficiency*, on the other hand, depends largely on the placement of the spark plug. Locating it as nearly as possible in the center of the combustion chamber, at the top of the cylinder, is most effective.

So, in most engines, there's a conflict between volumetric and thermal efficiency.

That conflict is largely resolved in Saab's 16-valve engine; resolved in a way that not only makes the engine more powerful, but also improves fuel economy and reliability.

In the engine that's fitted in the 900S and in the Turbo, each cylinder has two intake valves on one side, and two exhaust valves on the opposite side. The valves

are opened and closed by double overhead camshafts. The valve clearances are maintained automatically by hydraulic lifters, so they never need adjustment.

Although each of the four valves associated with each cylinder is smaller than one of the valves on Saab's 8-valve engine, the total area is greater.

So volumetric efficiency is improved.

And, because four valves can be spaced around the edge of the available combustion area more evenly than two large valves, the spark plug can be located closer to the center of the combustion chamber. That means that the fuel-air mixture is burned more evenly and more completely.

So thermal efficiency is also enhanced.

Why turbocharging?

The Saab Turbo extracts even greater amounts of power from the basic Saab engine, while it preserves most of the economical benefits.

The reason that a big engine is usually more powerful than a small one is that it can burn more fuel at one time. To create more power, Saab's turbocharger enables the 900 engine to burn more fuel whenever an increase in power is needed.

Exhaust gases drive a small compressor that forces additional air to the cylinders. Because there's more oxygen present, a greater amount of gasoline can be injected and burned.

Before it reaches the cylinders, though, the air passes through an inter-cooler which lowers its temperature. That helps to eliminate dangerous knocking in the engine when pressure in the cylinders is increased. It increases the incoming air density and reduces the thermal load.

Saab's Automatic Performance Control (APC) system also monitors the Turbo engine for early indications of knock, and automatically regulates the turbocharger's boost when knocking is imminent.

**1985 Saab 900 5-speed: 21 EPA estimated city mpg, 28 estimated highway mpg. 1985 Saab 16-valve, 5-speed Turbo: 19 EPA estimated city mpg, 25 estimated highway mpg. Use estimated mpg for comparison only. Mileage varies with speed, trip length and weather. 1986 EPA figures were not available at the time of printing.*



THERE'S A SIMPLE REASON WHY SAABS HAVE TO BEHAVE SO WELL. THE REST OF THE WORLD DOESN'T.

When you're driving, the rest of the world is not on your side.

On a bad day, the rest of the world is cutting your visibility to nothing and your traction to nearly nothing. It's throwing snow or rain or ice or dust at you, tripping you with potholes or skidding you with slick spots.

And even on a good day, you've still got to deal with the biggest threat of them all. Other drivers.

Just about every time you go onto the public highways, you're surrounded by several tons of fast-moving metal piloted by people whose ability ranges from excellent to awful.

With all that lined up on the other side, it's comforting to drive a car that's on your side. That is exactly the kind of car that Saab builds.

When you test drive a Saab, try to find some tough conditions to do it in. Find a stretch of dirt or gravel roadway. Wait for a day when it's raining or snowing. Find a nice series of sweeping curves to take quickly.

When you finish driving a course like that in a Saab, you'll understand something about good handling. For one thing, you'll understand Saab's devotion to front-wheel drive. With most of the car's weight resting on them, the driving wheels maintain a firm grip, even in mud, snow, gravel or ice.

And the first time you go over a bump, you'll understand how well-designed the front suspension is. The front springs are mounted on pivots, so that even on rough surfaces they'll deflect and return in a straight line, keeping the wheels in solid contact with the road.

The quick series of sweeping turns will let you appreciate the predictability of the car, and give you a new understanding of understeer. The Saab always has a slight normal understeer that lets you feel just exactly what is happening as the car moves through the turn. Oversteer, the tendency of a car to bear toward the inside of a turn, makes a car behave abruptly and less predictably.

The Saab retains its normal understeer even when you've loaded it to capacity, because of the ideal weight distribution of the car. When there's only a driver on board and a full tank of gas, 60% of the Saab's weight is on the front wheels. Load up the back of the car with passengers and cargo, and more than half of the total weight is still resting on the front wheels. If the weight were distributed more to the



Front-wheel drive gives the Saab its tenacious grip on slick roads.

rear, the car might oversteer at full load.

While you're testing the Saab, try some hard braking. You'll be impressed by the controlled power that pulls the car down from highway speeds to a full stop. The Saab 900 is fitted with large 15-inch wheels, which provide plenty of room for larger-than-usual disc brakes on all four corners. Turbo models have ventilated discs on the front wheels.

The front brake pads are made of an asbestos-free, semimetallic material that lasts longer than most brake pads, resists high temperatures better, and is quieter and less likely to fade. The rear pads are also made of asbestos-free material.

The hydraulic system that operates the brakes is split diagonally, so that if one braking system is inoperative, the other will work one front brake and the opposite rear brake. That assures you stopping power on both sides of the car, for controllable, straight-line stopping. The hand brake manually operates the front brakes, which provide more than half of the car's stopping power.

Ever since the first Saabs were introduced, the cars have shown consistently excellent road manners. The quick, controlled responsiveness and predictable behavior of today's Saab 900, reflect more than 30 years' concern with active safety.



Non-asbestos disc brakes are fitted to all four wheels.



SAAB BUILT A COMFORTABLE, QUIET CAR FOR ONE REASON. YOU'LL DRIVE BETTER IN IT.

Comfort is a functional consideration in the design of the Saab 900. From the moment that you start the car in the morning until you climb out of it hours later and hundreds of miles further on, the Saab supports you in a way that keeps you relaxed and alert.

Obviously, no car is going to make you a better driver than you are in fact, but the efficiency and support built into the Saab 900 help to keep you at your best for all of the time you spend at the wheel.

One famous example of that is the Saab's electrically heated front seats. When you start the Saab on a cold morning, the seat warms up quickly, before the rest of the car's interior has had a chance to get to a comfortable temperature. The heating elements automatically warm the front seats to 82°F before shutting off again.

Now that's a very nice way to be treated early on a winter's morning. But that's not the point. The point is that you can get into trouble just as easily pulling out of your own driveway as you can two hours later somewhere else. If you're uncomfortable and tensed up because of the cold, your reaction times are going to be longer and your attention distracted. The heater in the Saab seat helps you pay attention to the business at hand instead of to the cold.

The same philosophy and the same quality of engineering are carried through the design of the rest of the cockpit. Everything from the seats to the ventilation system to the arrangement of instruments and controls was studied with one goal in mind: to make you as good a driver as you can be for as long as you're at the wheel of the Saab.



Four adults can travel comfortably for hours at a time in the Saab's roomy interior.

The padding in the seats, for example, is very firm. It doesn't have the soft, yielding feel that even some very expensive car seats have. But hours after you start out, you'll still feel comfortable in the Saab's seat. Extra foam behind the shoulders and lumbar region help prevent fatigue. The dished shape of the seat and back gives you firm lateral support, helping you to maintain a comfortable and effective driving position for long periods.

The car's instruments are clustered at the bottom edge of the driver's line of vision, where they can be monitored quickly and easily without taking attention away from the road. The controls that you'll use most frequently are at your fingertips, and all other controls are clustered in the cockpit according to function, so there's never any confused groping for a light switch or temperature control.

The Saab's heating and ventilation system can pull up to 100 liters of fresh air

through the passenger compartment every second. The system is remarkable for its range of control. The driver can select any combination of fan speed, temperature and air inlets he wants to keep himself most comfortable.

Interior temperature control is helped along by the thick glass fiber insulation in the roof, which also helps to cut down the amount of noise that reaches the driver. Long exposure to excessive noise can seriously wear down your energy reserves.

So can eyestrain, which is why Saab engineers paid such careful attention to protecting your vision with glare-reducing exterior mirrors, a day-night interior mirror, comfortable green instrument lighting and generous amounts of tinted window glass all around.

Whether you're going to drive your Saab 900 a few blocks or a few hundred miles today, its design and construction will help you drive that distance as well and as safely as you can.



Efficient layout of instruments and controls



The Saab 900 3-door is the only sports sedan that can carry a full-sized sofa in its trunk.



SAAB ENGINEERS PUT SOME OF THEIR BEST WORK WHERE THEY HOPE YOU'LL NEVER FIND IT.

If you're both careful and lucky, you'll never get to find out how strongly a Saab is built.

Unfortunately, luck plays a significant part in avoiding trouble. Even good, careful drivers in good, agile cars get involved in accidents. It doesn't play as big a part as the prudence and good sense of the driver, of course, but it plays a part anyway. If you pay attention to what you're doing, you tend to be luckier than drivers who don't. And if you don't pay attention, it really won't matter much how good your brakes or tires are.

Bearing all that in mind, Saab engineers built the safest and most protective car they could build. The Saab 900 surrounds the passenger compartment with a steel safety cage, made of strong steel uprights reaching from the steel doorsills to the reinforced edge of the car's roof.

The crossmembers in the Saab's floor and front bulkhead add strength to the cage. Steel beams inside the doors help to protect passengers from the force of a collision and help the doors to retain their shape, so they can be opened after a crash.

While the safety cage is working to keep the force of the collision from intruding into the passenger compartment, special "crumple zones," areas designed to deform progressively, are consuming more of that force. Thanks to the "crumple zones" at the front and rear of the Saab, the middle of the car will suffer less damage in an accident.

But to be as safe as possible, a car has to be more than just strong. It also has to be gentle.

When a car crashes into an obstacle, it stops cold. But the driver and the passengers don't stop. They keep moving at the car's original speed until they hit something and stop.

The first line of defense, obviously, is the seat belt. The Saab 900 has three-point restraints for both front seat passengers and for two rear seat passengers. The middle position in the rear seat has a lap belt.

If you're wearing your seat belt when you have an accident, your chances of escaping serious injury are enormously improved. If you aren't wearing your seat belt, it isn't going to do you any good at all.

The biggest threat to the driver of a car in an accident is the steering wheel and steering column. Saab engineers paid a lot of attention to minimizing that threat, and they came up with a design for it that is



A steel safety cage surrounds passengers in a Saab 900.

one of the safest in the world.

The center of the wheel is heavily padded to help protect the driver from head, neck or chest injury. The column itself will gradually collapse in three sections under a heavy enough impact, absorbing most of the force of the driver's body.

Other objects that a driver or passenger might hit are either recessed, such as switches and handles, or are heavily padded, such as seat backs, roof pillars, windshield supports and the roof itself.

With luck, you'll never need a car this strong and protective. But why take chances you don't have to take?



Saab's safety systems were developed through extensive testing.



ALL SAAB OWNERS TEND TO BE INDIVIDUALISTS. SOME MORE THAN OTHERS.

If you just wanted to be part of the crowd, you wouldn't own a Saab. Saabs have always attracted the driver who likes to do his own thinking, and who likes to have things his own way.

It isn't surprising that Saab drivers tend not to just accept their cars the way the factory builds them. Most of them find ways of their own to make their Saabs a little more useful, a bit sportier, a touch easier to care for.

In order to be as helpful as possible, your Saab dealer offers accessory equipment like the versatile Thule roof-rack system shown on the opposite page. The easy-on, easy-off rack can accommodate bicycle carrier racks, ski racks, a cargo tray for bulky loads. Other accessories available from your Saab dealer include:



Hood edge protector is made of black Scotchal®. It helps protect your Saab's good looks by protecting the front of the hood from stone chips.

Retractable trailer hitch lets you use your Saab to tow a boat, camper or trailer. When you're not towing anything, it tucks out of sight with an easy turn of a lever.



The Super Inca sport wheels are cast from lightweight aluminum alloy for enhanced performance and a more aggressive look.

Protective floor mats color-matched to your Saab's interior. Nylon pile mats can be taken out of the car for convenient shampooing or vacuuming. For protection from harder-than-normal use, your dealer also has rubber and thermoplastic mats for the Saab.



AM/FM cassette stereo system has an electronically tuned receiver with 12 preset FM stations and 6 preset AM stations, plus automatic search up and down scale. The cassette player features auto-reverse and Dolby® noise reduction. The removable chassis helps prevent theft. Rich, warm sound floods the Saab's interior from four speakers.

**Trademark Dolby Laboratories*

Bosch fog lights improve bad weather visibility enormously and add a sportier look to the front of your Saab. The paired lamps give twice the beam width of regular headlights and have replaceable bulbs.



Of course, these only suggest some of the ways you can add to your Saab. Your dealer has a long list of other accessories to make your new car more exactly the car you want.



IF WE JUST BUILT CARS, OUR CARS WOULDN'T BE AS GOOD.

The first Saab automobile appeared in the late 1940's, shortly after the end of World War II.

It didn't look very much like other cars of the period. Actually, it sort of looked like the airplanes of the period. That's because the engineers who built it had, a few years earlier, been building fighter aircraft. The name Saab, in fact, is an acronym for Svenska Aeroplan AB.

When the war ended, the Swedish aircraft manufacturer decided to go into carmaking. But after several years of participation in one of the most dramatic chapters of industrial history, the Saab engineers weren't about to tamely copy someone else's notion of an automobile. Instead, they reinvented the automobile.

They applied their knowledge of aircraft physics to designing a car, and they came up with one that was lightweight and compact when most other cars were large and heavy. Their design had front-wheel drive when virtually everyone else favored rear-wheel drive. Their machine showed a concern with structural strength and aerodynamics when practically no one else at all was paying any attention to those things.

That really didn't worry the Saab engineers. They were applying what they knew from one technical field to another related endeavor. The result was a design that anticipated much of what later happened to the automobile and that stayed in production for over 30 years.

Today, Saab-Scania AB is the only manufacturer in the world simultaneously involved in building cars, trucks, buses and aircraft. In each one of those fields, the company is a major source of technological leadership and innovation.

Saab-Scania's technological edge grows



Saab-Fairchild 340 regional airliner

out of the fact that new ideas and new information flow constantly among the three major divisions. While it's true that each field has grown in its own direction to meet its own needs, each has contributed things that are useful to the others.

The design of your Saab 900, for example, owes a lot to the research that the Aerospace Division has done on aerodynamics and ergonomics. The engine was developed and manufactured in conjunction with the Scania Division, which also builds trucks and buses. The same division brought its years of experience in turbocharging truck engines to bear on the design of the Saab Turbo engine.

Saab-Scania's diversity gives them another important advantage. It gives the corporation a financial stability that few other car builders enjoy today.

While recession has forced other carmakers to slow their research and development programs, Saab has been able to take the risks of introducing better



Saab-Scania's emblem:

The crowned Griffin that appears on the hood, rear deck and steering wheel of your new Saab is a new form of an old symbol. The Griffin adorned the hood of the first Scania automobile back in 1901. Today, the Saab-Scania Griffin symbolizes nearly a century of technological leadership in transportation and aviation.

and more sophisticated systems. That financial strength has allowed work to go forward on a new generation of Saab automobiles and on the development of a new, all-purpose military jet, the JAS 39 Gripen.

Technological leadership and financial strength made it possible for Saab-Scania to enter a new kind of international partnership. The corporation is sharing technical, production and marketing responsibilities with Fairchild Industries in building a 34-passenger airliner. The Saab-Fairchild 340 is the first commercial aircraft ever developed jointly by an American and a European company.

At a time when other manufacturers seem to have suffered a collective loss of nerve, Saab-Scania has been able to put their faith in the diversity of their products and in their superior ability to solve the transportation problems of the 1980's.



Viggen multi-purpose aircraft



Scania 142-series heavy truck

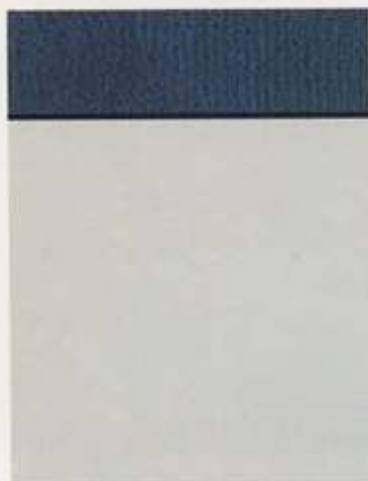
Saab Turbo 3-door and Scania CN112 bus

1986 SAAB 900 BODY AND INTERIOR COLORS

Saab 900



Cherry Red/Sierra Tan



Cirrus White/Persian Blue



Admiral Blue/Persian Blue



Dolomite Sand/Cashmere



Zircon Blue/Persian Blue



Maroon/Cashmere

Saab 900S, Turbo



Cherry Red/Sierra Tan



Cirrus White/Persian Blue



Black/Bokhara Red



Silver Metallic/Labrador Grey



Platinum Blue Metallic/
Labrador Grey



Slate Blue Metallic/
Sierra Tan

The colors reproduced here are subject to the limitations of the printing process and may therefore vary slightly from the actual exterior and interior colors.

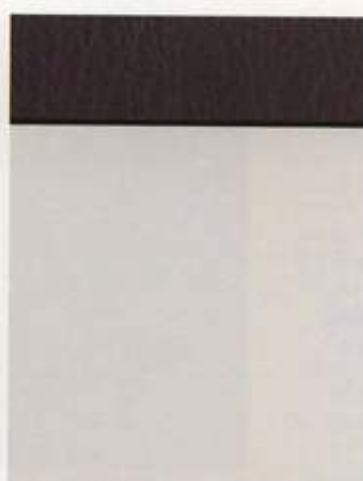
Saab Turbo, EAG Package



Cirrus Blue/Persian Blue



Cherry Red/Sierra Leather



Cirrus White/
Colorado Red Leather



Platinum Blue Metallic/
Bufalo Grey Leather



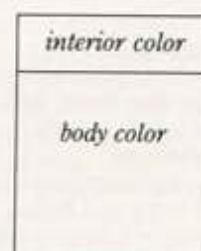
Quartz Metallic/
Persian Red



Black/Sierra Leather



Silver Metallic/
Bufalo Grey Leather



White Green Metallic/
Persian Tan



Rose Quartz Metallic/
Colorado Red Leather



Slate Blue Metallic/
Sierra Leather



Edwardian Grey Metallic/
Bufalo Grey Leather

Saab Turbo, SPG Package

1986 SAAB 900 STANDARD FEATURES AND OPTIONAL EQUIPMENT

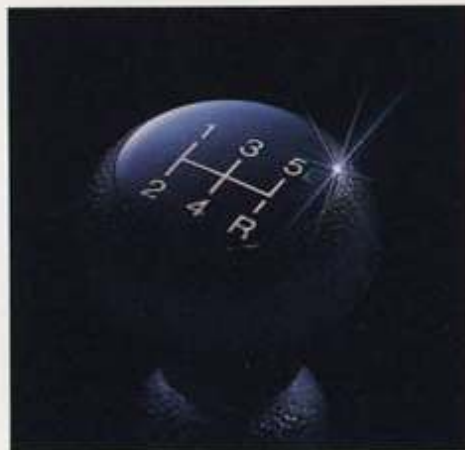
Standard Features

All models:

- Air conditioning
- Electrically heated reclining front bucket seats
- Inside adjustable side mirrors
- Fold-down rear seat
- Driver's seat height/tilt adjust
- Dash-mounted speakers
- Theft alarm wiring
- Power-assisted rack-and-pinion steering
- Power-assisted four-wheel disc brakes
- Gas-hydraulic shock absorbers
- "Self-restoring" bumpers
- Tachometer
- Tinted glass
- Halogen headlights
- Cornering lights
- Side-guidance reversing lights
- Undercoating and anticorrosion treatment
- High-mounted brake light
- Side-mounted direction indicator lights
- Air conditioning compressor cutout for starting
- Central locking system
- Map reading light
- Steel-belted radial tires
- Asbestos-free brake pads
- Shift up indicator lamp
- Interval wipers
- Electrically heated rear window
- Front 3-point seat belts
- Rear outboard 3-point seat belts; lap belt center

900S and Turbo models:

- Electrically adjustable outside mirrors
- Cruise control
- Power windows
- One-touch open feature, driver's window
- Electronic AM/FM cassette stereo
- Electric antenna
- Rear-mounted 4"x10" speakers
- Fold-down rear seat armrest



- Deluxe velour upholstery
- Manual sliding sunroof
- Interior courtesy light delay
- Shift indicator light
- Front center console
- Engine system failure indicator light
- DOHC 16-valve engine
- Light alloy wheels
- Gas-hydraulic shock absorbers



Turbo models:

- Front and rear stabilizer bars
- Ventilated front disc brakes
- Front and rear spoilers
- Black window surrounds
- Seven-band graphic equalizer
- Turbo boost gauge
- Boost air intercooler
- Engine oil cooler
- Automatic Performance Control system
- Three-spoke sport steering wheel

Exclusive Appointments Group:

- (available on Turbo models only)
- Leather seating surfaces
- Electric sunroof
- Fog lights

Special Performance Group:

- (available on Turbo models only)
- Aerodynamic lower body fairings
- V-rated Pirelli P6 tires
- Leather seating surfaces
- Electric sunroof
- Fog lights



1986 SAAB 900 TECHNICAL SPECIFICATIONS

Engines

4 cylinders, inline, longitudinal.
Light alloy cylinder head, cast iron block.
Displacement: 121 cu. in. (1985 cc)
Bore: 3.543 in. (90 mm)
Stroke: 3.071 in. (78 mm)
Fuel requirement: Unleaded 87-93 AON
Cooling system: Water-cooled, thermostatically controlled electric radiator fan

900

Naturally aspirated, 2 valves per cylinder, single overhead camshaft.
Power output: 110 HP/81 kw @ 5250 rpm
Max. torque: 119 ft. lbs./161 NM @ 3500 rpm
Compression ratio: 9.25:1
Fuel injection: Bosch continuous injection

900S

Naturally aspirated, 4 valves per cylinder, double overhead camshaft.
Power output: 125 HP/92 kw @ 5500 rpm
Max. torque: 123 ft. lbs./166 NM @ 3000 rpm
Compression ratio: 10.1:1
Fuel injection: Bosch LH electronic

Turbo

Turbocharged, 4 valves per cylinder, double overhead camshaft.
Power output: 160 HP/118 kw @ 5500 rpm
Max. torque: 188 ft. lbs./255 NM @ 3000 rpm
Compression ratio: 9.0:1
Fuel injection: Bosch LH electronic

Electrical System

Ignition: Bosch electronic, Hall effect (900 and Turbo)
Bosch electronic with knock detector (900S)
Alternator: 1070 W, 80A
Battery: 12V, 60 AH

Steering

Type: Power-assisted rack-and-pinion
Turning circle (curb to curb): 33.8 ft. (10.3 m)
Turns (lock to lock): 3.65

Drive Train

Type: Front-wheel drive
Transmission gear ratios, manual:
1st 4.53:1
2nd 2.56:1
3rd 1.72:1
4th 1.24:1
5th 1.00:1
Primary drive ratio: 0.78:1 (900)
0.84:1 (900S and Turbo)

Transmission gear ratios, automatic:

1st 2.39:1
2nd 1.45:1
3rd 1.00:1
Primary drive ratio: 0.97:1 (900 and 900S)
0.93:1 (Turbo)
Final drive ratio: 3.67:1

Chassis and Suspension

Front suspension:
Transverse wishbones, pivot-mounted coil springs
(900) Low pressure gas-hydraulic shock absorbers
(900S) High pressure gas-hydraulic shock absorbers
(Turbo) High pressure gas-hydraulic shock absorbers with stabilizer bar

Rear suspension:
Lightweight, rigid rear axle, panhard rod, coil springs
(900) Low pressure gas-hydraulic shock absorbers
(900S) High pressure gas-hydraulic shock absorbers
(Turbo) High pressure gas-hydraulic shock absorbers with stabilizer bar

Braking system:
Power-assisted hydraulic dual diagonal circuit, self-adjusting
Front discs: Solid (900 and 900S)
Ventilated (Turbo)
Rear discs: Solid

Parking brake:
Mechanical, self-adjusting on front wheel discs

Wheels:
5.5 J x 15
Steel (900)
Light alloy (900S and Turbo)

Tires:
185/65 R15 87T steel-belted radials (900)
195/60 R15 86H steel-belted radials (900S and Turbo)
195/6 R15 86V high-speed steel-belted radials (Turbo SPG)

Dimensions

Wheel base: 99.1 in. (2517 mm)
Front track: 56.3 in. (1430 mm) 900 and 900S
57.1 in. (1450 mm) Turbo
Rear track: 56.7 in. (1440 mm)
Overall length: 186.6 in. (4740 mm)
Overall width: 66.5 in. (1690 mm)
Overall height: 56.1 in. (1420 mm)

Curb weight: 2,669 lbs.-900 3-door
2,706 lbs.-900 4-door
2,778 lbs.-900S 2-door
2,720 lbs.-900S 3-door
2,771 lbs.-900S 4-door
2,861 lbs.-Turbo

Fuel capacity: 16.6 U.S. gallons

Interiors

EPA size class: Compact car
Trunk capacity (SAE):
14.9 cu. ft. (3-door)
14.2 cu. ft. (2-door and 4-door)
Cargo capacity, rear seat folded:
56.5 cu. ft. (3-door)
53.0 cu. ft. (2-door and 4-door)

An important word about this brochure.

We hope you find this brochure helpful, as we have tried to make it as comprehensive and factual as possible. However, since this brochure was printed, some of the information you see within may have been updated. Also, some of the equipment described in the brochure is available at extra cost.

We reserve the right to make changes at any time, without prior notice, in prices, colors, materials, equipment, specifications and models, including the discontinuation of models. Check with your Saab dealer for complete and up-to-date information before ordering.

International and Diplomat Sales (IDS) available. Your dealer can supply information.



SAAB-SCANIA

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