

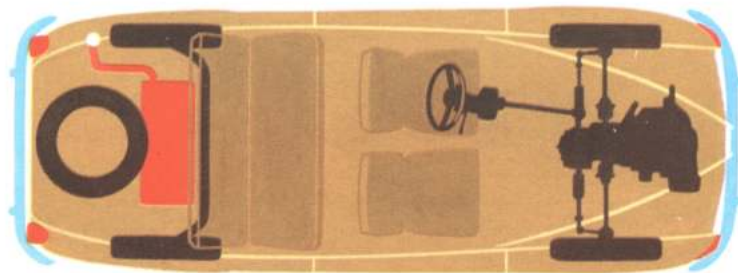
SAAB V4

96 SEDAN + 95 STATION WAGON, 1970









Aesthetics alone aren't responsible for the good looks of the SAAB V4 exterior — for the low, rounded front, the sharply raked windshield, the softly bulging sides. The shape is also dictated by the laws of aerodynamics. The fact is, SAAB is also one of the major manufacturers of advanced jet aircraft in Europe — and we've applied a lot of what we've learned in the making of our planes to the making of our cars. Aerodynamic design is what makes the SAAB V4 so steady on the road, regardless of winds from front or side. (The air resistance coefficient is as low as 0.37 — a very low figure.)

The ability to accelerate quickly, to make its way over rough roads and around sharp corners, even in deep snow or on icy pavement — these too are characteristics of the SAAB V4. And so is the ability to win the tough international rallies.

The secret of SAAB's successes? It's really no secret. SAAB's remarkable road holding ability is widely recognized today — and its highly advanced construction is responsible. Engine and trans-

mission are up front. There's front wheel drive. That is, the front wheels are the driving wheels and they get a larger part of the load than the rear wheels, which roll freely. Other factors that help determine the car's balanced and sporty way of staying on the road: the low unsprung weight, the low center of gravity, the one-piece rear axle that gives constant track and always maintains the wheels at right angles to the pavement.

The V4 engine, with 73 horsepower, gives SAAB its quick acceleration and the ability to maintain a high, even speed of over 85 mph. And top speed is considerably higher.

The free-wheel drive is a detail that's SAAB's, all alone. When the gas pedal is released, so, in effect, is the engine. This has two advantages: safer driving on slippery roads, and lower gas consumption. Since the clutch doesn't have to be used, down shifting is fast and simple.

If you're like us, your cardinal concern is how well an automobile measures up in terms of comfort

and safety. Then, you'll be glad to know that the entire body and interior of SAAB V4 is designed to protect against accidents. Solid beams and strong steel profiles frame the passenger space. Door locks are accidents proof — won't come open even at hard impact. The braking system is SAAB's well-proven — and universally hailed — dual diagonal type. The steering column is both jointed and telescoping. Seat belts, of course, are provided for all passengers.

As to comfort, SAAB is a delight to ride in. No excess noise from engine or road. No swaying on the curves. Soft, wide nylon fabric covered seats. Floor mats all around. Everything beautifully color coordinated. And, for 1970, this highly practical innovation: back seat and back rest can be folded forward to provide additional baggage space for large items — and make the SAAB V4 practically a semi-station wagon.

Get acquainted with the 1970 SAAB V4. We know you'll find it every bit as exciting and unconventional as it sounds.









Completely color coordinated materials have given the SAAB V4 for 1970 a new, softer, even more pleasing look (as you can tell from the pictures on the following pages). Wearable airy nylon velour materials on seats and back rests. Strong vinyl on reinforcements and sides. (All vinyl on the SAAB 95 Station Wagon.) And wall-to-wall carpeting on the floor.

The dashboard is the scene of some major changes. The in-

struments are brand new, and so are some of the controls. And all are designed to make the job of the driver easier. The colors are all in black tones to avoid disturbing reflections. The grab handle on the glove compartment door is also a new item for 1970.

All gauges and warning lights are concentrated in two round, recessed instruments, conveniently located in the driver's line of vision. In one are the

speedometer, the brake warning light and indication light for high beam and blinkers. The other houses the fuel and temperature gauges and control lights for battery charging and oil pressure.

At the lower edge of the dash, another refreshing idea: the new fresh air outlet with controls for both air volume and direction.

Switches for fan and lights are of the "piano-key" type, each

with two positions. Easy to reach, easy to operate.

The steering wheel center padding also holds the horn control.

The ignition key fits both doors, trunk and glove compartment. The headlights are wired through the ignition lock. You turn off the ignition and the lights go off too. No chance of leaving the car with the lights on — and a dead battery the next morning.







SAAB 95 V4 is a true station wagon — a passenger car that can be converted in less than a minute into a heavy duty carrier. It provides plenty of space for large, bulky items. And you can load it up with half a ton of cargo — SAAB 95 won't lose any of its exceptional road holding ability.

Loading it is easy, too. The rear door opens upward, making the cargo space simple to reach. No worries about damaging the

floor rug. There's no paint to scratch, either. Instead, the steel plate is covered with a thick, sturdy plastic coating.

At the rear of the car is an extra seat which can accommodate two persons. When the seat is not in use, the leg room may be used as a hide-away storage area. Just fold the seat down, and the space is covered.

At the rear edge of the SAAB 95 roof is the "air foil", introduced

by SAAB, since copied by many others. This foil diverts air over the rear window. The air stream lessens the underpressure and thus keeps dirt and debris away from the window.

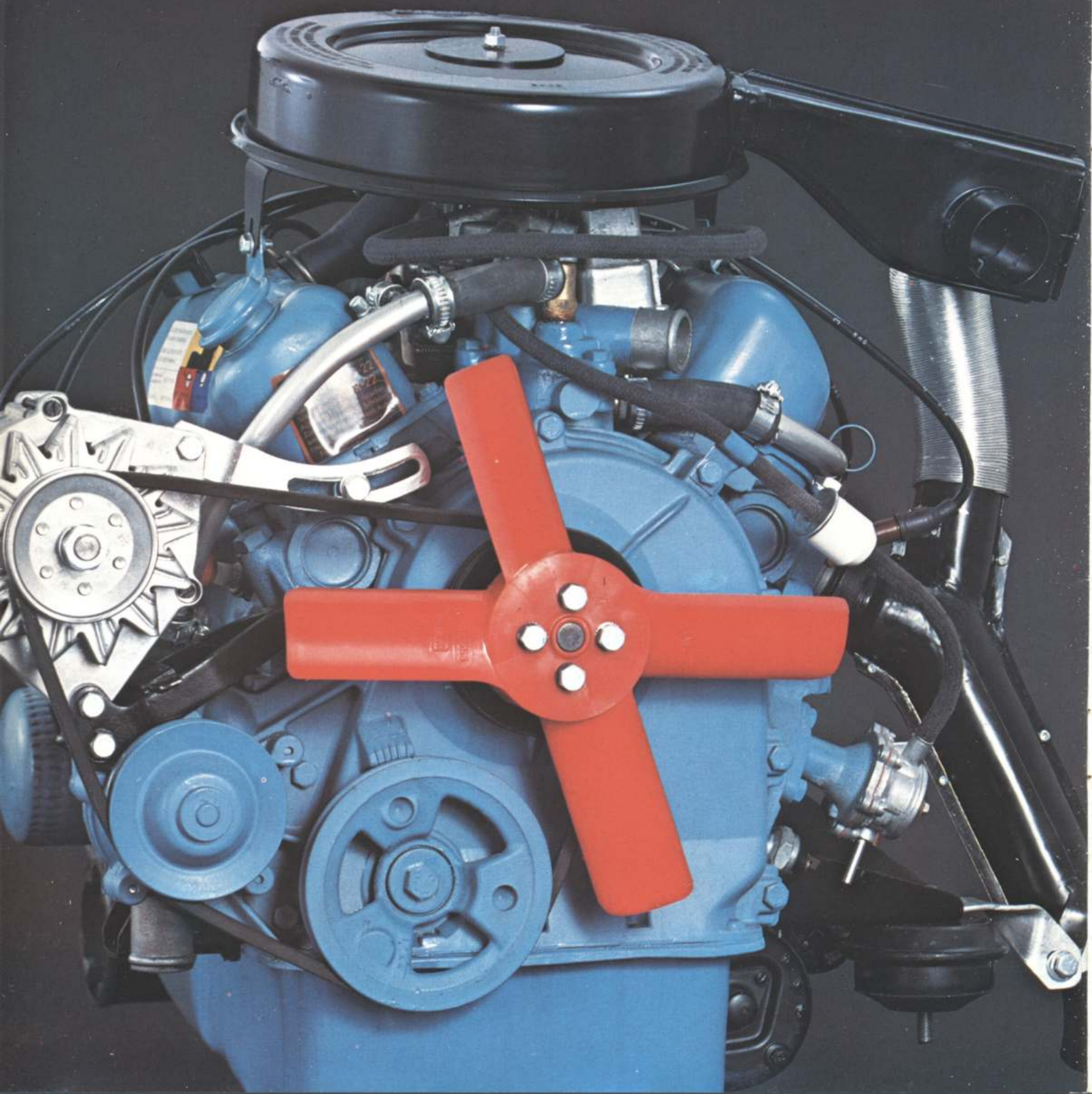
The interior of the SAAB 95 is as practical as it is plush. The highly wearable vinyl material is a cinch to keep clean. And the flat floor makes it easy to remove the rugs for cleaning.











SAAB's four-cylinder V4 engine develops 73 horsepower SAE. The V-shape with two cylinders in each half has made it possible to keep the engine very compact. Crankcase ventilation is of the closed type. The crossflow radiator is equipped with an expansion tank. The engine is equipped with a pre-heater for the intake air, which allows the carburetor to be adjusted for a leaner mixture, for cleaner exhaust and to prevent carburetor icing.

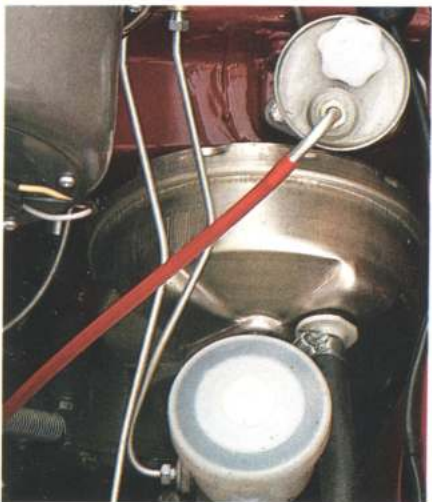
SAAB is well recognized for its superior road holding characteristics. This is largely attributable to the front wheel drive, in combination with advantageous weight distribution and a well-balanced suspension.

The hydraulic braking system also includes a vacuum power assist — as standard equipment. The front wheels hold precision engineered disc brakes and the rear wheels, drum brakes. The distribution of braking effect

between front and rear is in such superb balance that the risk of early locking of the rear wheels is minimal.

The body is free of dirt gathering indentations and embellishments — no rust gathering spots. Those areas that might be susceptible to corrosion — the inside of the threshold beams, the inside of the doors, etc., are specially treated with rust proofing. The bottom and wheel housings, even before the final

paint coat is applied, are covered with a protective and sound absorbing undercoating.



Here's another innovation that has made the SAAB 96 more useful than ever. Simply by folding forward the rear seat and the back seat backrest, the rear is transformed into a cavernous baggage area, designed to carry those really big items that normally would not fit in a passenger car. The length of baggage compartment expands to about five feet.

SAAB 95 holds over 42 cu. ft of cargo, weighing up to half a

ton. Here are the basic SAAB 95 measurements — as described on the sketches below:

A = 35.4 in. B = 65.0 in.

C = 43.3 in. D = 98.3 in.

E = 169.3 in. F = 39.4 in.

G = 58.6 in.

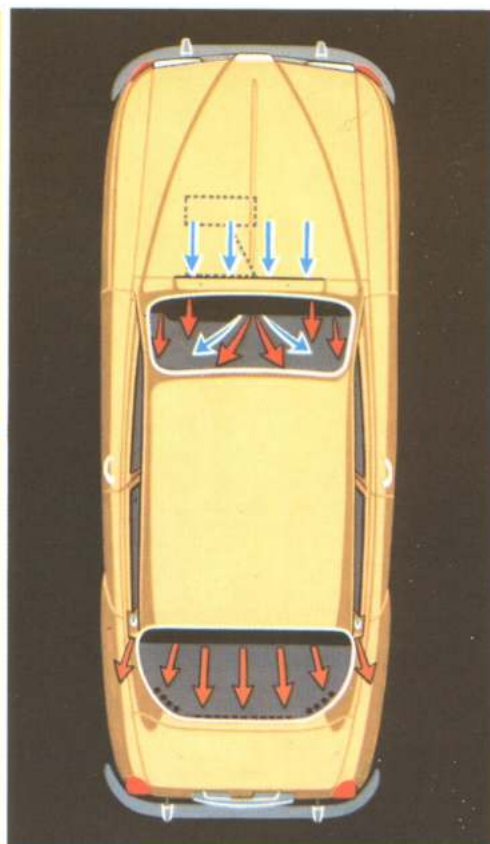
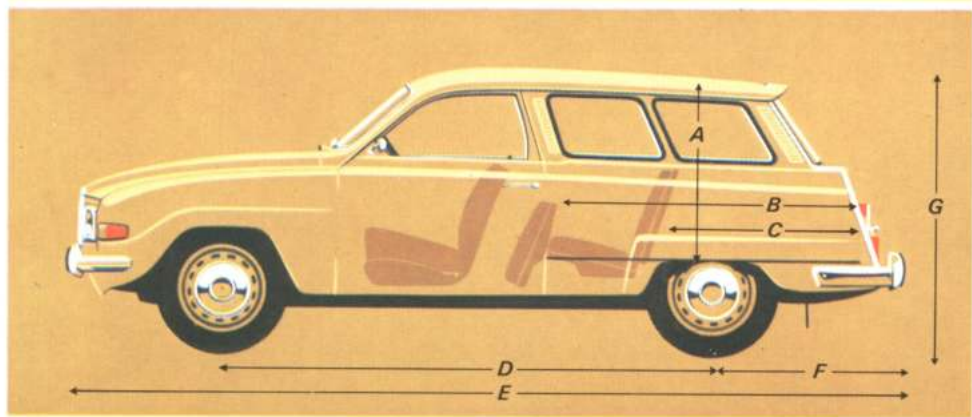
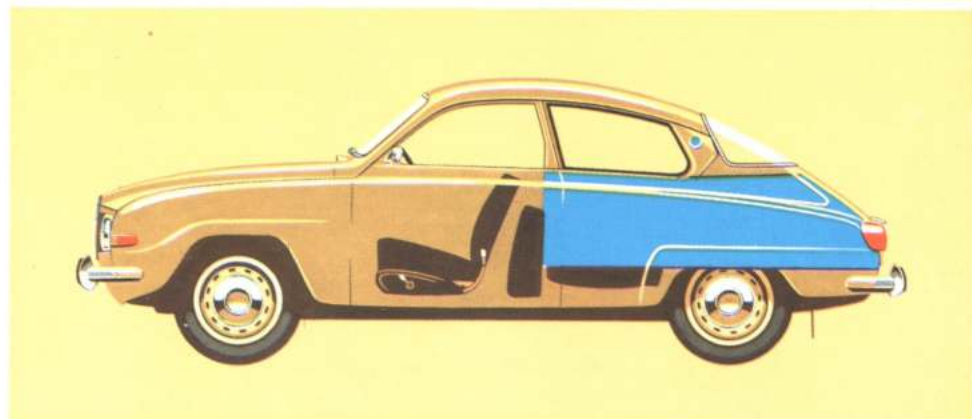
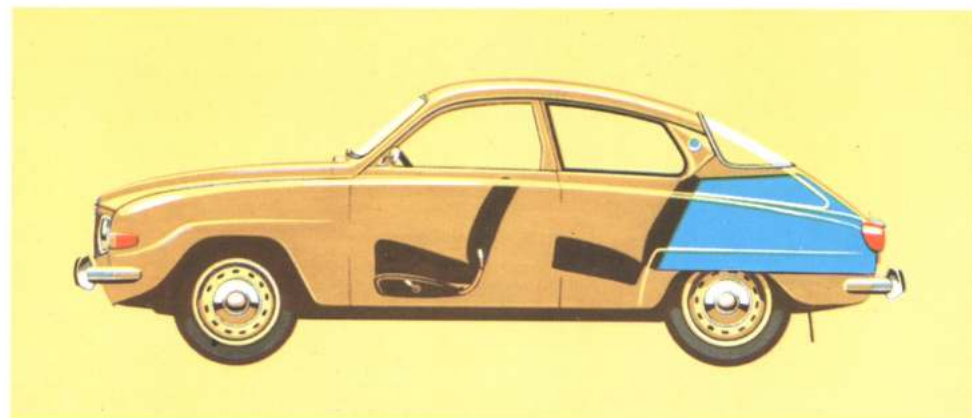
The width of the door opening is 36.6 in. The width of the loading floor is 47.3 in (at the wheel housings 36.6 in).

The SAAB "climate" is pleasant the year 'round. The new fresh air system allows the air to be

evenly distributed and the volume easily controlled. At the side of the dash are defroster outlets directed towards the side windows. Spent air is discharged through outlets at the rear window, which helps to keep the rear window free of moisture even during cold and wet weather. The heating system is thermostatically controlled and geared to the severe Swedish winters. As a result, it reaches full capacity within minutes after a cold start.

Seating comfort in a SAAB has always been considered outstanding. Seats are positioned naturally, and have just the right amount of softness. Back rests are adjustable, as are the front seats.

SAAB's dual diagonal braking system has been applauded by experts the world over. Here's why. One circuit works on the right front wheel and the left rear; the other on the two remaining wheels. Should either



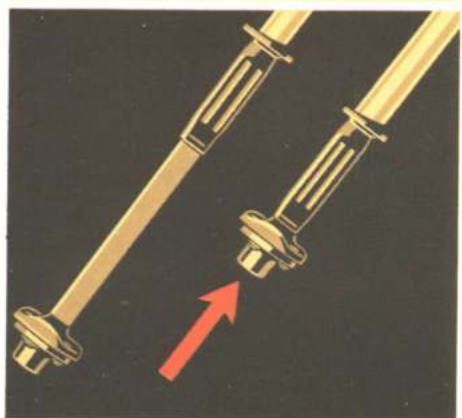
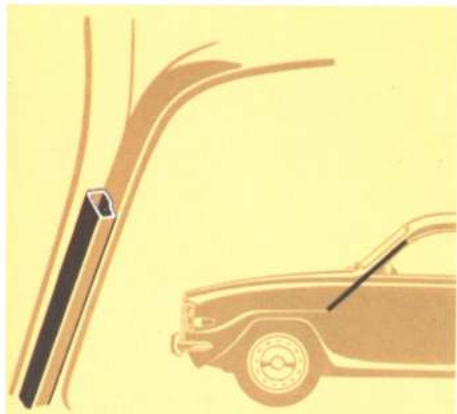
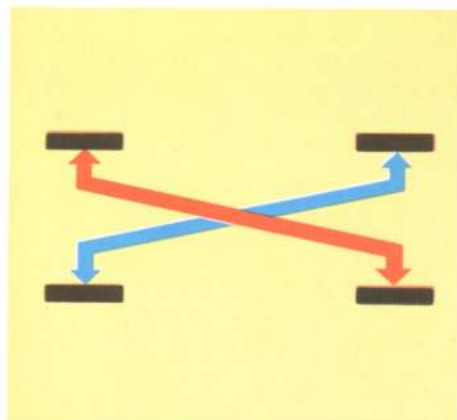
circuit fail (that's when the warning light goes on on the speedometer), at least 50% of the original braking effect is still retained. One front and the opposite rear wheel will be rolling freely, cutting down on the risk of skidding or loss of steering.

The SAAB V4 passenger compartment is framed by stable beams and steel profiles. The windshield and side window supports have special reinforcements.

The front and rear portions are designed to absorb impacts by deforming—just enough to break the force of the impact without damaging the passenger compartment itself. The safety steering column is jointed, and telescoping.

SAAB 95 is different from most other station wagons. The most noticeable difference is in the number of variations possible. SAAB 95 can carry passengers in the front seat, in the center seat

and in the extra rear seat. Or—passengers in front and center, and over 440 lbs of load in the rear. Or—up to half a ton of cargo, if the driver alone is in the car. Most station wagons offer only two of these alternatives.



Specifications Saab 96 Sedan and
Saab 95 Station Wagon, 1970

Engine

1 498 c. c., four stroke V4-type.
Number of cylinders: 4 (in Vee, 60°).
Bore: 3.54 in. (90 mm).
Stroke: 2.32 in. (58.86 mm).
Piston displacement: 91.4 cu. in. (1 498 cm³).
Compression ratio: 9.0:1.
Max. output: 73 b.h.p. SAE at 5 000 r.p.m.,
65 b.h.p. DIN at 4 700 r.p.m.
Max. torque: 87 lb. ft. SAE (12 kgm) at 2 700
r.p.m., 85 lb. ft. DIN (11.7 kgm) at 2 500 r.p.m.
Central cam shaft.
Pushrod-operated overhead valves.
Downdraft carburetor. Automatic choke.
Pressure lubrication. Full-flow filter.
Water-cooling system. Pump, fan and thermo-
stat.
Transverse flow radiator with expansion tank.

Transmission

Front-wheel drive. Free wheel.
Single dry plate clutch, hydraulically operated.
Four forward gears, all synchromesh.
Maintenance-free inner and outer driveshaft
joints.
Gear ratios, engine to wheels: 1st 17.0:1, 2nd
10.2:1, 3rd 6.3:1, top 4.1:1, reverse 15.5:1.
Final drive ratio: 4.88:1.
Theoretical top gear speed at 1 000 engine
r.p.m.: 17.6 m.p.h. (with 5.60 × 15 in. tires).

Suspension

Independent front wheel suspension. Trans-
verse wishbones.
Tubular, rigid rear axle in U-form.
Coil springs front and rear.
Double-acting telescopic hydraulic shock ab-
sorbers front and rear (of lever-type at rear on
Station Wagon).

Wheels and Tires

15 in. steel disc wheels.
Rims: 4 J × 15 in.
Tires: 5.60 × 15 in., tubeless.
Radial ply tires optional at extra cost.

Brakes

Disc brakes front, drum brakes rear.
Lockheed hydraulic foot brake system is di-

vided into two independent circuits, each act-
ing on one front wheel and opposite rear wheel.
Vacuum-operated servo assistance.
Diameter of discs: 10½ in.
Size of rear wheel linings: 8 in. × 1½ in.
Total friction area, front and rear: 256 sq. in.
Handbrake acts mechanically on rear wheels.

Steering

Rack and pinion type steering gear.
Ratio, steering wheel to road wheel: 15.5:1.
Number of steering wheel turns from lock to
lock: approx. 2.7.
Turning radius: approx. 17.7 ft. (5.4 m)

Electrical System

12 volt battery, 44 Ah.
Alternator, max load 35 Amp.
Starting motor: 1 b.h.p.

Dimensions and Weights Saab 96 Saab 95

Overall length	165.4 in.	169.3 in.
Overall width	62.2 in.	62.2 in.
Height, unladen, approx.	58.0 in.	58.6 in.
Ground clearance, unladen, approx.	7.0 in.	7.0 in.
Wheelbase	98.3 in.	98.3 in.
Track, front and rear	48.0 in.	48.0 in.
Curb weight (with fuel and water), approx.	1 995 lb. (905 kg)	2 150 lb. (975 kg)
Max. weight, fully loaded	2 976 lb. (1 350 kg)	3 395 lb. (1 540 kg)
Front hip room	50.6 in.	50.6 in.
Rear hip room	48.2 in.	49.9 in.
Effective head room, front	38.6 in.	38.6 in.
	-39.9 in.	-39.9 in.
Effective head room, rear	37.7 in.	37.3 in.
Practical trunk space, approx.	7.5 cu. ft.	
Max. loading deck length (with folded rear seats)	60.0 in.	65.0 in.
Fuel tank capacity	10.5 US galls.	11.3 US galls.

Safety Features

Front-wheel drive. Front-mounted engine for
best possible weight distribution and direc-
tional stability. Heavy gauge steel body, rigid,
durable. Flat base. Heavily reinforced wind-
shield and door pillars. Heavy sill beams, rust-

protected inside and closed. Gas tank at rear
in the safest possible place between the rear
wheels. Diagonally arranged dual-circuit brake
system. Vacuum-operated brake servo assis-
tance. Well dimensioned front disc brakes for
positive braking even from high speeds. Hand-
brake lever between front seats. Freewheeling.
Collapsible, safety-type steering column. Four-
corner warning flash system. "Wrap-around"
front flashers. Sidemarkers reflectors. Reflector
on the left door edge. Three point front safety
harnesses. Lap-type seat belts rear. Front seat
head rests. Impact absorbing padding on the
underside of the window sills, on the wind-
shield and door pillars, on the steering wheel
hub, the armrests and sun visors, on top of the
dashboard and on the rear of the front seat
backs. Rubber guard on ignition key. Sun vi-
sors that can be swung to the side. Collapsible
internal rear view mirror with two height ad-
justment positions. Outside rear view mirrors.
Recessed inner door handles. Door locks of
reliable safety type. Anti-reflecting windshield
wipers with wide sweep. Centrally positioned
windshield washers, providing a wide angle of
spray. Large water container for washers.
Warning lamp for brake failure. Efficient
heating and ventilation system. Defroster for
windshield and front side windows. Windshield
of laminated safety glass. The front seat back-
rests are latched to prevent unintentional fold-
ing. Robust mounting of the front seats and
rear backrest. Seat rails with double catches.
Front and rear end sheet metal parts construc-
ted in such a way that they can absorb impact
shocks through deformation. Extensive anti-
corrosion treatment. Undercoating applied be-
fore final spraying. Rubber inserts on the bum-
pers overrides. Splash guards. Draft-deflec-
tors on the door windows. Air foil on the
station wagon to keep rear window clean.

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

Colorguide, exterior/upholstery: 96 Sedan, White/Red; Black/Red; Silversand/Black; Red/Black; Savanna-beige/Golden-brown; Green/Golden-
brown; Middle-blue/Dark-blue. 95 Station Wagon, Black all vinyl upholstery regardless of body color.

SAAB-SCANIA
automotive group

Södertälje and Trollhättan, Sweden

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