

SAAB

Saab 99GL



Joy of driving, comfort and a solid reputation.

To the motorist, Sweden is a very special sort of country. It stretches 1600 km from north to south. Towns and villages are often sparse. More than half of its 345,000 km of roads are not metalled. During 160 of the 365 days in a year, temperatures are below freezing. In the winter, motorists must have their headlamps switched on during an average of 16 hours a day. The Saab 99 bears the stamp of the environ-



ment that conceived it. It has exceptional behaviour on the road, abundant reserves of power and extreme toughness. Its interior offers lavish space. And its seating comfort ranks among European thoroughbred cars. These are the facts behind the solid reputation—confirmed time after time by the international motoring press.





Joy of driving and comfort —throughout the broad Saab range.

All Saab 99 models have superb road behaviour. And they are all exceptionally roomy and comfortable. These factors are essential to all motorists. However, owing to the breadth of the 99 range, more specific demands will also be met.

This brochure presents the cars in the Saab 99 GL range.

The various models differ by the styling of the body, the load-carrying capacity, the number of doors and the combination of engine and transmission. The cars are available in the Combi Coupé version or the Sedan version. The Combi Coupé models have either three or five doors, whereas the Sedan models have two or four.

The Saab 99 range also includes the Saab EMS, the Saab 99 GLE and the Saab 99 L.



Saab EMS.

Two-door sports Sedan. Powered by a fuel injection engine developing 87 kW (118 hp) DIN, with manual gearbox.



Saab 99 GLE.

Five-door Combi Coupé with a hallmark of exclusiveness. The fuel injection engine developing 87 kW (118 hp) DIN drives through an automatic transmission.



Saab 99 L.

Two-door Sedan. Powered by a single-carburettor engine developing 73 kW (100 hp) DIN, with manual gearbox.



Saab 99 GL Combi Coupé with 5 doors.

Twin-carburettor engine developing 79 kW (108 hp) DIN, with manual gearbox or automatic transmission.



Saab 99 GL Combi Coupé with 3 doors.

Twin-carburettor engine developing 79 kW (108 hp) DIN, with manual gearbox or automatic transmission. Or single-carburettor engine developing 73 kW (100 hp) DIN, with manual gearbox.



Saab 99 GL Combi Coupé Special with 3 doors.

Twin-carburettor engine developing 79 kW (108 hp) DIN, with manual gearbox. Specially equipped.





Saab 99 GL Sedan with 4 doors.

Twin-carburettor engine developing 79 kW (108 hp) DIN, with manual gearbox or automatic transmission.
Or single-carburettor engine developing 73 kW (100 hp) DIN, with manual gearbox.



Saab 99 GL Sedan with 2 doors.

Twin-carburettor engine developing 79 kW (108 hp) DIN, with manual gearbox.



■ The model range can vary from market to market.

"The interior layout ... is a study in ergonomics and could well be a model of excellence for use in automotive design classes at such places as the Los Angeles Art Center, Pratt Institute and General Motors Institute."

Motor Trend (USA), May 1976.



In the Saab 99, every detail around the driver is correctly designed and logically placed. But how can one be sure? Before the Saab 99 emerged as a fully-fledged car, drivers were subjected to scientific tests in a variety of situations. To find out how the car and driver can be coordinated. And to ensure that the driver will always be as relaxed as possible.

Is there another driver's seat with all of these functions?

The backrest rake and the fore-and-aft setting of the seat are steplessly adjustable. But the seat can also be raised, lowered or inclined as required.

The backrest and seat are comfortably dished. The backrest incorporates an elastic lumbar support. The seat and backrest are electrically heated—the thermostat switches on the heat at temperatures below +12°C and switches it off again at +28°C. (For further particulars of the driver's seat, see page 20.)

When travelling at 27.8 metres per second ...

At 100 kilometres per hour, you are travelling at a rate of 27.8 metres per second. The controls must therefore be designed and located so that the driver will always be in full control of the car.

Every control is marked with a symbol for its function. At night, the controls are illuminated by ingenious fibre optics which focus the light on the symbol.

The direction indicators, the headlamp flashers, the headlamp dipper, the wipers and the washers are controlled by stalks on the steering column. The driver can reach them with his hands firmly on the wheel. The ignition key, handbrake and gear lever are grouped on a centre console—since



they are used in sequence when starting the car.

The instruments of the Saab 99 have been developed in collaboration with experienced aircraft designers. The dials are large and round. They are recessed into the panel to prevent reflections.

The steering wheel conveys much of the joy of driving.

The exceptionally thick padding provides a firm grip as well as being anatomically correct. The dimensions of the steering wheel rim have been carefully calculated. The rake of the steering wheel contributes further to relaxed and accurate driving.

The steering wheel pad is of unique design. It consists of an impact-absorbing sheet metal core which prevents injury in the event of a collision. The whole pad also acts as a "horn button". (For further particulars of the steering wheel, see page 20.)

Genuine joy of driving
—when the car and driver are
in perfect harmony.



"A Saab, any Saab,
handles well ..."
(Motor Trend, USA)



Saab 99 GL Combi Coupé, 3 doors.



The Saab 99 is unusually enjoyable to drive—it involves its driver and induces him to make full use of its fine characteristics. It is roadworthy in the true sense. It behaves consistently under all conditions. It is sturdy while being responsive. It takes up the bumps in the road smoothly but firmly. These characteristics of today's Saab 99 have emerged from a rich tradition of successful rallying throughout the world.

Genuine joy of driving—even when the weather is foul and the road conditions are at their worst.

The Saab 99 is fitted with the engine at the front and has front-wheel-drive; features which result in almost unequalled roadholding and directional stability. The weight distribution is close to the ideal. The wheels supporting most of the weight—the front wheels—"pull" the car, instead of the rear wheels "pushing" it.

The Saab 99 has rack-and-pinion steering, which has proved to be ideal in combination with front-wheel-drive. The front springs are pivot-mounted—a

system widely favoured in high-performance cars. The rear axle is straight, one-piece and unusually light. So the rear wheels follow the road surface faithfully, without transmitting bumps to the body.

Effective headlamp wipers and washers contribute to safe motoring in darkness. The range of vision on dipped beam is extended due to the special distribution of the light beams. The effective bumpers are self-repairing following low-speed collisions.

The Saab engine: Powerful, tough and economical.

The Saab 99 is driven by a 2-litre engine with power to spare. Owing to its high torque over a wide range of speeds, it has exceptionally good low-speed performance. This reduces the need for gear-changing and ensures fast and safe overtaking even in top gear. In relation to its high performance, the engine has a low fuel consumption.

There is much to commend a Saab 99 with automatic transmission.

Investigations have shown that an automatic transmission reduces the strain on the driver. In addition, it provides perfect coordination between the driving wheels and the engine speed, and ensures smoothness in traffic.



"...a supple, quiet ride—the kind which appeals to you far more strongly after 500 kilometres or so in give-and-take conditions than it does when you first meet the car." *Wheels (Australia), October 1975.*



The Saab 99 is roomy where it ought to be—inside. At the same time, the outside dimensions are within sensible limits. The car is designed to accommodate five adults. And all of them are comfortably seated.

Moreover, the Saab doesn't have muddy sill beams to soil your clothes. On the Saab 99, the sill beam is well protected by the door. On the 4-door and 5-door models, the rear door opening follows the shape of the backrest, which makes it easier for the back seat passengers to get in and out of the car. And no bulky propeller shaft tunnel or wheel housings encroach on the back seat passenger space.

Co-driver's seat with armchair comfort.

The seat adjusts itself automatically to the stature and seating attitude of the passenger. This is due to the elastic base, the flexible lumbar support and the moulded padding. The seat has been designed in collaboration with medical experts.

The seat also has fore-and-aft adjustment of 146 mm. And the backrest rake is steplessly variable. The lumbar support requires no manual resetting. The head restraint is integrated with the remainder of the seat and features a special support for the neck vertebrae.



Unique back seat comfort.

The rear seat offers sufficient space for three adults to sit in genuine comfort. The width of the Saab 99 is lavish—on some models, the elbow room is no less than 153 cm. The passenger in the centre of the back seat is seated as comfortably as the others—partly due to the uniform thickness of the seat cushion and partly due to the absence of a bulky propeller shaft tunnel. The ample headroom contributes to a sense of space and comfort. Grab handles are fitted above all passenger door openings. A special control allows the back seat passengers to adjust the ventilation air supply to the rear of the car.

The interior climate can be widely adjusted.

The heating system of the Saab 99 has been developed to cope with the hard Scandinavian winters. And the entire heating and ventilation system has capacity to spare. Heated or cool fresh air flows into the interior through 12 air outlets. The fan capacity is more than sufficient. On some models a sun roof is available as an optional extra to allow for further variation to the interior climate.

Genuine comfort for five adults
—even on a long trip.



Saab 99 Combi Coupé
—the car with wide
opportunities.



Saab 99 GL Combi Coupé, 5 doors.



Adjust the space to suit the load—not the other way around.

With the parcel shelf in position, the luggage compartment is 45 cm high and its capacity is 350 dm³ SAE. To increase the height, the parcel shelf can be removed. The maximum height in the luggage compartment will then be 79.5 cm and the capacity will be 435 dm³ SAE. The space available is then ideal for a dog, a carry-cot or anything else you wish to keep an eye on.

When the back seat is folded down, the load-carrying space will be 182 cm long, with a maximum height of 92 cm and a total volume of 1500 dm³. And this conversion takes no more than thirty seconds. On the 5-door model, loading is facilitated by the front of the load carrying space being accessible through the rear side doors.

In addition, an extra space of 30 dm³ SAE is available under a panel at the extreme rear of the luggage compartment.

The Saab 99 Combi Coupé combines the best features of the traditional estate car with those of the coupé. So it has the desirable load-carrying capacity of the estate car, although without any of its heavy and often bulky body. It has the sleek lines of the coupé, but still offers the space and high interior comfort of the sedan model. But first and foremost, it has the unique road behaviour so characteristic of every Saab.

The loading characteristics also have much to commend this car.

The Combi Coupé has no high sill at the rear to impede loading. The height of lift from the ground to the rear floor is no more than 53 cm. On other cars, it is often 60–70 cm. When loading heavy goods, the rubber-covered bumper can be used as a support. The back door extends from the edge of the roof right down to the bumper. Gas springs lift the back door automatically from a horizontal position to fully open. The clear headroom is 180 cm.

In a Saab 99 Combi Coupé, the comfort extends to the limits of the luggage compartment.

The flat floor is covered with a fitted nylon carpet. The sides consist of moulded panels. The panels are made of a material which is impact-absorbing as well as providing heat, cold and noise insulation. The surfaces of the panels are covered with tough vinyl.

"Very big luggage space. Easy to load. Roomy interior, big elbow room at the rear ... offers far more than average room for family use, for hobby or professional goods transports ..."

Automobil Revue (Switzerland), May 1975.



"It's one of the finest engineered cars in the world,
that's what it is."

Chattanooga News-Free Press (USA), October 1975.



Some motorists may not need all of the space available in the Combi Coupé. So the broad Saab 99 range also includes two Sedan models—two and four doors. The body of the Saab 99 Sedan is more conventionally styled than that of the Combi Coupé models, but the car offers the same high comfort and abundant seating space. The elbow room in the back seat of the 2-door Saab Sedan is no less than 153 cm.

Some practical features of the Saab Sedan.

The aerodynamic shape of the body and the locations of the bumpers induce air flows which prevent fouling of the rear lights. The design and location of the bumpers offer effective protection to the rear lights in the event of a minor collision.



The rear light fittings incorporate direction indicators, brake lights, rear lights, reversing lights, number plate illumination and reflectors. The light surfaces are very large, so the lights are clearly visible from the rear and the side. Since the lamp housing is dark, the lights are clearly visible when lit—even in sunlight.

The luggage compartment of the Saab Sedan is roomy and practical. Its capacity is 356 dm³ SAE. As on other models in the Saab 99 range, the load-carrying capacity can quickly be increased by folding down the back seat. The total capacity is then 1300 dm³. The back seat can be folded down simply, without tools, in less than 30 seconds.

Yet another alternative:
The Saab 99 GL Sedan.



Saab 99 GL Sedan, 4 doors.

Combi Coupé Special —a Saab with emphasis on sportiness.

The Combi Coupé Special has much in common with the Saab EMS—the sportiest member of the Saab family. At the same time, the Combi Coupé design ensures abundant and versatile load-carrying space.

The visible part of the sporty character is emphasized by the spoiler and the special design of the aluminium wheels. The interior is trimmed with red velour and the windows are tinted. The paint-work is metallic.

But some of these sporty characteristics can only be experienced on the road. In order to improve the stability when the car is driven hard, the Combi Coupé Special is equipped with Bilstein gas shock absorbers. At high speeds, the spoiler contributes to lowering the fuel consumption and improving the roadholding.



Why rallying is an important ingredient of the Saab tradition.

A rally is a type of real-life laboratory. A given rally often runs under widely varying road and weather conditions. Sooner or later any weaknesses in the basic construction of the car are certain to be revealed.

Stig Blomqvist has driven various models of the Saab in rallies and track races throughout the world. One of his victories in 1976 was in an American standard car race, often referred to as the "world's most sensible", since the

cars are almost entirely unmodified. He and a stablemate from the Saab team also ensured that the Saab 99 was the most successful make of car in the 1976 RAC Rally. And he gained a victory in the 1977 Swedish Rally—and valuable World Championship points.

The Saab 99 has an invaluable feature for a competition car—balance. This applies to the weight distribution as well as to the coordination between driver and various features of the car.



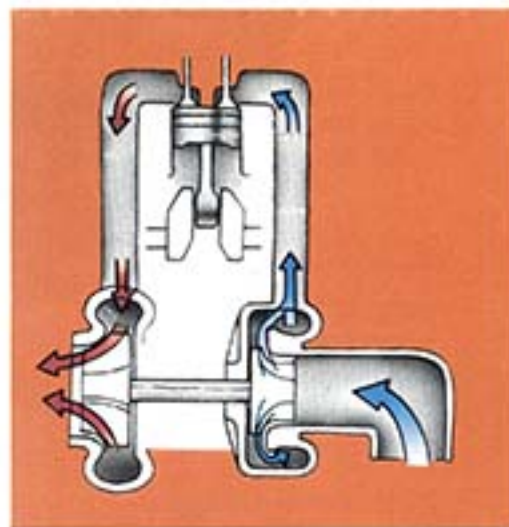
And now: Saab presents its Turbo-model.

In a turbocharged engine, an exhaust gas driven compressor raises the pressure of the mixture of fuel and air supplied to the engine. Better acceleration, good fuel economy and cleaner exhaust gases are the merits of turbo-charging.

But the Turbo developed by Saab differs from most others: instead of increasing the maximum output, the main aim has been to improve the already good tractive effort of the

engine by increasing the torque at low and intermediate engine speeds. Simply because this improvement is most useful to the everyday motorist. Overtaking after changing down is faster and safer. And the car is easier to handle in busy city traffic.

Your Saab dealer will be pleased to provide further information on the advantages of the turbocharged Saab engine and can also discuss the availability of the Saab Turbo.

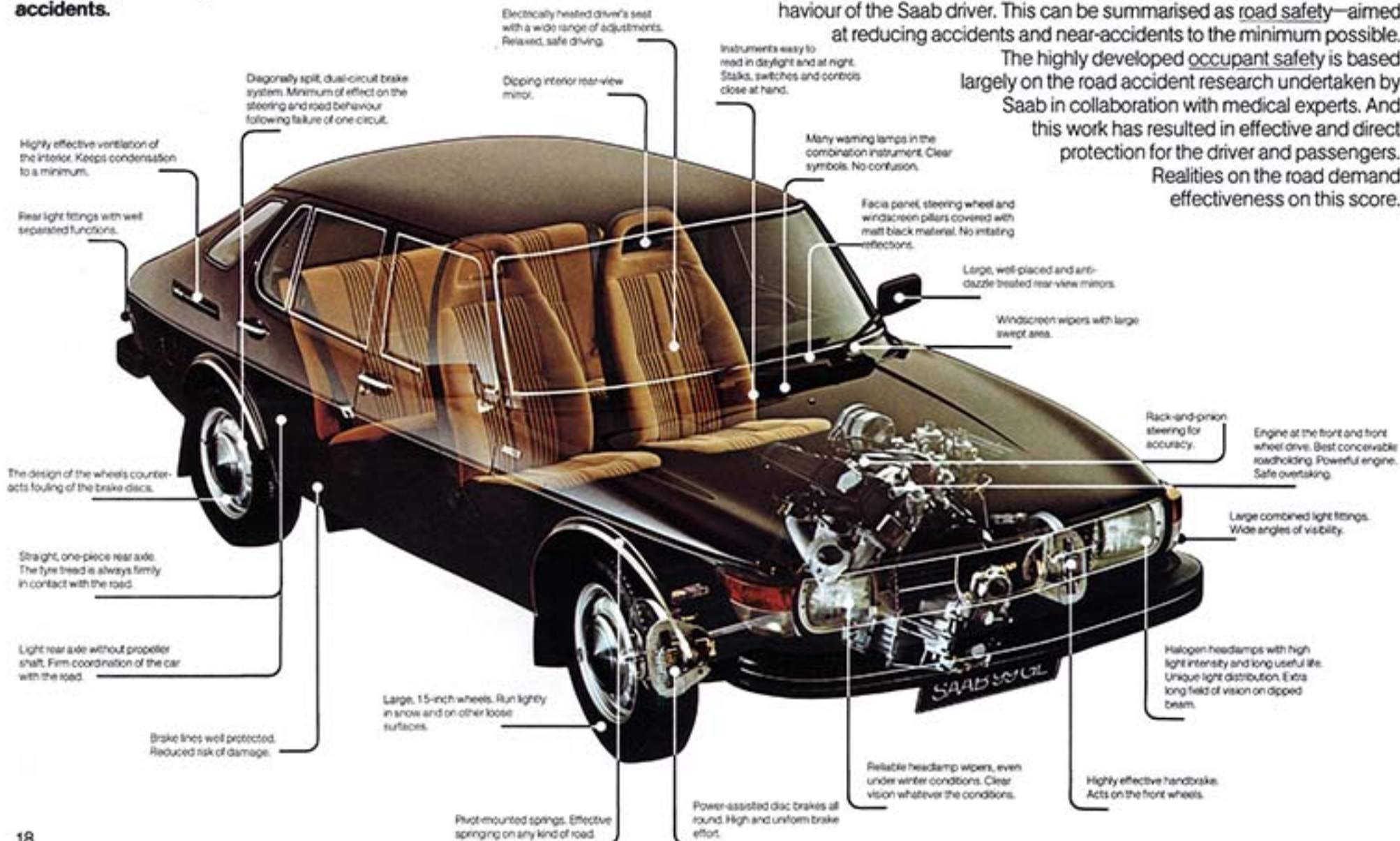


Most of the Saab 99 features are

Road safety —aimed at preventing accidents.

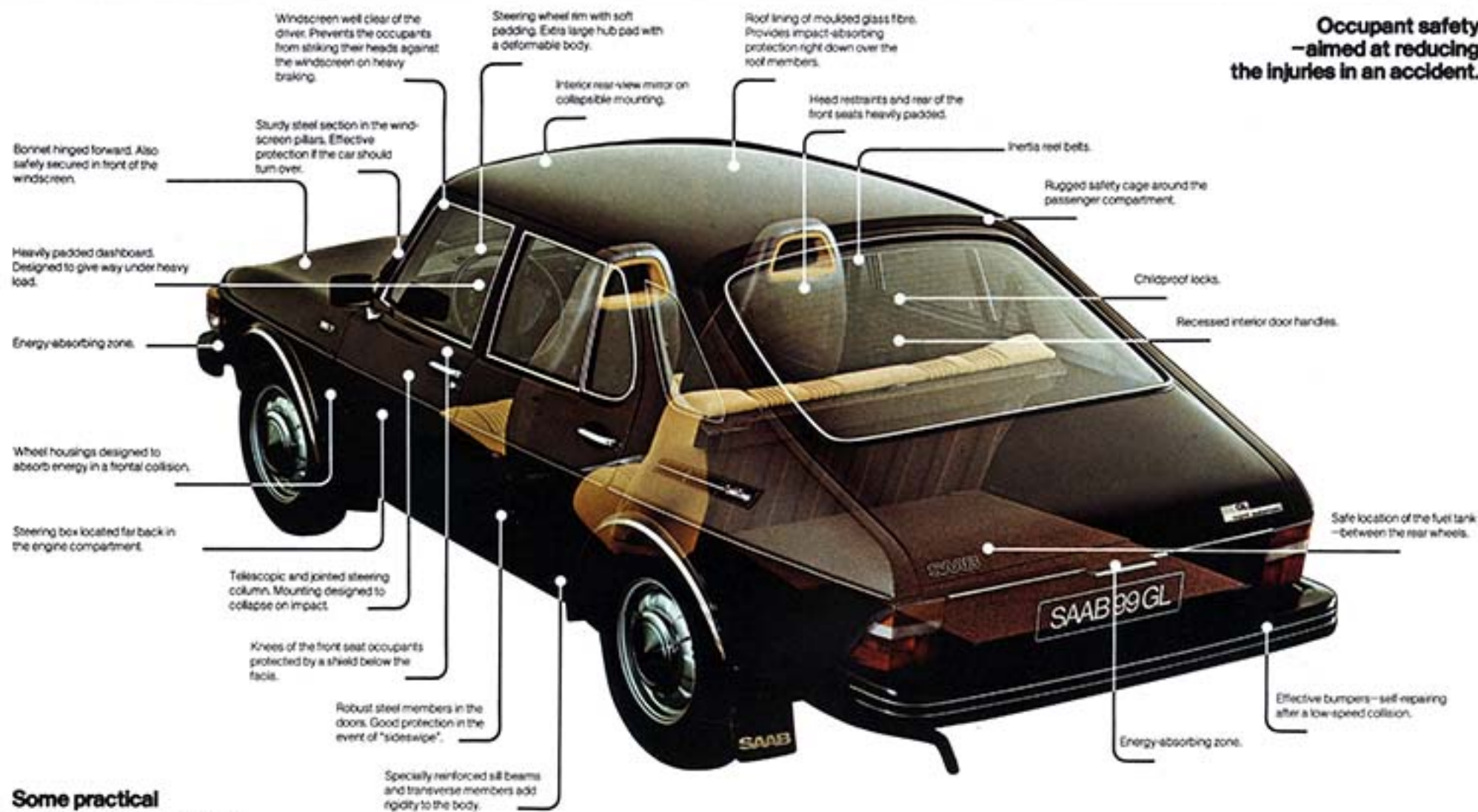
The safety of the Saab 99 has many facets. It shows up in the consistently stable behaviour of the car on the road. It is expressed by the careful and relaxed behaviour of the Saab driver. This can be summarised as road safety—aimed at reducing accidents and near-accidents to the minimum possible.

The highly developed occupant safety is based largely on the road accident research undertaken by Saab in collaboration with medical experts. And this work has resulted in effective and direct protection for the driver and passengers. Realities on the road demand effectiveness on this score.



associated with some form of safety.

Occupant safety
—aimed at reducing
the injuries in an accident.



Some practical features of the Saab 99.

- ☐ Headlamp setting adjustable from the outside.
- ☐ Reversing lights.
- ☐ Anti-dazzle treated outside rearview mirrors.
- ☐ Reflectors on the offside door edges.
- ☐ Towing lugs front and rear.
- ☐ The design of the wheels minimises fouling of the brake discs.
- ☐ Provision for fitting a tow-bar at the rear.
- ☐ Illuminated ignition key on the centre console.
- ☐ Non-dazzle interior lighting with map reading lamp.
- ☐ Courtesy light switches in all doors.
- ☐ Indirect lighting of the instrument dials and controls.
- ☐ Glove compartment and luggage compartment lighting.
- ☐ Good array of warning lamps, including choke warning and low fuel warning.
- ☐ Trip meter.
- ☐ Dipping interior rear-view mirror.
- ☐ Direction indicator stalk with spring-loaded position for lane-changing indication.
- ☐ Windscreen wipers also with single-stroke function.
- ☐ "Automatic light control"—the headlamps and combined light fittings are switched off when the ignition is switched off. (The parking lights can be separately controlled.)
- ☐ Self-adjusting handbrake, foot brake and clutch.
- ☐ Wide engine bonnet hinged at the front. Good access to the engine compartment.
- ☐ Relays and fuses well grouped.
- ☐ Plug-in system for checking the ignition setting, etc.

The design of the Saab 99 was guided by everyday realities.

Over the years, Saab has introduced many new, unconventional design and equipment features which have been of benefit to motoring as a whole. And this is fairly logical. After all, Saab makes cars designed to suit everyday conditions in Scandinavian countries. But international road safety legislation is also placing increasingly stringent demands. And what Saab has done at all levels has always been based on care of the driver, passengers and other road users.



The seats of the Saab 99 are unique in many ways ...

The seats have been designed to be adaptable to any individual. The lumbar support is elastic and requires no manual resetting. The seating attitude can easily

be varied, since the backrest is not restricted by any integral crossmembers. The rake of the backrest can be adjusted steplessly down. The fore-and-aft adjustment of the seats is 146 mm. A unique refinement is the facility for raising, lowering or inclining the driver's seat cushion as required.

Saab was the world's first among car manufacturers to introduce thermostatically controlled electric heating of the driver's seat and backrest. The heat is switched on automatically at temperatures below +12°C. Heating is controlled by a bi-metal thermostat in the seat cushion.



Most other cars still lack this type of roof lining.

The roof lining of the Saab 99 has an important safety function. It covers the steel members around the edges of the roof and acts as a large impact-absorbing protective pad. The lining is made of glass fibre which is pressed as one unit and is covered with nylon velour. The lining as well as the covering is fire-resistant. It provides good insulation against heat, cold and noise.



The rack-and-pinion steering is a perfect match for front-wheel-drive.

Saab has always been faithful to rack-and-pinion steering. The advantages are so numerous that all alternatives were automatically excluded. Extensive tests have shown that this type of steering is ideal for cars with front-wheel-drive.

Owing to the rack-and-pinion steering, the Saab is very easy to manoeuvre. On the other hand, the steering is sufficiently rigid to prevent unintentional changes in course. In addition, rack-and-pinion steering eliminates idle travel of the steering wheel—the system has few moving parts and therefore does not need continual adjustment.



Steering wheel pad with a new energy-absorbing function.

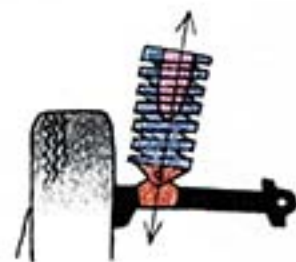
Road accident investigations have shown that the steering wheel and the steering wheel pad can provide effective protection to the driver, if they are correctly designed. The unique pad of the Saab 99 consists of a slotted sheet metal core which is designed to deform under strong impact. This core is covered with a relatively hard layer of plastic, which distributes the load on impact. The outside of the pad is then covered with soft plastic.



Saab was one of the world's first car manufacturers to introduce dual-circuit brakes.

Saab introduced the dual-circuit brake system as standard in 1963. And the dual-circuit brake system has now become widespread. The principles vary. But the Saab principle is still fairly individual. The brake system is split diag-

onally—in the event of failure of one circuit, the brakes of one front wheel and those of the rear wheel on the opposite side will still remain operative. The distribution of the braking effort between the front and rear of the car will be as favourable as under normal conditions.



Owing to the pivot mounting, the springs will always do their best.

The front springs are pivoted at the wish-bones. Whatever the movement of the car, the springs will remain cylindrical and will retain their optimum springing capacity. A rubber stop inside each spring prevents "bottoming", thus acting as a type of auxiliary spring with progressive action.

The pivot-mounted spring suspension used for the front springs of the Saab 99 is widely preferred in exclusive sports cars and racing cars.



Saab has always been to the fore in lighting.

For a number of years, Saab has collaborated with research institutions with the aim to improve the car lighting to a maximum. A concrete result of this collaboration are the present headlamps which, by effectively distributing the light, increase the field of vision on dipped beam by up to 50%. They became standard in 1975. The automatic headlamp-control—the headlamps are extinguished when the ignition is switched off—was introduced by Saab in 1970. The headlamp wipers and washers were introduced on production cars in the same year. Halogen lights were fitted in 1973.



Saab was the world's first car manufacturer to fit effective headlamp wipers and washers.

Investigations have shown that, after a car has been driven for 10 kilometres on a slushy road in dense traffic, the light intensity from the headlamps can be reduced by as much as 90%. And even

under less arduous conditions, fouling of the headlamp glasses will gradually reduce the field of vision. So Saab found it important to produce effective headlamp wipers and washers.



Saab was first in fitting bumpers worthy of the name.

In 1972, legislative moves started in the U.S.A. concerning the strength of bumpers. But by that time, Saab cars were already being fitted with bumpers which complied with the strict standards with a comfortable margin.

The Saab bumper is known as "self-repairing". In the event of a collision, the

cellular plastic blocks will be compressed, but will begin to resume their original shape when the pressure is relieved. Rugged supports and reinforcements in the body ensure that the car will remain undamaged at collision speeds of up to 8 kph. This eliminates the cost of repairs to damage caused by minor collisions.



Every Saab 99 is either a Combi Coupé or a semi-estate car.

On all models of the Saab 99, the luggage space can be increased quickly and conveniently by folding the back seat. The Sedan models of the Saab 99 are actually semi-estate cars with ample space for luggage. The scope for varying the load-carrying capacity to suit the requirements characterises the Saab product development: To offer a car in the highest comfort class, but of practical and versatile design.

Accessories for the Saab 99.



Loose seat covers.

The loose seat covers protect the original upholstery. All Saab seat covers are a perfect fit and are easy to apply and remove.

Venetian blind.

The venetian blind for the rear window provides comfortable shade and keeps the contents of the luggage compartment private.

Petrol driven parking heaters.

With a parking heater you can always be sure of getting into a warm and comfortable car.

Child guard.

Heavily padded guard. Prevents children from being thrown forward between the front seats in the event of hard braking.

Lockable fuel tank cap.

Sturdy fuel tank cap with lock. (Keep the fuel tank lock and ignition keys on the same key ring. This will reduce the risk of forgetting to replace the cap after filling up.)

Headrest cushions.

Headrest cushions in the original and loose cover fabric are available in a large number of colours. Stereo loudspeakers can be fitted into the front seat cushions.

Air conditioning.

Air conditioning ensures a comfortable climate in the car—even in the height of summer.

Aluminium wheels.

Specially designed wheel of extra tough, pressure die-cast aluminium.

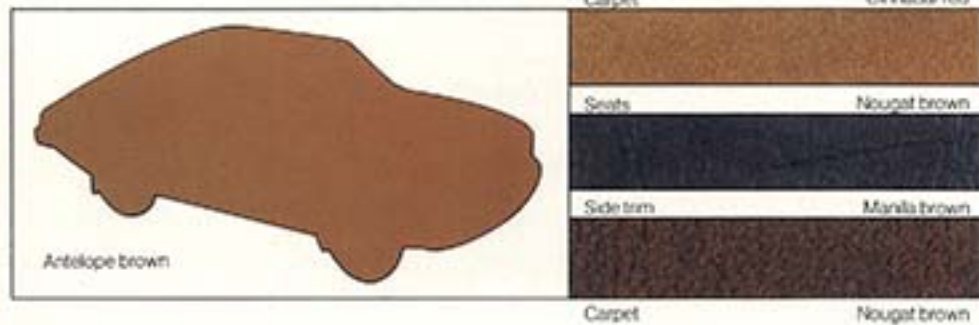
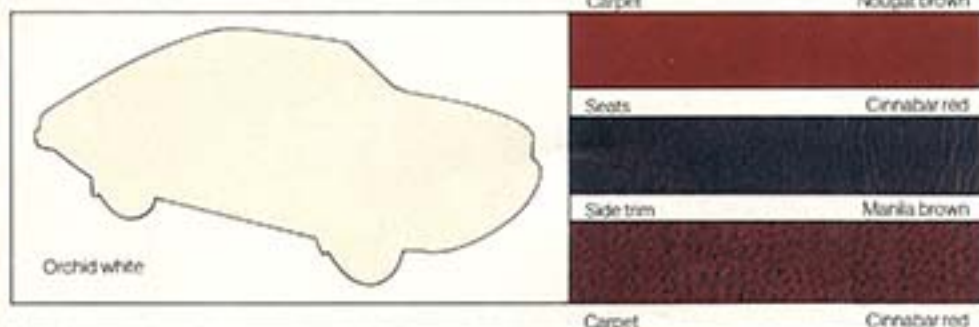
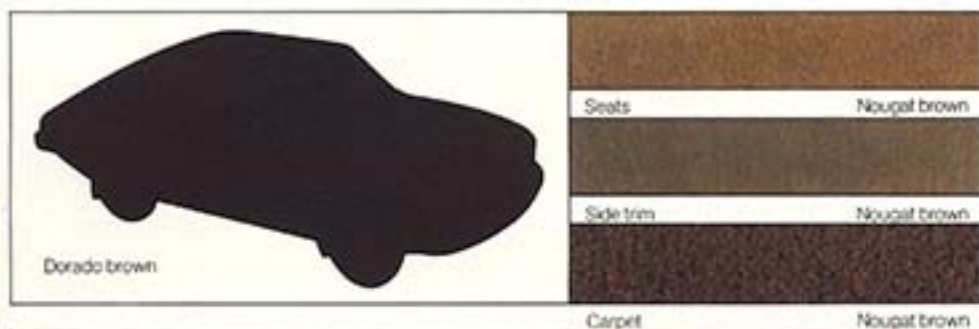
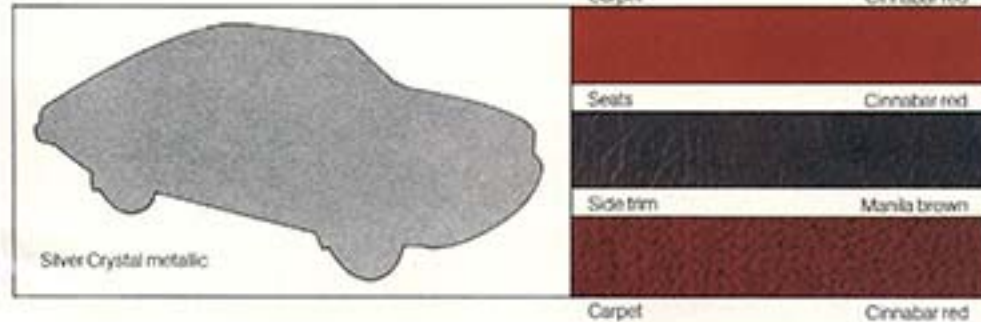
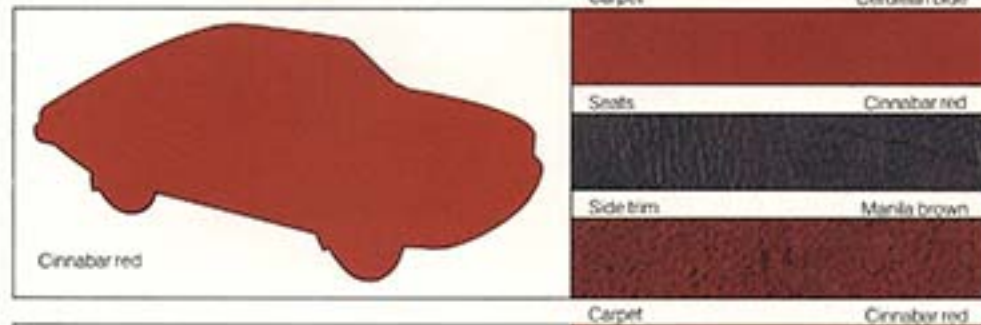
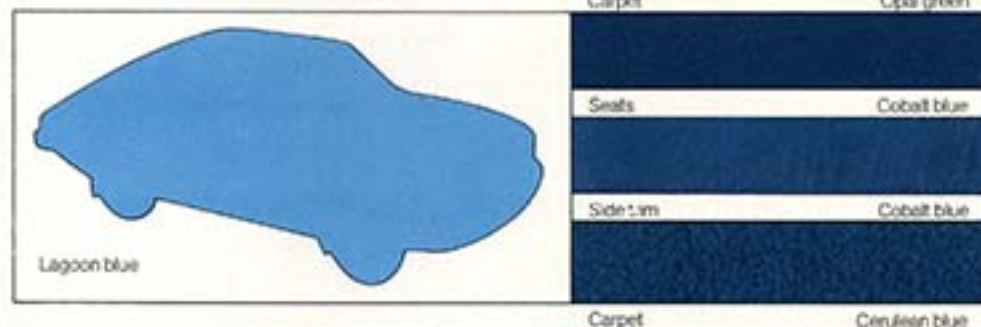
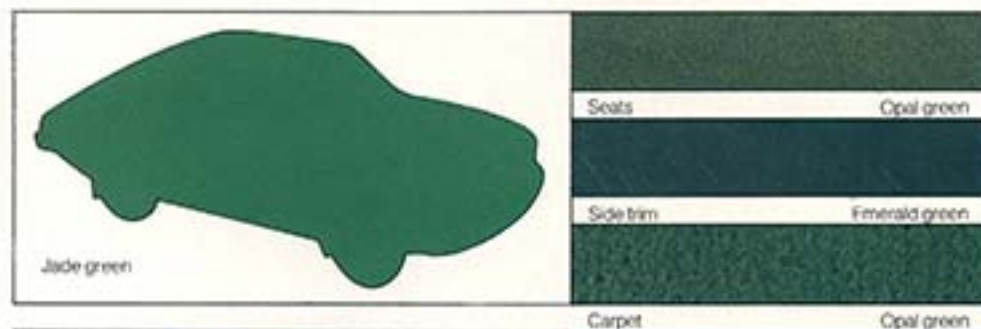
Spoiler.

At high road speeds, the spoiler contributes to improved roadholding and reduced fuel consumption.

Decorative tape.

Emphasises the sporty character of the Saab 99. Available in complete sets with comprehensive fitting instructions.

Colour range.



■ Talk to the Saab dealer about which colours apply for the different models.

Technical specification Saab 99 GL Sedan/Combi Coupé, 1978.

Common particulars.

Engine type	4-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 rev/min
DIN rating of twin-carburettor engine	79 kW (108 hp) at 5200 rev/min
DIN peak torque of single-carburettor engine	162 Nm (16.5 kgf m) at 3500 rev/min
DIN peak torque of twin-carburettor engine	164 Nm (16.7 kgf m) at 3300 rev/min
Camshaft arrangement	overhead
Number of gears	4 (3 in automatic transmission*)
Zenith-Stromberg carburettor	one 175 CDSEVX or two 150 CDSEVX
Battery	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
Cooling system capacity	8 litres
Fuel tank capacity	55 litres
Recommended octane number	97 RON
Wheels, GL Sedan and Combi Coupé	5Jx15" FHA
Combi Coupé Special	Four 5Jx15" FHA aluminium (spare wheel of steel)
Tyres	165 SR15 steel cord

*) Only in conjunction with the twin-carburettor engine.

Dimensions and weights Saab 99 GL Sedan.

Overall length	4420 mm
Overall width	1690 mm
Height, unladen	1440 mm
Wheelbase	2473 mm
Track, front	1400 mm
Track, rear	1420 mm
Max. load length with rear seat folded down	1717 mm
Boot capacity, SAE	356 dm ³
	—
Max. volume of load- carrying area	1300 dm ³
Kerb weight, approx.	1140–1190 kg
Max. total weight, approx.	1580–1640 kg

Dimensions and weights Saab 99 GL 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
Max. load length with rear seat folded down	1821 mm
Boot capacity, SAE	350 dm ³
—parcel shelf removed	435 dm ³
Max. volume of load- carrying area	1500 dm ³
Kerb weight, approx.	1180–1240 kg
Max. total weight, approx.	1620–1680 kg

■ Weight variations depend on the equipment included.

■ Illustrations in this brochure show cars equipped according to standard on the Swedish market. Most models can be delivered with right-hand drive.

■ 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.

SAAB

Saab-Scania, Saab Car Division
Nyköping, Sweden

