

1986 SAAB 9000





The Saab 9000 is the first completely redesigned Saab to appear since 1978.

It is both undeniably new and undeniably a Saab. The 9000 is the logical extension of Saab's engineering philosophy, the latest leap in more than 35 years of purposeful innovation.

It's the largest passenger car that Saab has ever built, generously accommodating five adults and their luggage. But it shows all of the traditional Saab hatred of waste.

The interior space is achieved without excessive bulk. The engine relies on advanced technology instead of fuel-wasting displacement to provide adequate power.

Every Saab ever built was designed as a "driver's car." None more than the 9000. The entire design of this Saab is centered around the driver, to give him more information, more control and more support than any earlier Saab model has provided.

All of Saab's traditional

emphasis on high performance—a powerful engine coupled with superb roadhandling—is evident in the 9000. All of Saab's concern with strength and with passive safety is reflected in the design of this car.

The Saab 9000 provides a level of performance that's rarely available from a large sedan, and a level of space and comfort that almost never occurs in a high-performance machine.









**CONVENTIONAL ENGINEERING PRODUCES CONVENTIONAL ENGINES.
SAAB ENGINEERING PRODUCES HIGH-SPEED POWER PLUS SOUND ECONOMY.**

At the heart of the Saab 9000 is one of the most advanced engines ever put into a passenger car.

It's an engine that manages to extract a robust 160 horsepower from a mere two liters of displacement.

You might think that kind of power would demand a huge price in fuel consumption. Thanks to Saab's exquisitely engineered solution, it does not.

You might think that quality of engineering would demand a huge price in maintenance and repair costs later on. Thanks to Saab's careful planning, the 9000's



4 valves per cylinder for greater efficiency.

engine is easier to care for than many previous Saab engines.

Technically described, the Saab 9000 power plant is a two-liter, four-cylinder, 16-valve, transversely-mounted, double overhead camshaft, fuel-injected engine, with intercooled turbocharger.

In more readily understandable terms, the Saab 9000 engine takes advantage of the best available engine technology to deliver power and flexibility with reasonable fuel economy. At the same

time, it's an unusually dependable and serviceable engine.

Why 16 valves?

In a normal gasoline engine, there are two valves per cylinder: one to take in the air-fuel mixture; one to exhaust the burned mixture 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 combustion chamber.

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

So, in a normal gasoline engine, 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 its fuel economy.

The Saab 9000 engine has four valves per cylinder: two intake valves on one side and two exhaust valves on the other side. The valves are opened and closed by double overhead camshafts, so that the timing of operations inside the combustion chamber is very precise. The valve clearances are maintained automatically by hydraulic lifters, so they never need adjustment.

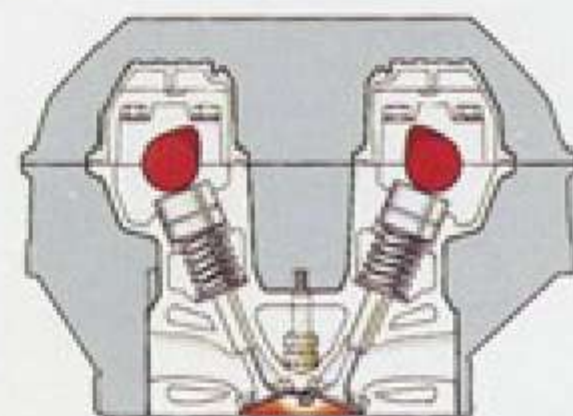
Of course, each individual

valve is smaller than the valves would be on a similar engine with two valves per cylinder. But the total area is much greater.

So volumetric efficiency is improved.

The four smaller valves can be spaced evenly around the top of the combustion chamber in a way that two larger valves could not, so there's space left in the center for the spark plug.

Having the spark plug near the center improves thermal efficiency by enabling the engine to burn more of the air-fuel mixture at the precise instant when it's going to do the most work. If the spark plug has to be mounted somewhere on the side of the chamber, it may not ignite all of the available air-fuel mixture at the beginning of the stroke. So even though all of the fuel that's introduced into the chamber is used up, it isn't burned in time to add force to the cylinder's downstroke.



Double overhead camshafts for precise timing.

With the spark plug in the center, everything gets burned in one instant, adding that much more force to the downstroke and getting more energy out of the same amount of fuel.

Why turbocharging?

Saab has always been a leader in turbocharging for pas-

senger cars. The unit in the Saab 9000 Turbo represents Saab's third generation of this technology.

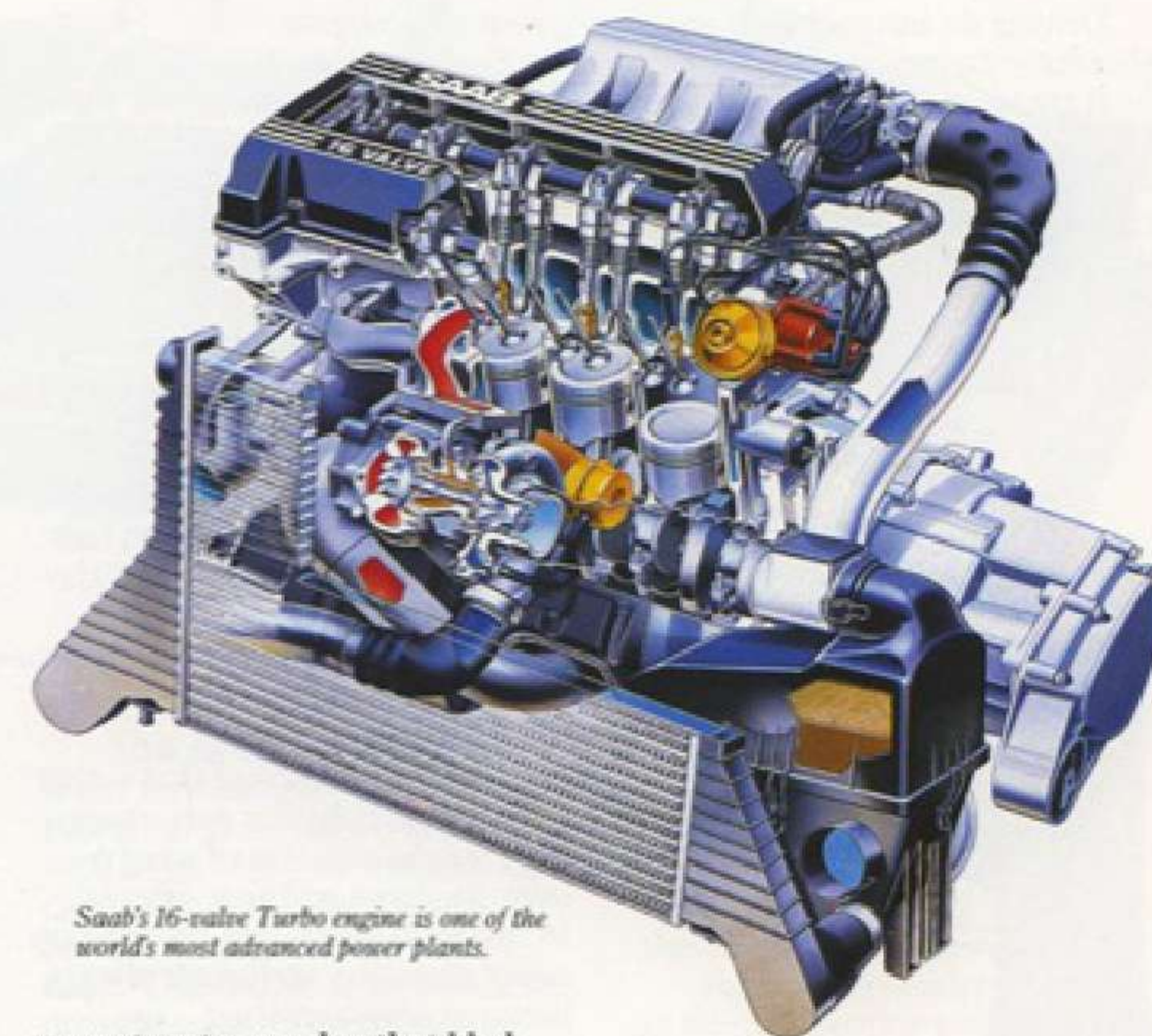
The reason that a big engine is usually more powerful than a small one is that it can burn more fuel at one time. That's also the reason why it's a lot less economical than a small engine.

By turbocharging a modest-sized engine, Saab engineers enabled the 9000 Turbo to burn more fuel than usual whenever an increase in power is needed and, at the same time, to preserve most of the economic benefits of the smaller engine.

The basic turbocharging system introduced by Saab in 1977 consists of two small wheels, a turbine and compressor, joined by a shaft. The turbine is driven by the engine's exhaust gases when the engine begins turning fast enough to need a boost in power. As it spins, the turbine drives the compressor, which forces additional air into the cylinders.

Because there's now more oxygen present in the combustion chamber of the cylinder, a greater amount of gasoline can be burned. That produces a greater amount of power. When the engine is operating at low speeds, there isn't enough flow through the exhaust manifold to drive the turbine, so there's no additional fuel burn.

Because turbocharging increases the pressures inside the cylinders, turbocharged engines need some kind of pressure-limiting system to prevent damaging engine knock. In the first cars that Saab turbocharged, the engines were protected by



Saab's 16-valve Turbo engine is one of the world's most advanced power plants.

a wastegate, a valve that bled exhaust gases away from the turbine whenever a preset pressure was reached. This is the method used in most turbocharged cars today.

However, different gasolines start knocking at different pressures, so the wastegate frequently reduces pressure unnecessarily. Setting the wastegate pressure for the lowest grade of gasoline available is prudent but inefficient.

To enhance the turbocharger's efficiency, Saab introduced the Automatic Performance Control system in its 1982 models. The APC system electronically monitored the engine's actual response to pressure, keeping the wastegate closed and the turbocharger in operation until there

was actual likelihood of knocking.

Today's 16-valve Turbo engine also includes an intercooler system, which cools the boost air from the turbocharger, to further reduce the danger of knocking and to allow greater compression.

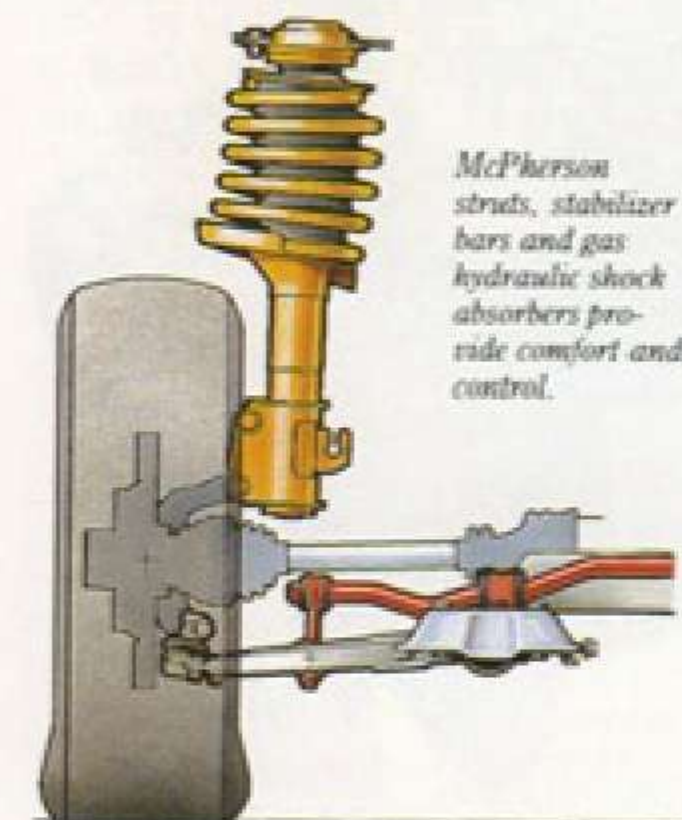
It also includes the Bosch LH electronic fuel injection system, with a new type of airflow meter for more accurate and efficient use of gasoline.

The engine and transmission are transversely mounted in their own subframe assembly. This makes them a very compact unit, allowing more space to be devoted to the passenger compartment. It also allows the transmission to deliver power to the front wheels over a very short and direct path, minimizing power loss.

SAAB ENGINEERS BELIEVE THE PUBLIC HIGHWAY IS ONE OF THE MOST DANGEROUS PLACES ON EARTH. THE DESIGN OF THE SAAB 9000 OWES A LOT TO THAT BELIEF.

Driving an automobile is an inherently dangerous act.

It entails moving at high speeds inside about a ton of metal, over surfaces that may suddenly become slippery or broken, through weather that may suddenly become foggy, windy or wet, and among other drivers whose abilities are always suspect.



McPherson struts, stabilizer bars and gas hydraulic shock absorbers provide comfort and control.

Accidents happen to even very good drivers in very good cars, of course. But the better the driver and the better the car, the greater your chances are of avoiding trouble.

Frankly, there's just no substitute for good, careful driving. No matter how powerful your brakes are, they won't be enough if you don't pay attention to other traffic. And the best seat belts available will avail you nothing at all if you don't fasten them.

But there is much that can be done with an automobile to make it behave well when weather, road surfaces and other drivers are not behaving well. Beyond that, there are measures that a manufacturer can take to help protect a car's occupants in the

event of a collision.

Saab has always been concerned with both aspects of automotive safety, active and passive. That concern has been reflected in the design of every car Saab has ever built, and in none of them more than in the Saab 9000.

The design of the 9000 chassis contributes a great deal to the safety of the car, as well as to its sporting nature. Like previous Saab models, the 9000 has front-wheel drive, with more than half of the car's weight resting on the driven wheels. No matter how the car is loaded, more than half of the total weight is always on the front wheels.

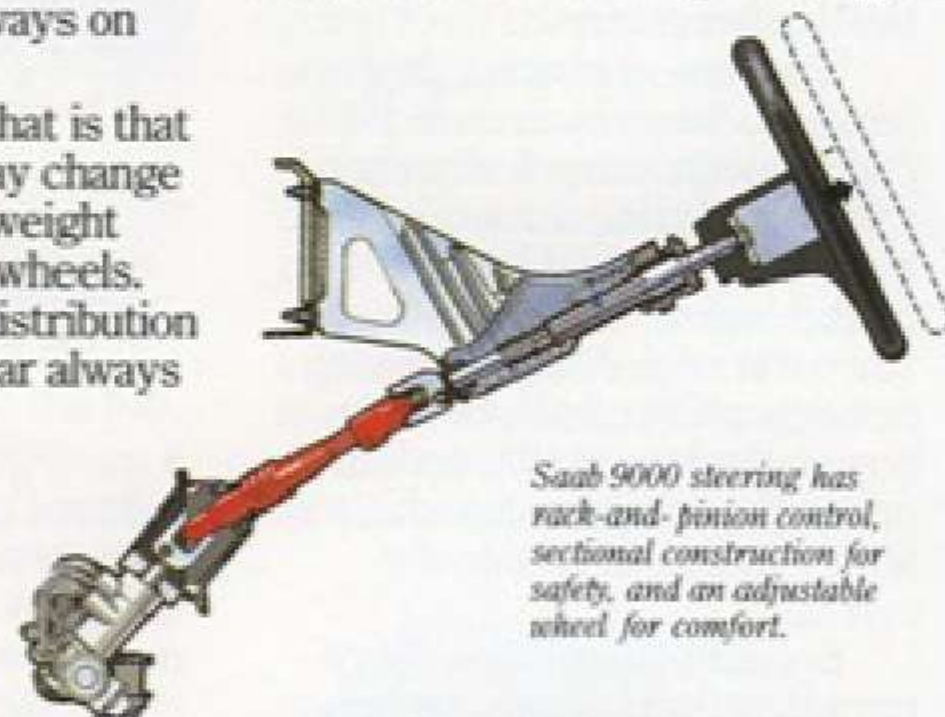
The importance of that is that a car's road behavior may change with the distribution of weight over the front and rear wheels. In the Saab 9000, that distribution never changes, so the car always behaves consistently.

In addition, having most of the car's weight resting on the driven wheels provides unsurpassed traction on loose or slippery surfaces. The McPherson front struts, secured directly to the steering knuckle housing, and gas-filled shock absorbers help to keep the driven wheels in firm contact with the road surface.

At the rear of the car, a rigid lightweight axle, consisting of a straight tube, enhances directional stability. The 9000's low roll center and the stabilizer bars mounted front and rear provide stable, comfortable cornering.

The power-assisted rack-and-pinion steering system gives the car neutral steering characteristics. Basically, that simply means that the car goes where you point it when you're in a turn, without moving to either the inside or the outside of the turn.

All of that is just so much technical jargon until you drive the Saab 9000 hard over a demanding course. That neutral steering and the stabilizer bars become suddenly comprehensible when you discover how much faster you can drive through a series of curves than you thought



Saab 9000 steering has rack-and-pinion control, sectional construction for safety, and an adjustable wheel for comfort.

you could. The front-wheel drive and front suspension system make a lot more sense when you're controlling the 9000 easily and predictably on gravel or over a wet road.

And when it's time to stop, the Saab 9000 does that with unusual style and efficiency, too. Power-assisted, large-diameter disc brakes are mounted on all four wheels. Front disc brakes are vented. All of the brake linings are asbestos-free, and the linings on the front brakes are of a semi-metallic material for a long useful life.



The Saab 9000 forms a steel safety cage around passengers, and protects them with a smooth, impact-absorbing interior.

By using different piston sizes on the front and rear brakes, Saab engineers minimized the chances of rear brake lockup. A new floating caliper system protects the brake fluid from excessive heating. And a diagonally split hydraulic system assures that even if one hydraulic line fails, 50 percent of the car's braking power will always be available to stop the car.

More confusing jargon? Until, of course, you stand on the Saab's brake pedal in the hope of avoiding the guy who just ran a stop sign, and you discover that your brakes work perfectly. Then it's not confusing anymore. That's when all the time and nitpicking effort that Saab engineers put into your brakes make perfectly good sense to you.

A lot more time and nitpicking effort went into passive safety systems. With luck and careful driving, they'll never make sense as dramatically as Saab's handling and braking do, but it's comforting to know they're as well designed as the rest of the car.

That sleekly aerodynamic body, for example, is built to surround the passenger compartment with an all-steel, all-welded safety cage. The roof pillars are box-section steel for extreme stiffness. The double front bulkheads provide collision protection in front or side crashes. Front and rear "crumple zones," areas of designed body weakness, absorb the force of a hit before it reaches the passenger compartment.

Inside the compartment, the possibilities of injury to driver or passengers have been reduced as much as possible. The obvious threat to the driver, of course, is the steering column, which could injure his head or chest in a crash. Saab has fitted all of its cars for the past several years with impact-absorbing steering wheels, attached to three-part, collapsible steering columns. If the driver hits the steering wheel with enough force to injure himself, the column will deform to help absorb the impact and prevent serious injury.

Everywhere else inside the

Saab 9000, knobs and handles have been recessed to help prevent puncture injuries. Roof pillars and the roof itself have been padded with thick insulation that helps to absorb impact.

Adjustable headrests in four of the five seating positions help to protect occupants from whiplash injury in the event of a rear end collision.

The point was made before that the best seat belts available won't help if you don't use them. The Saab 9000 has excellent seat belts. Both front seats and the two outside rear seating positions have three-point safety belts. The middle rear seating position is equipped with a lap belt. The front belts are anchored to the seats and are equipped with a crash sensor and a tensioner device for maximum protection capability.

If you're unlucky enough to be involved in an accident, those belts will do a lot to help you avoid injury.

But only if you fasten them.

THE COMFORT AND CONVENIENCE OF THE SAAB 9000 AREN'T LUXURIES. THEY'RE WAYS OF HELPING YOU DRIVE BETTER.

The 9000 is the most comfortable, inviting car that Saab has ever built. Its interior is light, large and airy. Its seats are firm and supportive. Its Automatic Climate Control is superbly effective.

Comfort is important in an automobile in a way that it isn't elsewhere. Of course, it's nice to live in a comfortable home. And



Automatic Climate Control keeps the 9000's interior comfortable without any attention from the driver.

it's impressive to have a comfortable office. But comfort at home or in the office doesn't really affect your safety and performance.

In a car, it does. A relaxed, alert driver is safer and more effective than one who's tired, distracted, drowsy, irritated or uneasy.

That's always been a cornerstone of Saab's engineering philosophy. Saying that the 9000 is the most comfortable Saab ever says that it's very comfortable indeed.

Despite its compact exterior lines, the 9000 is one of the most spacious cars available in the U.S. It qualifies as a "large car" in the U.S. Environmental Protection Agency's classification system.

By the seat of your pants.

In an era of computerized, precise instrumentation and electronic gadgetry, the whole concept of operating a high-performance vehicle "by the seat of your pants" seems outdated.

Well, as wonderful as all the electronic wizardry is, none of it will give you useful information

about your car's behavior as quickly and accurately as what you're sitting on now. The base of your spine lets you know, to a very precise degree, just what forces are acting on your car at any moment.

Saab's engineers designed the 9000 around the driver; specifically around the driver's hip point. Officially, it's called the Seating Reference Point. It's still the seat of your pants, and it's still one of the most reliable sources of information a driver has.

All of that underlines the importance of the driver's seat. It isn't just a padded platform to rest on while you operate the car. On the contrary, it's both a support system and an information transmitter.

So instead of the soft padding that characterizes many "luxury" car seats, the front seats of the 9000 have very firm padding. The polyurethane foam in the seats is mounted on flexible netting that adds more support. The end result is a seat that seems to lift its occupant into an effective driving position.

Thanks to the orthopedically shaped contours of the seats, maintaining that effective position is nearly effortless. So even after long hours of high speed driving, most drivers find that they're still more relaxed and alert than they could be in soft, conventional seats.

Most drivers also find that they can easily adjust the 9000's seat to a comfortable driving position. The seat can be moved fore-and-aft, of course, and the telescopically adjustable steering wheel can follow it. The seat back angle can be altered. The headrest can be moved up and

down. The seat cushion itself can be raised or lowered with a single pull on a lever. Even the thigh support portion of the seat cushion can be adjusted and there are three alternative settings for lumbar support.

Naturally, Saab's most famous single feature is retained in the 9000's seats: electric heating elements that warm the front seats in cold weather. The point of that is that a cold driver isn't really at his best. And even if the car heats up in a few minutes a lot of demands can be placed on a driver even in that short time.

Obviously, a car that comes out of a climate as harsh as Sweden's is going to be built with an eye to climate control. Few climates have ever been as thoroughly and easily controllable as the Saab 9000's passenger compartment.

The new Automatic Climate



Saab's seats are built to support a driver comfortably for hours on end.

Control lets you select a comfortable temperature and then forget about the whole problem. The microprocessor-based system balances the operation of the high-capacity heater, the air conditioner, the fan and the 13 different air outlets to keep the interior of



the Saab at your temperature.

If you want a wider range of control over the car's heating or air-conditioning, the Automatic Climate Control can be manually overridden. With the system in either automatic or manual mode, a portion of the total airflow is always directed onto the windows.

The air that comes in through the system, whether it's running automatically or manually, is extraordinarily clean. Before it reaches the Saab's exterior, it's passed through a dense filter that removes all visible particles and pollen down to 0.002 millimeters.

The comfort level of the 9000 is enhanced by the fact that the engine is mounted in hydraulic mounts, isolating it from the frame and body. Thanks to the hydraulic mounts, there's little or no feeling of engine vibration in the passenger compartment.

Instruments and controls are laid out for fast, effective driver response.

Thick insulation in the roof and sides helps to cut noise further and to maintain a comfortable interior temperature.

Visibility out of the 9000 is excellent, and excellently controllable. The side mirrors on both sides can be adjusted electrically from the driver's seat. Air vents defrost not only the front windshield, but the side windows as well. Windows are tinted to reduce glare.

The windows are raised and lowered electrically, and the driver's side window has a one-touch feature specifically for toll booths. The driver simply hits the switch once to lower the

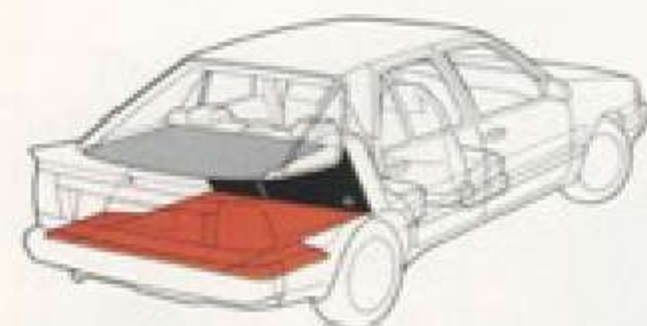
window, without having to hold the switch in position.

A cruise control system allows you to preset the 9000's highway speed, reducing the tedium of long miles of highway driving.

The superb stereo system fitted as standard equipment in the Saab 9000 also cuts away the tedium of long-distance drives and adds substantially to the pleasure you'll take in this car. The system includes an electronically tunable stereo radio and cassette deck with an equalizer, amplifier, four-speaker system and electrically retractable antenna.

The four doors all open to a wide 70 degrees, for easy, comfortable movement in and out of the 9000.

**NOTHING THAT PERFORMS LIKE A SAAB 9000 CAN CARRY AS MUCH.
NOTHING THAT CARRIES AS MUCH AS THE SAAB 9000 PERFORMS AS WELL.**



The luggage compartment.



The ordinary luggage compartment has 16 cu. ft. of space.



Fold the small section of the back seat and create 32.8 cu. ft. with room for two back seat passengers.



Fold the larger section for 36.7 cu. ft. of cargo space and room for one back seat passenger.



With the entire back folded down, the Saab 9000 provides 56.5 cu. ft. of cargo area.

This is another traditional Saab advantage that's continued and improved in the 9000. Like previous Saab models, the 9000 provides practical cargo capacity without wasting space.

Conventional European performance cars offer modest amounts of luggage space; about enough to accommodate a long weekend's bags for the car's occupants.

Conventional station wagons provide a lot more space, but at a cost of greater weight, poorer aerodynamics and wasted space.

Saab solved this dilemma years ago with the introduction of its "combi coupe" concept, that introduced a hatchback design with foldable rear seats. The design retained the compact lines and aerodynamics of the sports sedan, while allowing a lot of flexibility in the size of the cargo area.

The same basic concept is continued in the Saab 9000, with important improvements.

Because the rear seat of the Saab 9000 is asymmetrically split, the cargo area is more flexible than ever. One side of the rear seat can be lowered to accommodate a long, narrow load or both sides can be lowered to accommodate the bulkier cargo.

The basic luggage compartment, with the rear seats upright, provides 16 cubic feet of space, enough for luggage for the Saab's five passengers.

If only a little more space than that is needed, the parcel shelf above the luggage compartment is removable.

If the narrower side of the rear seat is folded down, cargo capacity is instantly increased to

32.8 cubic feet, with enough room left in the rear seat for two passengers.

If the wider side is lowered, cargo capacity is 36.7 cubic feet, and there's still room for one rear seat passenger.

If both sides are lowered, the Saab 9000 provides 56.5 cubic feet of cargo capacity, as much as some small station wagons.

The spare wheel is stored beneath the floor of the cargo compartment, and a tray of tools is stored separately alongside. Additional storage for small items is available in the glove compartment, the central console and in door pockets.

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

The first Saab automobile appeared in the late 40'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 attention to those things.

That really didn't worry the Saab engineers. They were ap-

plying 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 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 9000, 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 designs 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 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.

1986 SAAB 9000 BODY AND INTERIOR COLORS

9000 Turbo/Velour Interiors



Black/Sierra Tan



Rose Quartz Metallic/Bokhara Red



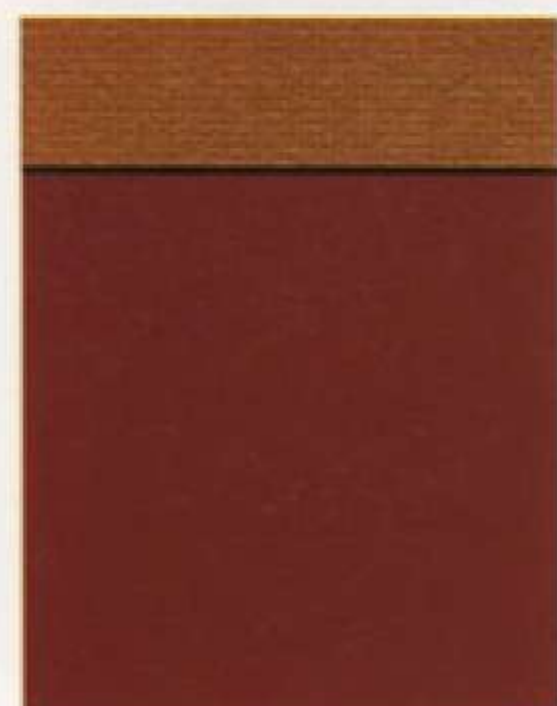
Slate Blue Metallic/
Sierra Tan



Silver Metallic/Labrador Grey



Platinum Blue Metallic/
Labrador Grey



Carmosine Red Metallic/
Sierra Tan



Edwardian Grey Metallic/
Labrador Grey

9000 Turbo/Leather Interiors



Black/Sierra Leather



Rose Quartz Metallic/
Colorado Red Leather



Slate Blue Metallic/
Sierra Leather



Silver Metallic/
Buffalo Grey Leather



Platinum Blue Metallic/
Buffalo Grey Leather



Carmosine Red Metallic/
Sierra Leather



Edwardian Grey Metallic/
Buffalo Grey Leather



1986 SAAB 9000 TECHNICAL SPECIFICATIONS

Engine		Transmission gear ratios:	
Type	4-cylinder, in-line	Automatic	
Arrangement	Transverse	First	2.58:1
Cylinder block	Cast iron	Second	1.41:1
Cylinder head	Light alloy	Third	1.00:1
Valve train	Double overhead camshaft, 4 valves per cylinder	Fourth	0.74:1
		Primary Drive Ratio	0.89:1
		Final Drive Ratio	4.29:1
Displacement	121 cu. in. (1985 cc)	Chassis and Suspension	
Bore	3.54 in. (90 mm)	Front Suspension	McPherson struts, eccentrically mounted coil springs, high-pressure gas-hydraulic shock absorbers, stabilizer bar
Stroke	3.07 in. (78 mm)		Lightweight, rigid rear axle, panhard rod, coil springs, high-pressure gas-hydraulic shock absorbers, stabilizer bar
Compression ratio	9.0:1	Rear suspension	
Horsepower @ RPM (SAE net)	160 @ 5500		
Max torque (ft. lbs) @ RPM	188 @ 3000	Braking System	Power-assisted, hydraulic dual diagonal circuit, ventilated discs front, solid discs rear, self-adjusting
Fuel requirement	Unleaded 87-93 AON		
Aspiration	Turbocharged with APC charge pressure control, intercooler, LH electronic injection	Parking brake	Mechanical, self-adjusting on rear wheel discs
Cooling system	Water-cooled, thermostatically controlled electric radiator fan	Wheels	6 x 15, light alloy
		Tires	195/60 R15 86V high-speed steel belt radials
Electrical System		Dimensions	
Ignition	Bosch electronic, Hall effect	Wheel base	105.2 in. (2672 mm)
Alternator	1070 W, 80A	Front track	59.9 in. (1522 mm)
Battery	12V, 60 AH	Rear track	58.7 in. (1492 mm)
		Overall length	181.9 in. (4620 mm)
Steering		Overall width	69.4 in. (1764 mm)
Type	Power-assisted, rack and pinion	Overall height	56.1 in. (1420 mm)
Turning circle (curb to curb)	35.8 ft. (10.9 m)	Curb weight*	2935 lbs.
Turns (lock to lock)	3.2	Fuel capacity	18.0 U.S. gallons
Drive Train		Interior	
Type	Front-wheel drive	EPA size class	Large car
Transmission gear ratios:		Seating capacity	5
Manual		Trunk capacity (SAE)	15.9 cu. ft.
First	3.31:1	Cargo capacity, rear seat folded	56.5 cu. ft.
Second	1.76:1		
Third	1.17:1		
Fourth	0.86:1		
Fifth	0.68:1		
Final Drive Ratio	4.21:1		

*Base curb weight with standard equipment

1986 SAAB 9000 STANDARD FEATURES AND OPTIONAL EQUIPMENT

Standard features on Saab 9000 Turbo

2.0L fuel injected 4-cylinder DOHC 16 valve turbocharged engine with Automatic Performance Control
 Charge air intercooler
 Engine oil cooler
 Turbo boost gauge
 Injection system failure indicator light
 Power assisted rack and pinion steering
 Power assisted four-wheel disc brakes, vented front discs
 Asbestos free brake pads
 High pressure gas hydraulic shock absorbers
 High speed (V-rated) steel belted radial tires
 Stabilizer bars, front/rear
 Light alloy wheels
 Front/rear spoilers
 "Self-restoring" bumpers
 Halogen replaceable bulb headlights with flush lenses
 Cornering lights
 Side-mounted direction indicator lights
 Undercoating and anti-corrosion treatment
 Tinted glass all around
 Preparation/wiring for theft alarm
 Automatic Climate Control system with manual overrides, ventilation air filter
 Electronic cruise control
 Central locking system for doors, hatch, and gas filler door
 Power windows, with one-touch open feature, driver's window
 Electrically adjustable and electrically heated outside mirrors
 Electronic tune AM/FM stereo/cassette, with automatic electric antenna and 4-speaker system
 Seven-band equalizer/amplifier

Interior courtesy light delay feature
 Deep contour seats with deluxe velour upholstery, adjustable front and rear headrests and fold down rear armrest
 Electrically heated reclining front bucket seats
 Driver's seat adjustable for height/tilt, lumbar support, thigh support
 Axially adjustable three-spoke sport steering wheel
 Full center console with storage compartment
 Tachometer
 Quartz analog clock
 Pictogram for exterior light failure, doors open
 Trip information computer
 Shift up indicator light
 Interval wipers
 Electrically heated rear window
 Front 3-point seat belts with emergency tensioner retractors and adjustable shoulder guide
 Rear outboard 3-point seat belts; center lap belt
 Map reading light, front
 Reading lights, rear
 Fold down rear seat with 60/40 split

Optional Equipment for 9000 Turbo:

Leather package: includes leather seating surfaces, electric tilt/slide tinted glass sunroof, fog lights
 Four-speed automatic transmission
 Clear coat metallic paint
 Black paint

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

Saab-Scania, Saab Car Division, Nyköping, Sweden

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