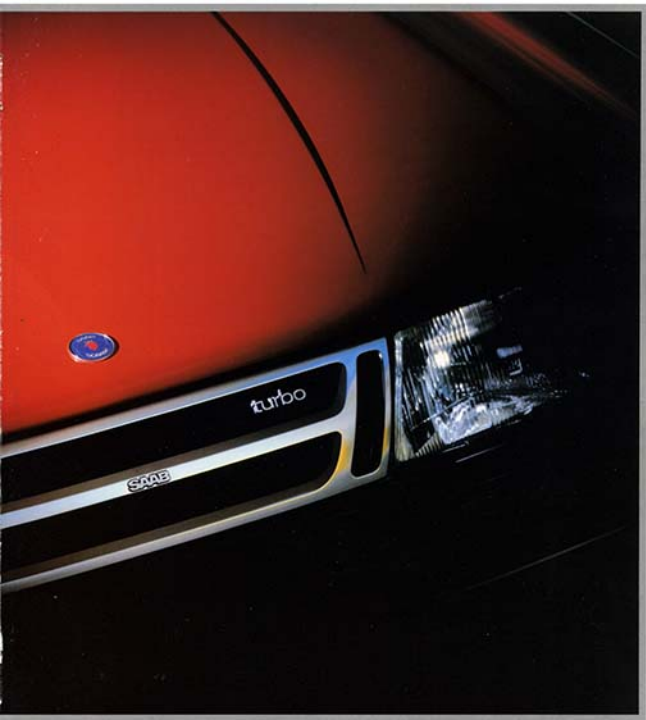


# Saab 900



1993



# Innovation is our tradition

The first Saab cars were designed by Swedish aircraft engineers with little regard for conventional car design. They created overall designs based on functional aspects rather than fashion trends. These men started a tradition of independent thinking at Saab. This unusual way of approaching car design has resulted in Saab's technological edge and innovative tradition.

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This brochure presents the general product range. In certain markets there are differences regarding model range, colours and equipment. For further information, please consult your Saab dealer. Note that some of the pictures in the brochure may show cars fitted with optional extra equipment. Cars for Australia are RHD.

## Form and function



The curved windscreen is an example of functional design. Located well in front of the front seat occupants, it reduces the risk of head injuries in a collision.



The driver's seat is often mentioned as one of the best in the automotive world. It can be steplessly height-adjusted and has built-in electrical heating.

In a world where all cars seem more and more like each other, the Saab 900 is a relieving exception. Or as the English journal *Autocar & Motor* said: "But in a market dominated by the efficient and faceless, the characterful 900 stands out."

The form of the Saab 900 is a result of Saab's engineers bringing the function of the car to the forefront. This down-to-earth design philosophy can be traced in details such as the low, recessed sills that are protected from road dirt and make access to the car easier. Another example is the preset, vacuum-controlled ventilation system. Or the location of the ignition key between the seats, where it can't cause knee injuries in case of an accident. But the reason for our functional design philosophy is not to show up odd details. It's there to make a car that will work better in any possible situation.

## The unique driving experience



Our goal has always been to produce a car that feels like an extension of your body. A car that will be as much fun to drive on the open highway as on winding rural roads.

This is not a matter of high-speed thrills; it's that feeling of pleasure and sense of security in always having full control over your car. No matter what road conditions or how the car is loaded.

Saab's use of turbo technology provides extreme pulling power at low revs.



Today all Saab 900 models have 16-valve engines and many are turbocharged. But not even the turbo version is designed for extreme high speeds. Instead, we emphasize good acceleration over a wide range of engine speeds.

In fact, from 60 to 120 km/h in fourth or fifth gear there is probably no faster 2-litre engine available, because of the high torque at low revs—255 Nm is delivered at

2800 rpm. And that is where we want to excel—not for reasons of status but because it makes sense.

# Inspiring confidence



Every Saab is developed and built to deal with the Scandinavian climate; that means darkness, snow and icy roads for the best part of the year.



Slippery conditions are second nature to a Saab. How could it be otherwise for a car made in Sweden—a country as far north as Alaska? The notorious Scandinavian weather provides Saab engineers with a natural test track; their solutions are evident from the minute you take the wheel.

The instrument unit is easy to read and the warning lamps are only visible when activated. The fascia is ergonomically shaped and the controls are logically grouped together.



The Saab 900, with its front wheel drive and the ABS anti-lock brakes, is surefooted and consistent, regardless of passenger load. You can be confident that should the unexpected occur, handling is predictable.

A Saab is designed for  
long journeys



Every detail in the Saab 900 is designed to enhance comfort on long journeys.



A car needs more than good seats to give you long-distance driving comfort. Above all, it must have the correct chassis design—which is far more difficult to achieve. The chassis must communicate information about the road. But it must also camouflage a rough road surface, and dampen noise and vibrations which tire both driver and passengers.

Clean air and a pleasant indoor climate also contribute to long distance driving comfort. With the fan at normal speed the air in the Saab 900 is changed once every minute.

Only a driver who has run a Saab 900 for an entire day, under a variety of traffic conditions, will discover what we mean by long-distance driving comfort.

Power when you  
really need it





When developing Saab engines, we give priority to high torque at low revs, rather than a massive amount of horsepower. The reason for this is quite obvious. In everyday traffic you rarely use the maximum output of the engine, i. e. run the engine on max revs. But you need power in the low and medium range not only to drive around town without constant gear changing, but also to overtake rapidly on a country lane.



Saab engines provide high torque at low revs. In the 16 valve 2.1-litre injection engine 160 Nm is available at 1500 rpm. The result is excellent overtaking capabilities, and more relaxed city driving, since gear changing is minimized.



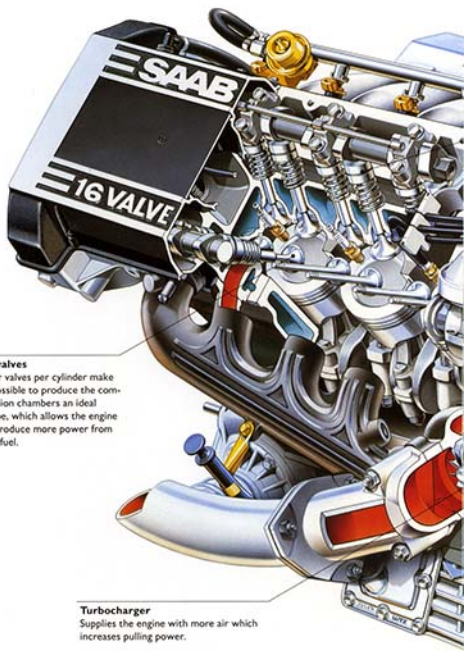
Olle Granlund, Executive Project Manager  
New Car Projects.

## Saab has always been at the forefront of technology

**"M**ost people tend to look to the 0-100 km/h figures to measure engine performance. But, when you think about it, the 0-100 performance is of little interest when you are stuck in slow moving traffic. To cover long distances in the shortest possible time, high torque and midrange acceleration are far more relevant."

At Saab we have a fondness for high technology. But not at the cost of common sense. This means we give priority to mid-range acceleration rather than maximum top speed.

That's why Saab was among the first to apply the turbo concept for ordinary production cars, just as we were first to combine a turbocharger with the 16-valve engine. The turbocharger gives the 4-cylinder Saab engine top acceleration when overtaking. This is especially noticeable if you're driving fully loaded in fourth or fifth gear up a long, steep hill.



### 16 valves

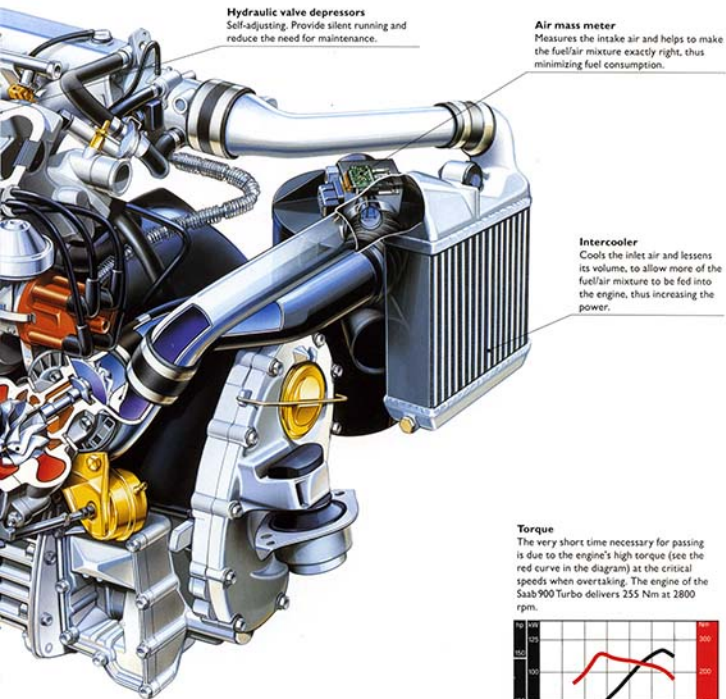
Four valves per cylinder make it possible to produce the combustion chambers an ideal shape, which allows the engine to produce more power from less fuel.

### Turbocharger

Supplies the engine with more air which increases pulling power.

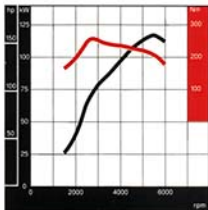
In fourth gear, the Saab 900 Turbo accelerates from 60 to 100 km/h in 8.2 sec.





#### Torque

The very short time necessary for passing is due to the engine's high torque (see the red curve in the diagram) at the critical speeds when overtaking. The engine of the Saab 900 Turbo delivers 255 Nm at 2800 rpm.





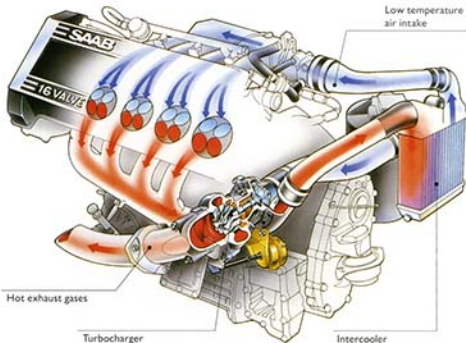
Per Gyllbrand, Manager  
Drive Line Concepts  
and Automotive Elec-  
tronics.

**T**he advantage of a small and lightweight power plant is evident: unlike heavier engines, it doesn't waste energy transporting itself around."

For Saab, innovation is a key to survival. Sometimes it's a question of being first with an entirely new design. More often it's being first with designs adapted for serial production and the hard economic realities of the market. The 16-valve concept is one example. Turbo-charging another.

The ABS anti-lock brake system has been specially designed for cars with front wheel drive. Since the system prevents locking of the wheels, the driver can brake as hard as the situation merits, and he can swerve at the same time to avoid an obstacle. The ABS system has three brake circuits—one for each of the front wheels and one for the rear wheels. The electronics are duplicated. Two parallel systems continually monitor and compare one another's signals.

## Common sense, before prestige



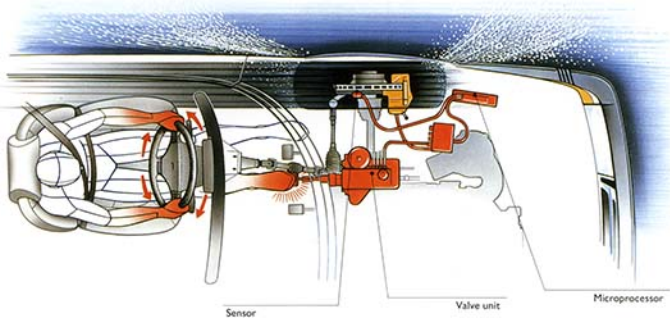
### Turbo and intercooler

The turbine wheel and compressor impeller of the Saab turbocharger are small and lightweight. As a result the turbocharger begins to boost the intake air pressure at very low engine speeds. After the air has been compressed in the turbocharger, it is cooled by about 60°C in the inter-cooler.



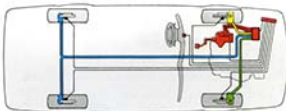
### Efficient combustion

Four valves per cylinder, centrally mounted spark plugs, domeshaped combustion chambers and flat piston crowns, ensure high compression and efficient combustion.



#### Anti-lock brakes

The anti-lock brake system (ABS) is wholly integrated with the ordinary brake system and has two electronic systems which continuously check and compare each other's data. The ABS system has three brake circuits, one for each front wheel and one for the rear wheels. A built-in, moisture-proof sensor at each wheel records the rotating speed of the wheel.



#### Ventilation air filter

Models without air conditioning (air conditioning is standard equipment in Australia) have an electrostatic ventilation air filter which effectively removes dust, soot and pollen. Particles down to a size of  $0.004\text{ }\mu\text{m}$  are filtered out. The picture shows a new filter and one that has been used for 30 000 km driving.



Magnus Roland, Executive Project Manager  
New Car Projects.

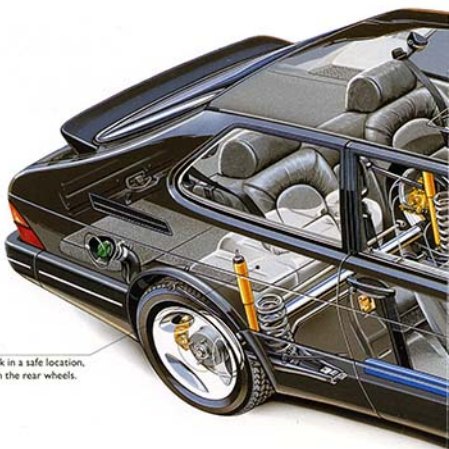
## Built-in safety

"Saab's first priority is to help the driver stay one step ahead of events. The entire car is built with the driver as its focal point. The chassis relays accurate information. And then responds instantly to the driver's instinctive commands."

In the aircraft industry there are more skills employed than in any other sector in designing structures which are rigid and light. We use this knowledge when we make our cars. A top-strength body provides passive safety. Low weight means less consumption of energy and materials.

The Saab 900 has crumple zones at the front and rear. The passenger compartment is reinforced by strong cross members. And the engine is forced backwards and downwards, where the sturdy bulkhead stops it from entering the passenger compartment. The collapsible steering column is divided into three sections, of which the top part is telescopic, fitted inside an energy-absorbing steel cage.

Yet safety is ultimately dependent on the human factor. The driver, who realizes this, is constantly aware of being an active driver. The most effective safety argument in the Saab 900 is active safety.

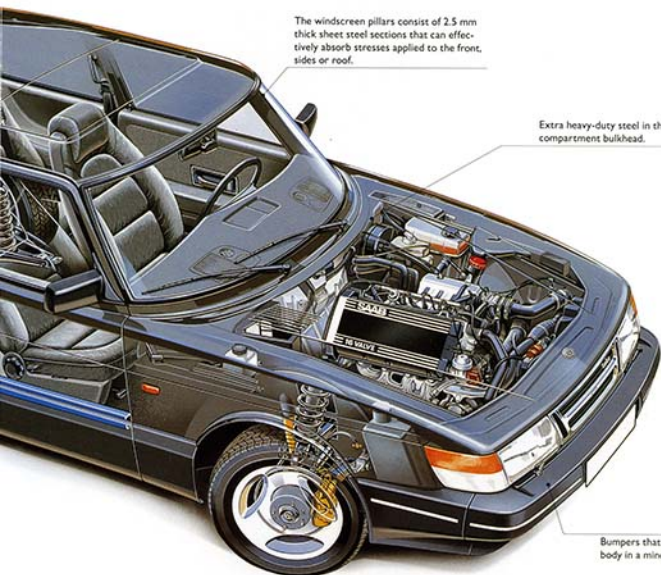


Fuel tank in a safe location,  
between the rear wheels.

### SRS with airbag (not available in Australia)

SRS (Supplemental Restraint System) is Saab's method of reducing injury risk in more serious collisions. In the Saab 900, the system consists of an airbag in the centre of the steering wheel, collision sensors and an electronic control unit. The SRS has built-in self-diagnosis which means that the system is checked every time the car is started.





The windscreen pillars consist of 2.5 mm thick sheet steel sections that can effectively absorb stresses applied to the front, sides or roof.

Extra heavy-duty steel in the engine compartment bulkhead.

Bumpers that protect the body in a minor collision.

#### Safety body

The unitary body is light but extremely strong. The interior is surrounded by a sturdy cage of steel sections and reinforcements. The energy-absorbing zones of a Saab body consist of sections of varying rigidity, so that they will act as bellows and absorb collision energy in the best possible way.

#### Door members

In the doors there are sturdy reinforced members to protect the occupants in a side-on collision.



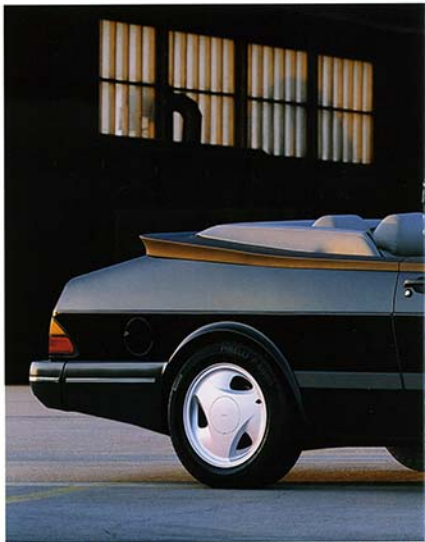
## Saab 900 Convertible

Anyone who has driven a convertible on a hot summers day wants to do it again. For many people it's the only way to drive.

The Saab 900 Convertible is a classical convertible for four people. The top is electrically operated, still very unusual for European convertibles. At the press of a button the top folds into its own storage space. When the top is closed, the multi-layer fabric and heated rear window provide excellent insulation.

With 118 kW and the maximum torque of 255 Nm at 2800 rpm, the turbo model gives a performance that simply must be experienced. As an alternative there is also a 2.1-litre injection engine.

Comfort features include air conditioning, electrically heated seats, the ABS anti-lock brake system, electrically operated windows and rear-view mirrors, and headrests in both rear and front seats. All these are, of course, standard.





The Saab 900 Convertible is an open car in the classic sense—with ample space for four adults. The turbo models have leather faced upholstery as standard.

The top is electrically operated by means of a switch on the centre console.

The Saab 900 Convertible can be enjoyed year around due to the multi-layer top and the electrically heated seats and rear window. To certain body colours there is the optional choice of beige or blue top.



Saab 900i 2.1-16 Convertible with optional alloy wheels

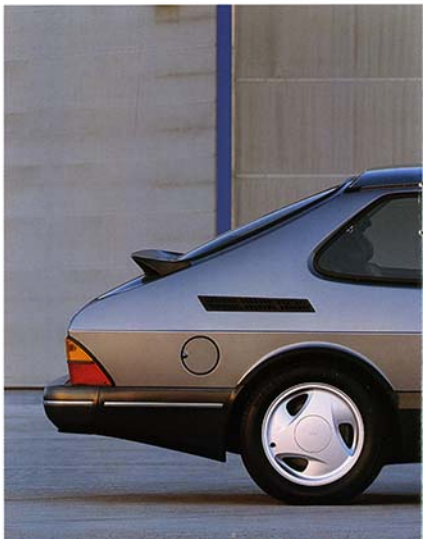
## Saab 900i Aero

To find this car in the passing lane is hardly a surprise. Saab's 16-valve engine, low profile tyres on light alloy rims, and anti-roll bars give superb performance and a driving experience that is inspiring.

The engine's output of 103 kW peaks at 6000 rpm. Yet it still enables relaxed driving since the maximum torque, 180 Nm, is delivered at the low engine speed of 2900 rpm.

The anti-lock brake system, ABS, makes it possible to brake as hard as the situation requires without the wheels locking and still swerve. It enhances safety under practically all road conditions.

As in all other 900 models, equipment such as electrically operated windows and door mirrors, headlamp wipe/wash, central locking, electrically heated front seats, head restraints in the rear seat, air conditioning and power steering make even long journeys feel shorter. In addition, electrically operated front seats and sunroof are among the optional extras.





The engine delivers 103 kW and generates the maximum torque even at 2900 rpm. (The Aero model is not available with turbo engine in Australia.)



Anti-lock brake system, rack and pinion steering, gas shock absorbers and anti-roll bars give extra grip and precise handling.



There is a wide range of Saab Accessories to suit each owner's individual taste. (Leather/suede upholstery shown is not available on the 900i Aero.)

## Saab 900

### 3 and 5 doors

A Saab's form follows the function. An example of this is our unique combi-coupé concept, combining the comfort of a sedan with the loading capacity of a station wagon.

The engine range includes a turbo and an injection engine. The turbo is equipped with Saab's APC-system, which makes it possible to use fuel of any grade from 92 RON and higher. The engine adjusts itself to the fuel used. The higher the octane rating, the higher the engine power.

Even though the engines have different performance levels they all share the characteristics of a true Saab engine—they provide high torque at low revs. Therefore they can all provide extra power when necessary, whether it's when you're overtaking or travelling uphill with a fully loaded car.

The loading capacity can be increased from 602 to 1600 dm<sup>3</sup> by folding the rear seat. Since there is no threshold in the luggage compartment, it is easy to push in heavy and bulky loads. We don't build station wagons because we simply don't need to.





When the rear seat is folded down, the luggage compartment will take no less than 1600 dm<sup>3</sup>. The floor is flat, the loading height low and there is no threshold so you can easily load both heavy and bulky items.

The height of the driver's seat cushion can be adjusted with the telescopic lever on the right hand of the seat.



Saab 900i 2.1-16 with optional alloy wheels

## Saab 900

### 4 doors

This model combines the 900-series characteristic design with the lines of a sedan. The result is a car having features you sometimes look for in regular sedans—but cannot find. Such designs are typical of Saab.

The 2.1-litre engine of this 4 door Saab 900 produces 103 kW, with a maximum torque of 180 Nm even at 2900 rpm. The engine has twin overhead camshafts, an electronic ignition system with engine-knock sensor, electronic fuel injection and self-adjusting valve depressors. The result of this is smooth running, low fuel consumption and little need for maintenance.

According to motoring journalists throughout the world, the Saab 900 has one of the most comfortable front seats in the automobile market. But rear seat comfort is also high. The rear seat cushioning consists of more than 400 fine-gauge springs covered with several layers of padding. The back seat can be folded down to make the already spacious luggage compartment even roomier.



When the rear seat is folded down the luggage compartment expands to 1500 dm<sup>3</sup>. Very few sedans can offer such space.





The front seats are electrically heated and in most 900 models the driver's seat temperature can be set manually.



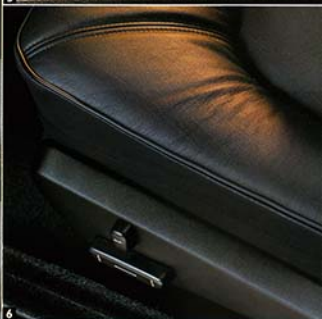
## For personal comfort

Every Saab boasts an impressive range of standard equipment and the basic qualities that make it an eminently practical car in a variety of situations. ABS anti-lock brake system, electrically heated front seats, air conditioning, headlamp wiper/wash and a variable capacity luggage compartment are a few of the features that are standard on a Saab.

In addition there is a wide range of Saab Accessories, some of them shown here. Ask for the separate Saab Accessories catalogue for full information. Your Saab-dealer will be pleased to discuss your requirements in detail.

1. You can use conveniently located switches on the centre console to open and shut the windows. Switches are also provided on the rear side doors for operating the corresponding windows.
2. Electrically operated sunroof.
3. Carpet mats available in several interior colours.
4. Head phone socket enabling the passengers to listen to the cassette recorder/CD while you are listening to the radio.
5. The high capacity Saab air conditioning system will quickly cool the interior to a comfortable temperature on a hot summer's day.
6. Electrically adjustable front seats make it easy to find a comfortable driving position.





# Your unique Saab

We have designed a special range of equipment in order to adapt each Saab to the owner's individual taste. The options make your Saab a unique car from start to standstill.

Most of the equipment shown here is chosen from the wide range of Saab Accessories. A separate Saab Accessories catalogue provides detailed information, and your Saab-dealer will be pleased to discuss your requirements in detail.



The main picture shows a Saab 900 optionally equipped with Silver Spoke light alloy 6" x 15" wheels for 205/55 tyres. The Saab Airflow styling kit includes front and rear spoilers, side mouldings and wider wheel arches in the car's colour. It also has a Whale-tail spoiler.

1. The cruise control stalk is at your fingertips, to the left of the steering wheel.
2. Three-speed automatic transmission.
3. Three-spoke, mahogany rimmed steering wheel and centre pad made of leather.
4. Front spoiler with inset long-distance headlamps.
- 5-6. Saab offer a number of different designs of 15" alloy sports wheels. These are designed and approved by Saab to give good cooling of the brakes and high durability.





# Technical specifications

Saab 900, 1993

## Saab 900 Turbo 16S Convertible

### ENGINE

Four cylinder, in-line engine, longitudinally mounted and inclined at an angle of 45°. Cast iron cylinder block. Light alloy, crossflow cylinder head. Dome-shaped combustion chambers with centrally placed spark plugs. Double overhead, chain-driven camshafts. Hydraulic, maintenance-free valve depressors. Four valves per cylinder. Breakerless electronic ignition system. Turbocharger with water-cooled bearing housing and integrated waste gate (boost pressure control valve). Saab APC system for continuous boost pressure control. Intercooler. Engine oil cooler. Electronic fuel injection. Cooling system with electrically driven, thermostatically controlled radiator fan. Three-way catalytic converter and Lambda sensor.

**Displacement** 1985 dm<sup>3</sup>.  
**Bore/stroke** 90/78 mm.  
**DIN rating** 118 kW (160 bhp) at 5500 rpm.  
**DIN peak torque** 255 Nm or 26.0 kgm (188 lb ft) at 2800 rpm.  
**Max. boost pressure** 0.75 bar.  
**Compression ratio** 9.0:1.  
**Recommended octane rating** Any unleaded fuel between 91 and 98 octane RON.  
**Fuel tank capacity** 68 litres (15 imp. gal.).

### ELECTRICAL SYSTEM

**Alternator** 1070 W 80 A.  
**Battery** 12 V 60 Ah.  
**Starter motor** 1.4 kW.

### TRANSMISSION

Front wheel drive with five-speed manual gearbox or automatic transmission. Hydraulically actuated, single dry-plate clutch. Hydraulic torque converter instead of the clutch on cars with automatic transmission.

### STEERING

Power-assisted rack and pinion steering gear. Jointed and telescopic steering column with cylindrical sheet metal bellows. Impact absorbing, perforated sheet steel cage below the steering wheel.  
**Turning circle** 10.3 m (33 ft 10 in), kerb to kerb.

### BRAKES

ABS integrated anti-lock brake system. Power-assisted disc brakes all round, ventilated in front. Self-adjusting, single piston system with floating brake caliper. Asbestos-free pads. Mechanical action of hand brake on rear wheel discs.

### SUSPENSION

Front: Double wishbones, with pivot mounted, progressive action coil springs and gas shock absorbers. Rear: Straight, rigid rear axle with coil springs, gas shock absorbers, two leading and two trailing arms and a Panhard rod.

### WHEELS AND TYRES

Light alloy wheels. Compact type spare tyre.  
**Wheel size** 5.5J x 15".  
**Tyre size** 195/60 R15V.

### PERFORMANCE

**Top speed** 215 km/h (134 mph); aut. 205 km/h (127 mph).  
**Acceleration to 100 km/h (60 mph)** 9.6 (9.1) sec; aut. 10.5 (10.0) sec.  
**Overtaking acceleration** 60–100 km/h (37–62 mph) in fourth gear 8.2 sec; 80–120 km/h (50–75 mph) in fifth gear 10.5 sec.

## Saab 900 Turbo 16

### ENGINE

Four cylinder, in-line engine, longitudinally mounted and inclined at an angle of 45°. Cast iron cylinder block. Light alloy, crossflow cylinder head. Dome-shaped combustion chambers with centrally placed spark plugs. Double overhead, chain-driven camshafts. Hydraulic, maintenance-free valve depressors. Four valves per cylinder. Breakerless electronic ignition system. Turbocharger with water-cooled bearing housing and integrated waste gate (boost pressure control valve). Saab APC system for continuous boost pressure control. Intercooler. Engine oil cooler. Electronic fuel injection. Cooling system with electrically driven, thermostatically controlled radiator fan. Three-way catalytic converter and Lambda sensor.

**Displacement** 1985 dm<sup>3</sup>.  
**Bore/stroke** 90/78 mm.  
**DIN rating** 118 kW (160 bhp) at 5500 rpm.  
**DIN peak torque** 255 Nm or 26.0 kgm (188 lb ft) at 2800 rpm.  
**Max. boost pressure** 0.75 bar.  
**Compression ratio** 9.0:1.  
**Recommended octane rating** Any unleaded fuel between 91 and 98 octane RON.  
**Fuel tank capacity** 68 litres (15 imp. gal.).

### ELECTRICAL SYSTEM

**Alternator** 1070 W 80 A.  
**Battery** 12 V 60 Ah.  
**Starter motor** 1.4 kW.

### TRANSMISSION

Front wheel drive with five-speed manual gearbox or automatic transmission. Hydraulically actuated, single dry-plate clutch. Hydraulic torque converter instead of the clutch on cars with automatic transmission.

### STEERING

Power-assisted rack and pinion steering gear. Jointed and telescopic steering column with cylindrical sheet metal bellows. Impact absorbing, perforated sheet steel cage below the steering wheel.  
**Turning circle** 10.3 m (33 ft 10 in), kerb to kerb.

### BRAKES

ABS integrated anti-lock brake system. Power-assisted disc brakes all round, ventilated in front. Self-adjusting, single piston system with floating brake caliper. Asbestos-free pads. Mechanical action of hand brake on rear wheel discs.

### SUSPENSION

Front: Double wishbones, with pivot mounted, progressive action coil springs and gas shock absorbers. Rear: Straight, rigid rear axle with coil springs, gas shock absorbers, two leading and two trailing arms and a Panhard rod.

### WHEELS AND TYRES

Light alloy wheels. Compact type spare tyre.  
**Wheel size** 5.5J x 15".  
**Tyre size** 185/65 R15H.

### PERFORMANCE

**Top speed** 210 km/h (130 mph); aut. 200 km/h (124 mph).  
**Acceleration to 100 km/h (60 mph)** 9.6 (9.1) sec; aut. 10.5 (10.0) sec.  
**Overtaking acceleration** 60–100 km/h (37–62 mph) in fourth gear 8.2 sec; 80–120 km/h (50–75 mph) in fifth gear 10.5 sec.

## Saab 900i Aero

### ENGINE

Four cylinder, in-line engine, longitudinally mounted and inclined at an angle of 45°. Cast iron cylinder block. Light alloy, crossflow cylinder head. Dome-shaped combustion chambers with centrally placed spark plugs. Double overhead, chain-driven camshafts. Hydraulic, maintenance-free valve depressors. Four valves per cylinder. Microprocessor-controlled electronic ignition system with knocking sensor. Electronic fuel injection. Cooling system with electrically driven, thermostatically controlled radiator fan. Three-way catalytic converter and Lambda-sensor.

**Displacement** 2.119 dm<sup>3</sup>

**Bore/stroke** 93/78 mm

**DIN rating** 103 kW (140 bhp) at 6000 rpm

**DIN peak torque** 180 Nm or 18.3 kgm (127 lb ft) at 2900 rpm

**Compression ratio** 10.1:1

**Recommended octane rating**

Any unleaded fuel between 91 and 98 octane RON.

**Fuel tank capacity** 68 litres (15 Imp. gal.)

### ELECTRICAL SYSTEM

**Alternator** 1070 W 80 A

**Battery** 12 V 60 Ah

**Starter motor** 1.4 kW

### TRANSMISSION

Front wheel drive with five speed manual gearbox or automatic transmission. Hydraulically actuated, single dry-plate clutch. Hydraulic torque converter instead of the clutch on cars with automatic transmission.

### STEERING

Power-assisted rack and pinion steering gear. Jointed and telescopic steering column with cylindrical sheet metal bellows. Impact absorbing, perforated sheet steel cage below the steering wheel.

**Turning circle** 10.3 m (33 ft 10 in), kerb to kerb.

### BRAKES

ABS integrated anti-lock brake system. Power-assisted disc brakes all round, ventilated in front. Self-adjusting, single piston system with floating brake caliper. Asbestos-free pads. Mechanical action of hand brake on rear wheel discs.

### SUSPENSION

Front: Double wishbones, with pivot mounted, progressive action coil springs and gas shock absorbers. Rear: Straight, rigid rear axle with coil springs, gas shock absorbers, two leading and two trailing arms and a Panhard rod.

### WHEELS AND TYRES

Light alloy wheels. Compact type spare tyre.

**Wheel size** 5.5J x 15"

**Tyre size** 195/60 R15V.

### PERFORMANCE

**Top speed** 190 km/h (118 mph);

aut. 185 km/h (115 mph)

**Acceleration to 100 km/h (60 mph)** 11.0 (10.5) sec; aut. 13.5 (13.0) sec.

**Overtaking acceleration**

60–100 km/h (37–62 mph) in fourth gear 10.0 sec; 80–120 km/h (50–75 mph) in fifth gear 15.0 sec.

## Saab 900i 2.1–16 Convertible

### ENGINE

Four cylinder, in-line engine, longitudinally mounted and inclined at an angle of 45°. Cast iron cylinder block. Light alloy, crossflow cylinder head. Dome-shaped combustion chambers with centrally placed spark plugs. Double overhead, chain-driven camshafts. Hydraulic, maintenance-free valve depressors. Four valves per cylinder. Microprocessor-controlled electronic ignition system with knocking sensor. Electronic fuel injection. Cooling system with electrically driven, thermostatically controlled radiator fan. Three-way catalytic converter and Lambda-sensor.

**Displacement** 2.119 dm<sup>3</sup>

**Bore/stroke** 93/78 mm

**DIN rating** 103 kW (140 bhp) at 6000 rpm

**DIN peak torque** 180 Nm or 18.3 kgm (127 lb ft) at 2900 rpm

**Compression ratio** 10.1:1

**Recommended octane rating**

Any unleaded fuel between 91 and 98 octane RON.

**Fuel tank capacity** 68 litres (15 Imp. gal.)

### ELECTRICAL SYSTEM

**Alternator** 1070 W 80 A

**Battery** 12 V 60 Ah

**Starter motor** 1.4 kW

### TRANSMISSION

Front wheel drive with five speed manual gearbox or automatic transmission. Hydraulically actuated, single dry-plate clutch. Hydraulic torque converter instead of the clutch on cars with automatic transmission.

### STEERING

Power-assisted rack and pinion steering gear. Jointed and telescopic steering column with cylindrical sheet metal bellows. Impact absorbing, perforated sheet steel cage below the steering wheel.

**Turning circle** 10.3 m (33 ft 10 in), kerb to kerb.

### BRAKES

ABS integrated anti-lock brake system. Power-assisted disc brakes all round, ventilated in front. Self-adjusting, single piston system with floating brake caliper. Asbestos-free pads. Mechanical action of hand brake on rear wheel discs.

### SUSPENSION

Front: Double wishbones, with pivot mounted, progressive action coil springs and gas shock absorbers. Rear: Straight, rigid rear axle with coil springs, gas shock absorbers, two leading and two trailing arms and a Panhard rod.

### WHEELS AND TYRES

Steel wheels. Compact type spare tyre.

**Wheel size** 5.5J x 15"

**Tyre size** 185/65 R15H.

### PERFORMANCE\*

**Top speed** 190 km/h (118 mph);

aut. 185 km/h (115 mph)

**Acceleration to 100 km/h (60 mph)** 11.0 (10.5) sec; aut. 13.5 (13.0) sec.

**Overtaking acceleration**

60–100 km/h (37–62 mph) in fourth gear 10.0 sec; 80–120 km/h (50–75 mph) in fifth gear 15.0 sec.

# Dimensions and weights

Saab 900, 1993

## LUGGAGE COMPARTMENT

### Convertible models

**Length** 930 mm (3 ft).

**Volume** 461 dm<sup>3</sup> (16.3 cu ft).

### 3 and 5 door models

Completely collapsible back seat.

Removable parcel shelf.

**Length** With back seat in position 1210 mm (4 ft). With back seat folded down 1835 mm (6 ft).

**Volume** With back seat in position 602 dm<sup>3</sup> (21.3 cu ft). With parcel shelf removed 770 dm<sup>3</sup> (27.2 cu ft). With back seat folded down 1630 dm<sup>3</sup> (58.2 cu ft).

### 4 door models

Completely collapsible back seat.

**Length** With back seat in position 930 mm (3 ft). With back seat folded down 1755 mm (5 ft 9 in).

**Volume** With back seat in position 617 dm<sup>3</sup> (21.8 cu ft). With back seat folded down about 1500 dm<sup>3</sup> (53.0 cu ft).

## WEIGHTS\*

**Weight distribution** 60% front, 40% rear.

**Max. trailer load** 1500 kg (3300 lb).

**Max. roof load** 100 kg (220 lb). Not the 900 Convertible.

### Convertible models

**Kerb weight** About 1280–1435 kg (2820–3160 lb).

**Max. total weight** 1780 kg (3920 lb).

### 3 and 5 door models

**Kerb weight** About 1190–1370 kg (2620–3020 lb).

**Max. total weight** 1830 kg (4030 lb).

### 4 door models

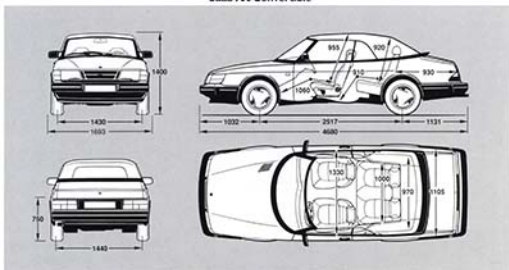
**Kerb weight** About 1210–1315 kg (2670–2900 lb).

**Max. total weight** 1830 kg (4030 lb).

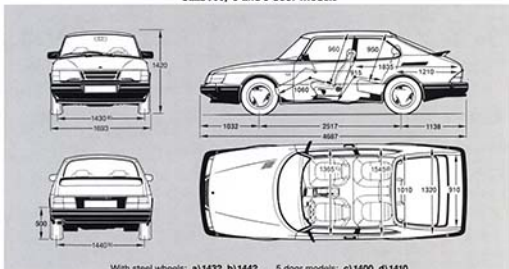
\* The weights vary with the type of body and the equipment included in the car.

■ All particulars and illustrations in this brochure are based on the specifications of the cars valid at the date of the final editing of the publication (June 1992). The model range, technical specifications and equipment vary from one market to the next and may be altered without prior notice. For further information, please consult your Saab dealer. Note that some of the pictures in the brochure may show cars fitted with optional extra equipment. Cars for Australia are R9-10.

Saab 900 Convertible

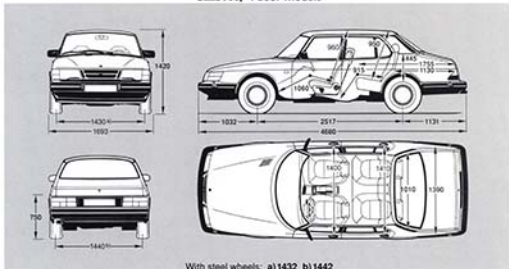


Saab 900, 3 and 5 door models



With steel wheels: a) 1432 b) 1442 5 door models: c) 1400 d) 1410

Saab 900, 4 door models



With steel wheels: a) 1432 b) 1442

# Symbol of excellence



Saab Automobile AB has its roots in Saab-Scania AB, a world leader in specialised transport technology. With origins dating back to the 1890s, the Saab-Scania Group has, over the years, built up a vast fund of engineering know-how in road and air transportation, as well as in aerospace and electronics.

The first factory-made vehicle produced under the Vabis name appeared in 1897, and in 1901 Scania made its first passenger car, bearing the Griffin symbol on the radiator. The first truck was produced in 1902 and in 1911 the first bus. In the late 1930s the production of Saab aircraft was started. The production of Saab passenger cars commenced in 1949.

Today the Saab-Scania symbol, with the Griffin in its centre, can be found on a variety of products including Saab passenger cars, Scania trucks and buses, Saab regional airliners and military aircraft, as well as a wide range of high-tech products made by the Saab-Scania Combitech Group, such as space satellites, training systems and military robots.

In every area the Saab-Scania symbol stands for excellence in engineering, long tradition and broad-based experience.

# Interior trim and colours

The 900 models are supplied with velour upholstery as standard equipment. The turbo models are supplied with leather interior as standard equipment. According to car upholstery tradition, leather refers to the seating surface on both front and back seats.

The Convertible models have black top as standard. In certain interior/exterior colour combinations they are also available with beige or blue top as an option.

Colours stated are those which are stocked at time of printing. Please consult your Saab dealer for the latest information.

## INTERIOR COLOURS

### Leather



Pamir (J33)



Dover (H33)



Buffalo (E33)



Atlas (F33) (not available in Australia)



Arizona (G33)

### Velour



Alpacka (J43, J74)



Angora (H43, H44, H74)



Labrador (E43, E44, E74)



Marine (F74)



Puma (G43, G74)

## EXTERIOR COLOURS

### Solid colours



Cirrus White (153)



Carrara White (233)



Black (170)



Embassy Blue (198)



Imola Red (240)



Monte Carlo Yellow (231)

### Metallic colours



Citrin Beige (227)



Platana Grey (228)



Odoardo Grey (223)



Nocturne Blue (234)



Le Mans Blue (229)



Scarabé Green (230)



Eucalyptus Green (235)



Ruby Red\* (242)

\*) Mica metallic.

■ For printing reasons the colours in this brochure may differ slightly from the actual colours.



Saab 9000 CD



Saab 9000 CS



Saab 900



Saab 900 Convertible

Saab's model range offers a wide choice of different engines, equipment and body types.



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