

SAAB 99¹⁹⁷¹



If Saab thinks about you... shouldn't you think about Saab?



One of the world's most unusual car makers. That's us.

Mainly because we've been designing and manufacturing advanced jet aircraft for years.

But don't think our car is just a sideline of ours. It's not.

Everything we've learned about advanced aircraft technology and safety, we apply to our cars. Along with lots of other advanced thinking. Thinking you just won't find in any other car on the road.

So if you haven't thought about what you need in your car today, don't worry. We have.

For example. If we think you need extra roll over protection, we build it into the car. If we think you'd be better off with four wheel disc brakes, instead of two, we put them in for you. And if we think they should be big ones, they are.

That's how we make our cars.

We put fuel injection into this year's

Saab 99. Because we thought you needed it.

You have enough on your mind behind the wheel without worrying about your engine stalling in bumper to bumper, stop and go summer driving.

And we thought you needed a superior automatic transmission. Not just another one.

An automatic transmission that was sturdy. Smooth. And efficient.

With constant transitions and correct engine speed throughout its entire range. So we put it in.

And when it comes to safety, boy do we think about you.

Our car body is a structure of immense strength. Every inch of it is tested with strain gauges we developed for testing jet fighters.

Fail-safe braking. Super wide-track. (Wider than a lot of big cars). And other safety measures like 3-point seat belts. Oversize wheels. Safety windshield. Collapsible steering column, plus lots more, make Saab the safest car you can drive.

If that's not thinking of you, we don't know what is.



Saab doesn't think your decision about a car should hinge on a color. So we made it easier for you to decide on a Saab.

We've given you a wide variety to choose from. 7 in all. More than most imports offer.

Tyrol Green. White. Toreador Red. Savanna Beige. Blue. Silvermink. And black.

And they'll still look bright and new. Even after years of driving.

Because we thought enough about you to employ a superior painting method. More costly to us. Not to you.

We call it Electro-Dip. (The Electrophores Method if you want to research it.)

It goes something like this. We put the car in a paint bath. Shoot it through with electrical currents. And take it out to dry.

The results are phenomenal.

The paint covers every part of the body. Every inch. (You won't find a bare spot anywhere.) The paint adheres better. Comes out harder. And has a greater gloss.

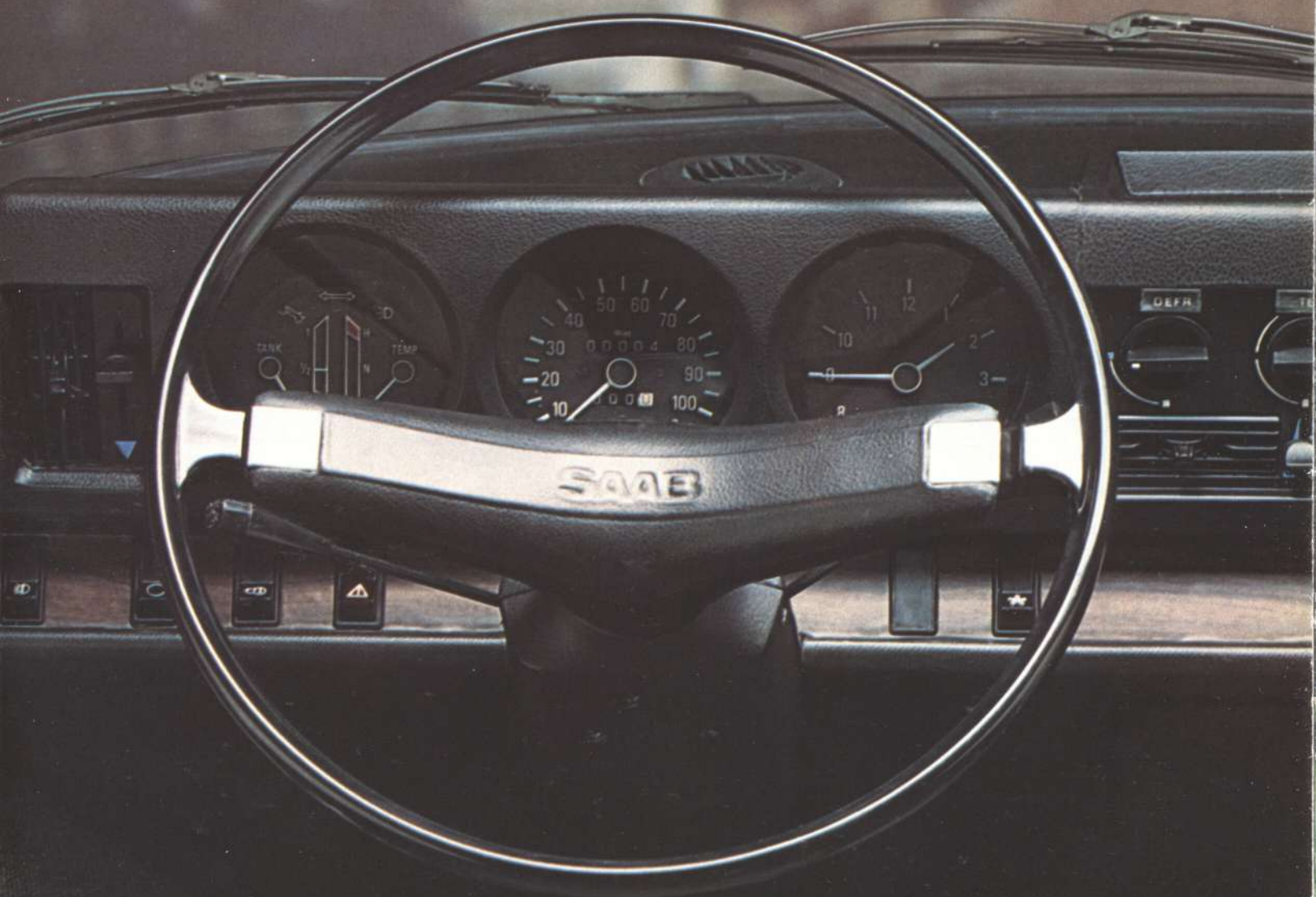
You're the reason we're in the car business.

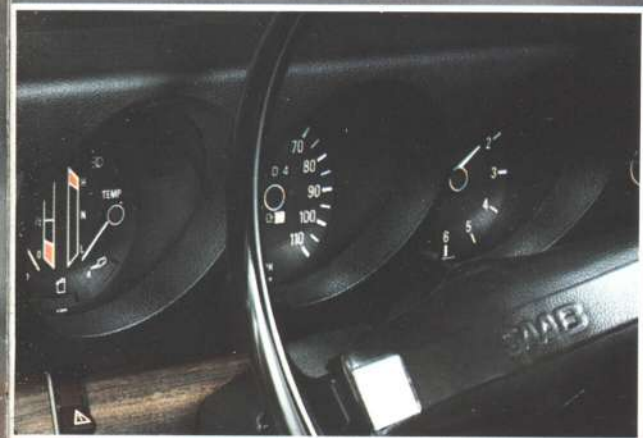
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Here's a look at how we've been thinking of you this year.

(We'd like to inform you that in addition to all the mechanical refinements we've given to this year's Saab 99, there are over 30 new visible improvements and details. All thoughts about you.)

First, and we know you'll agree, we think that safe driving depends a lot on your comfort when you're behind the wheel. So we've made our interior roomy, livable and attractive to be in.

With lush bucket seats. Seats that hold you securely.

And more head room. 39 inches in front. 38 inches in back. (One inch more in each seat than a Rolls-Royce.)

The new 99 has over 25 square feet of completely distortion-free windows. You don't get that closed-in feeling you do in other cars its size.

Our new safety dashboard is made of thin metal, covered with absorbing cellular plastic, that gives on impact.

We driver-designed the instrument control cluster. And grouped them together in your line of vision. They're as easy to reach as they are to see.

And the easy-to-read markings and warning blinkers on the gauges (recessed deeply to prevent glare) tell you all you have to know. At an instant. About your battery. Lights. Oil. Brakes. Everything.

Our steering wheel column is collapsible. For extra safety. It's designed to 'fold' at an impact.

All our mirrors, rear and side, are glare-proof. You see everything that's in them. Even with bright light bouncing off them.

And there are disc brakes on all four wheels. (Not on two, like most imports our size.) Because with more cars on the roads, traveling at higher speeds, we think you need them.

And you don't have to shove your foot through the floor to reach full braking power. Because we've given Saab 99's hydraulic braking system a power vacuum assist to aid you. To help get you to full braking power faster, with less effort.

And as an extra safety thought for you, we've given our handbrake 50% of the total foot brake system power. So it can be used in an emergency. With complete confidence. And we've made our handbrake more elegant this year. To fit in with our new interior decor.

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It took a lot of thinking to make Saab 99 the technically superb car that it is. 10 years of thinking, as a matter of fact.

When you're in a Saab 99, you're well protected within a cage of strong beams. Beams that run the length of the car. Around the roofline. In the windshield pillars. And in the side windows. Giving you extra roll-over protection. These beams insure the passenger compartment of staying basically intact. Even in the case of a severe collision. No other car on the road is built this way.

And the stability and high speed handling characteristics derived from its advanced aerodynamic design make driving the 99 a pleasure you'll rarely experience. In any car. (Credit this to our jet

aircraft design experience.)

We've given 99 computerized fuel injection for higher efficiency. It feeds you the proper fuel at 30, 50, or 70 MPH. At any speed you're driving. You can forget about stalling in traffic. And with computerized fuel injection, your 99 starts up immediately. No matter how cold or hot the weather or the engine is.

This year's model has automatic transmission as optional equipment. Which makes Saab 99 easier to drive than ever. But not just another automatic transmission. It's Borg-Warner's 3-speed, M-35.

Our unique, fail-safe dual-diagonal braking system, hailed by automotive experts the world over, is naturally in the 99.

Assuring you of stop-straight braking power. Even if one brake circuit gets damaged.

Naturally, Saab 99 has front wheel drive. All Saab's, since the first one in 1950 have had front wheel drive. Because we think cars should have front wheel drive. For your security and safety.

99's front wheel drive gives it roadholding you need on wet roads. Icy roads. Dry roads. Gravel roads. Asphalt roads. Any road. It pulls you around curves for maximum stability and roadability.

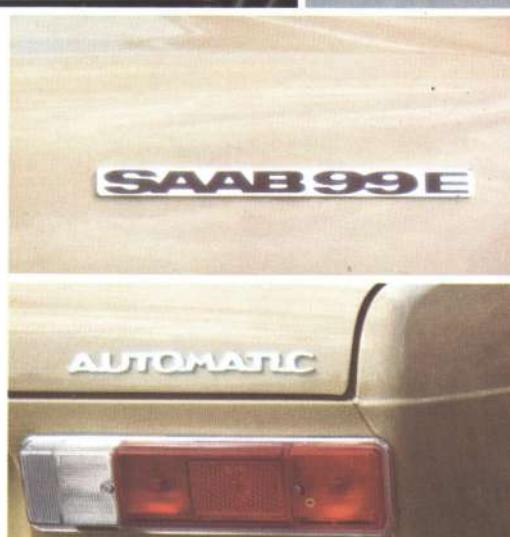
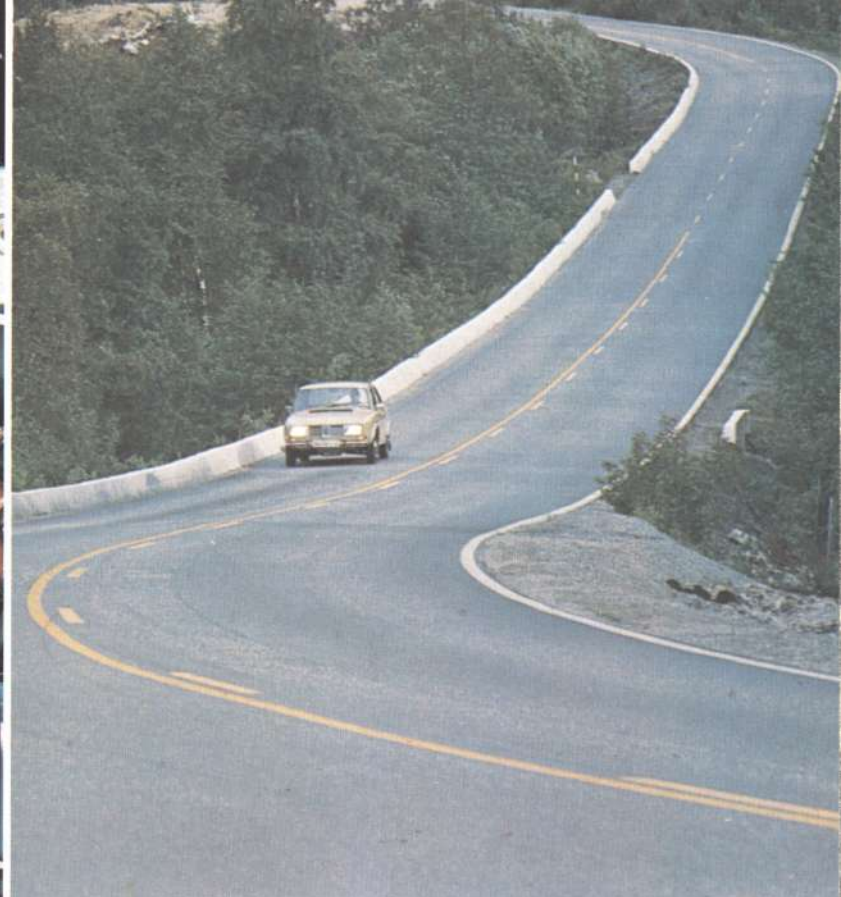
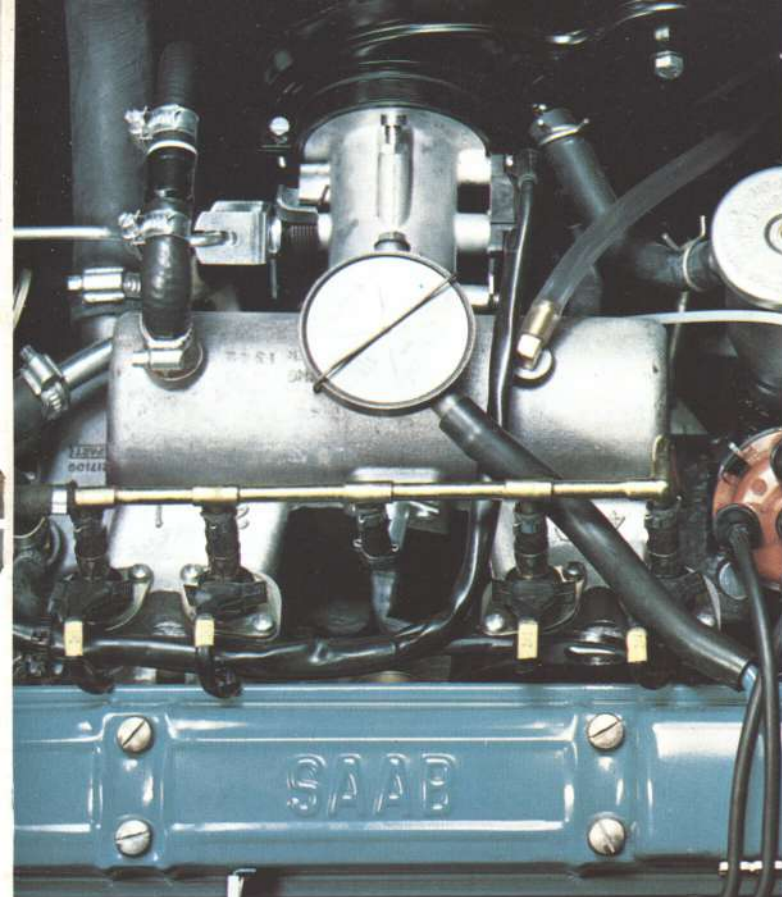
99's roadholding ability can also be attributed to its super wide-track. 54.7 inches in front. 55.1 in back. (Wider than a lot of big cars. And with a relation

between wheelbase and track similar to that of a Formula 1 race car.)

In combination with widely placed springs and shocks, its wide-track gives 99 unusually good sideways stability.

Rack and pinion steering allows 99 to react quickly and precisely. It allows for no slippage and has minimal swing action of its own. (The steering ratio is such that it is easy to park. Even in the narrowest of spaces. That's what we call thinking of you.)

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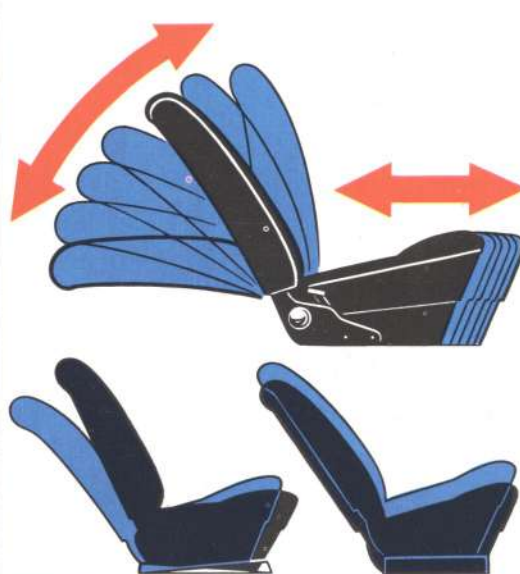








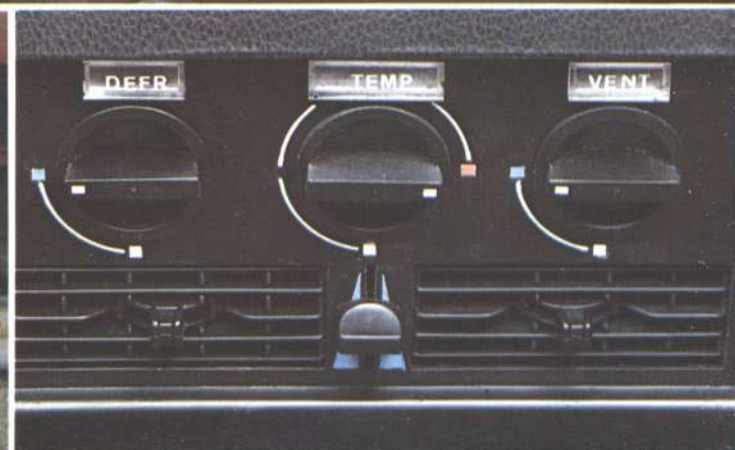
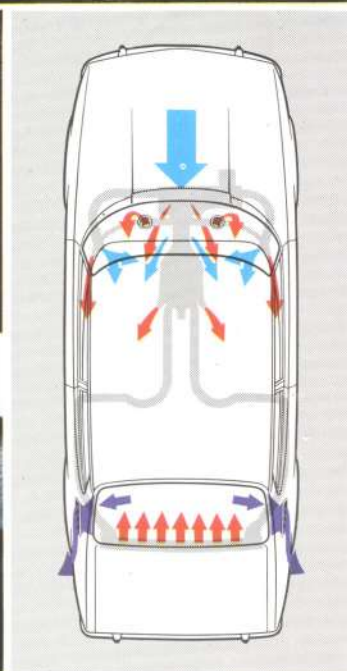




We've thought long and hard about the air inside a Saab. We had to. Because our home-town climate is pretty extreme. And we expect a lot of our cars to be sealed up tight most of the time.

That's why our ventilation system is the envy of Detroit. We use no less than 21 vents to keep the air circulating properly.

To start with, you can control both the quantity and direction of the air. With the newly designed vents at the outer ends of the dash. And your back seat passengers can be just as comfortable as you



are. Because we've given them their own controls where they sit.

There's a 2-speed fan for summer use that increases the air capacity by 30%. And there are defrosting vents for, not only the back windows, but the side windows, too.

When it came to operating this complicated sounding systems, we thought of you again. We made it easy. With just 3 handles on the dash. One for the defroster. One for the temperature. And one for the ventilation.

For a long time we've been thinking about all the road noise

that can come into a car. Along with the air. And now we've done something about it. This year 99 has a new device that cuts down on outside noise. And makes it one of the quietest cars you can drive.

Again, we thought of your comfort when it came to the driver's seat. It's very special. Because you can adjust it 3 ways. (Unique in a car like 99.) You not only can move it forward and back, and up and down, but you can also change the angle of the seat. And this year we've redesigned the handle that does all of this. To make it easier

to get the positions you want.

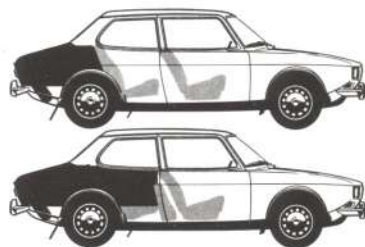
(Speaking of handles, the safety handle on the dash is lower this year. For greater convenience.)

When we designed the top of the dash, we did more than just think of you. We actually pictured you reaching for your cigarettes or sunglasses. And wondering where the devil you put them.

So we put in a recessed, framed place to hold small personal items. To keep them in easy reach. And prevent them from sliding all over the place.

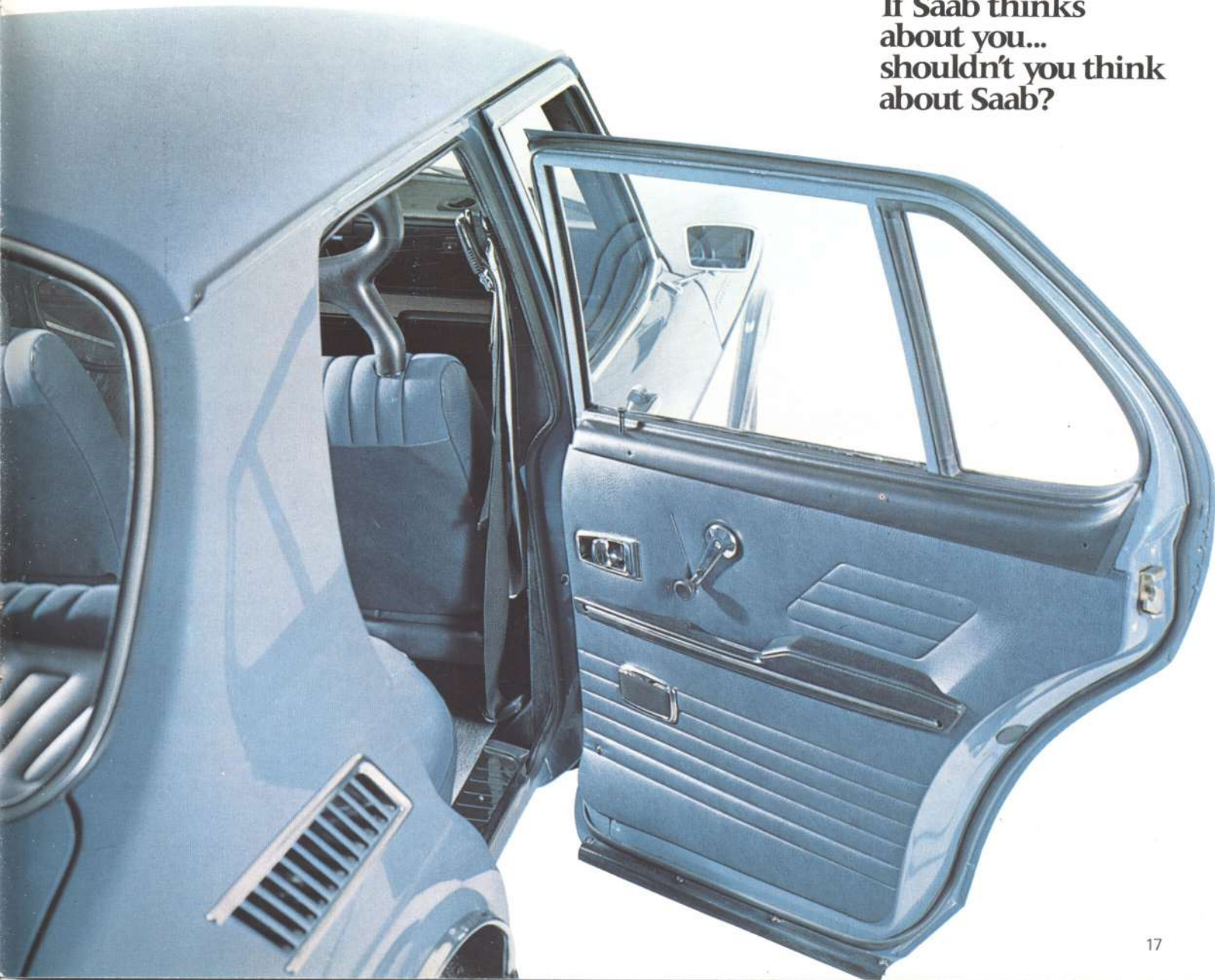
For larger items (like lots of

baggage) we continued to think of you. Besides the generously deep conventional trunk, the 99 converts



into a semi-station wagon. With over 12 cubic feet of space. All this by just moving the backseat and the back rest forward.

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We thought you needed a tough engine. An agile engine. So that's what you got.



A straight, four cylinder, 1700 cc (104.3 cu. in.), producing 95 HP with fuel injection. Its high torque, within a wide range of revolutions, delivers fast, smooth acceleration.

It has proven its dependability with thousands of test and actual driving hours. Under the most extreme load and temperature conditions.

All the engine's elements are housed in special cast iron. And the block is set at a 45 degree angle to the right. For easy access to its parts.

The crankshaft has 5 main bearings. For strength and balance. For smooth, vibration-free running.

There's an overhead camshaft. Driven by a single track chain. The camshaft operates the valves almost directly. This means the valves can withstand high rpm's without

noise or damage. Because there are no push rods. Or rocker arms. (We thought you'd like the thought of having less valve adjustments.)

And we thought about saving you money on fuel. Even though the engine has a compression ratio of 9.0 to 1, it runs on regular gasoline. This is due to the fact that, because it's made of a light aluminum alloy, the cylinder head is very effectively cooled.

The air cleaner also functions as an intake muffler. The intake pipe is tuned to give efficient muffling and low air stream resistance.

You can change the air intake from not pre-heated (for summer driving) to pre-heated air (for winter driving).

The crankcase ventilation has connections to the air cleaner and

intake manifold. Thus allowing for better combustion and purer exhaust.

The cooling fan runs only when needed. It's electrically driven, thermostatically controlled. And is mounted directly on the radiator.

The hydraulic torque converter is at the front of the engine. Where it can be kept the coolest. And the automatic transmission is located under the engine. Somewhat offset.

Everything is housed in one superb, compact unit.

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Specifications Saab 99 1971

Engine

Four cylinders in line.
Crankshaft carried in 5 bearings.
Piston displacement: 104.3 cu. in. (1 709 c. c.).
Bore: 3.29 in. (83.5 mm).
Stroke: 3.07 in. (78 mm).
Compression ratio: 9.0:1.
Max. output: 95 b.h.p. SAE at 5 500 r.p.m., 87 b.h.p. DIN at 5 200 r.p.m.
Max. torque: 98 lb. ft. SAE (13.5 kgm) at 3 000 r.p.m., 94 lb. ft. DIN (13.0 kgm) at 3 000 r.p.m.
Electronically controlled fuel injection. Bosch "Jetronic".
Chain-driven overhead cam shaft with five bearings.
Pressure lubrication. Full-flow oil filter.
Water cooling with pump and thermostat.
Electric thermostat-controlled cooling fan.
Transverse flow radiator with expansion tank.

Transmission

Engine and transmission in one compact unit.
Primary gear between clutch and gearbox.
Front-wheel drive.

99 E Manual

Free wheel.
Single dry plate clutch, hydraulically operated.
Four forward gears, all synchromesh.
Overall ratios, engine to driving wheels: 1st 13.6:1, 2nd 8.6:1, 3rd 5.8:1, top 4.0:1, reverse 13.6:1.
Primary gear: 0.95:1.
Final drive ratio: 4.22:1.
Theoretical top gear speed at 1 000 engine r.p.m.: 17.7 m.p.h. (28.5 km/h).

99 E Automatic

Hydraulic torque converter and 3-speed automatic transmission, Borg-Warner.
Chain drive between torque converter and gearbox, 1.09:1 ratio.
Final drive ratio: 3.82:1.

Suspension

Independent front wheel suspension. Transverse V-shaped wishbones.
Tubular rigid rear axle with two pairs of longitudinal links and one transverse beam.
Coil springs and double-acting telescopic hydraulic shock absorbers, front and rear.

Wheels and Tires

Rims: 4.5 J SL×15 in.
Tires: 155 SR×15 in.

Brakes



Diagonally divided, dual-circuit hydraulic footbrake system with vacuum servo.
Self-adjusting disc brakes front and rear.
Diameter of discs: 10.6 in. (269.5 mm).
Total friction area: 351.0 sq. in. (2 265 cm²).
Handbrake acts mechanically on front wheels through separate drums.

Steering



Rack and pinion type steering gear.
Ratio: steering wheel to road wheel: 19.1:1.
Number of steering wheel turns from lock to lock: 3½.
Turning radius: 16.5 ft. (5.1 m).

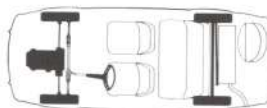
Electrical System

12 volt battery, 60 Ah.
Alternator type generator, max. load: 55A.
Starting motor: 1.0 hp.

Dimensions and Weights

Overall length: 171.3 in. (4 350 mm).
Overall width: 66 in. (1 676 mm).
Height, unladen: approx. 56.7 in. (1 440 mm).
Ground clearance, unladen: approx. 6.7 in. (170 mm).
Wheelbase: 97.4 in. (2 473 mm).
Track, front: 54.7 in. (1 390 mm).
Track, rear: 55.1 in. (1 400 mm).
Curb weight, incl. fuel:
99 EM 2-d., approx. 2 425 lb.;
99 EM 4-d., approx. 2 490 lb.;
99 EA 2-d., approx. 2 470 lb.;
99 EA 4-d., approx. 2 535 lb.
(E indicates electronic fuel injection, M manual transmission and, A automatic transmission.)
Practical luggage boot capacity: 12.3 cu. ft. (347 l).
Max. length of loading deck (with folded rear seat), approx: 67 in. (1 710 mm).
Fuel tank capacity 11.9 US gallons (45 l.).

Safety Features



Front-wheel drive. Weight distribution that gives good course stability. Self supporting steel body with great torsional strength. Windshield and door pillars reinforced with steel profiles. Sill beams of heavy-gauge steel, rust-proofed and sealed. Front and rear ends designed to absorb impact energy. Fuel tank between rear wheels. Dual circuit diagonal braking system. Disc brakes on all four wheels. Vacuum servo. Handbrake acts on front wheels. Handbrake lever between front seats. Warning lamp for handbrake on and brake trouble. Short gearshift lever and free wheel on Saab 99 with normal gearbox. Recessed steering wheel hub and collapsible steering column. Crashproof lock on glove compartment. Fourcorner flashers. Safety belts front and rear. Headrests on front seats. Impact-absorbing padding on top of dash board, along window sills,

on steering wheel hub, armrests and sun visors, windshield and door pillars and rear of front seats. Rubber guard on ignition key. Sun visors can be swung to the side. Collapsible internal rear view mirror, anti-dazzle type. Large windows. Anti-reflex treated outside rearview mirrors. Safety-type door locks. Reflector on door on driver's side. Easily accessible controls. Ample instrumentation. Driver's seat adjustable for legroom, height and angle. Safety catches prevent seat backs from falling forwards. Laminated safety glass in windshield. Wide-sweep two-speed windshield wipers. Electric windshield washers with large water container. Efficient heating and ventilating system. Defrosters for windshield, front side windows and rear window.

Service and parts

There are over 350 conveniently located Saab service centers and dealers throughout the United States (including Alaska, Hawaii and Canada). You never have to worry if one is far away. All personnel are Saab specialists. Trained with our equipment and by our advanced techniques.

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

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