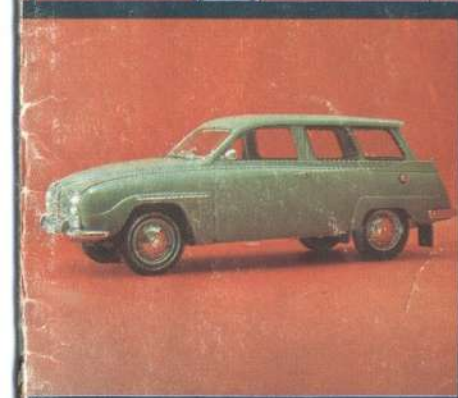
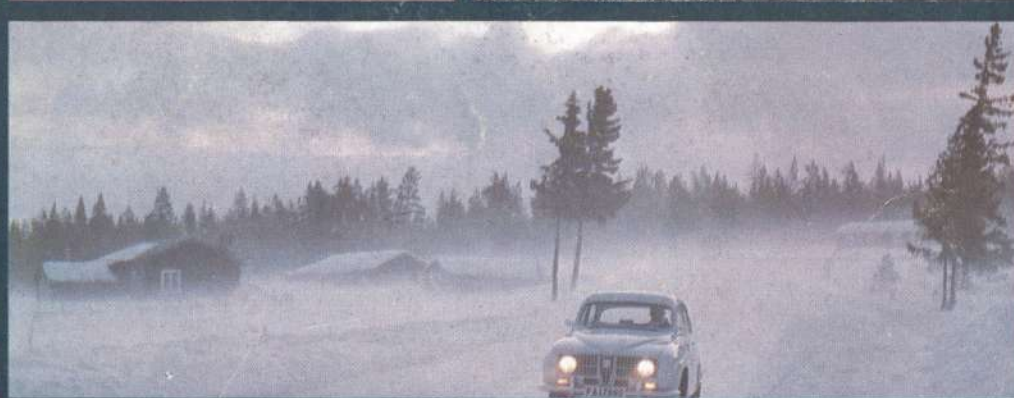
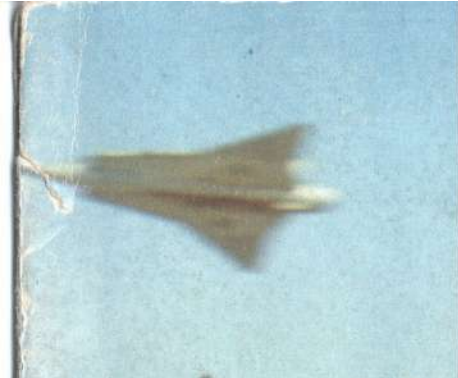




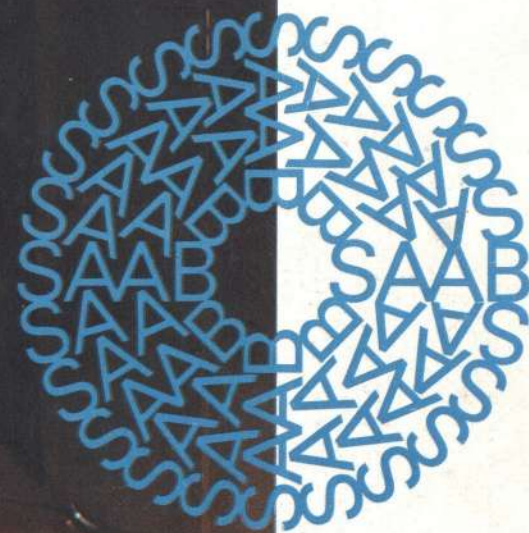
Saab – a fine car for everyday use – with a charm all of its own, and highly individual technical qualities. A prestige car, with many Saab owners who boast often and boast willingly about their car. It is a pleasant family car with a personal style of its own – and with sporty features if you want it that way. Drive it! Just feel how well it holds the road! How safe it is!

SAAB manufacture both aeroplanes and cars—they began by making aeroplanes and then took up cars. It is not easy to imagine a better background for car manufacture than advanced aeronautical technology. In the case of the Saab car, it has signified a great deal for the shape, the speed, and everything which influences quality and safety. By the way, have you ever heard about Draken (The Dragon)? It's not the name of one of Saab's car models—it's one of the world's best supersonic jet fighters, designed and built by SAAB.



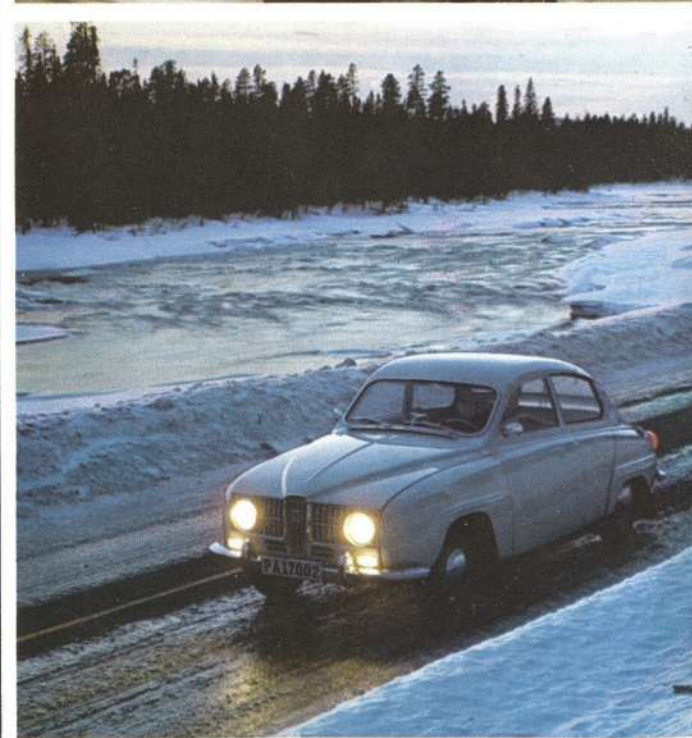


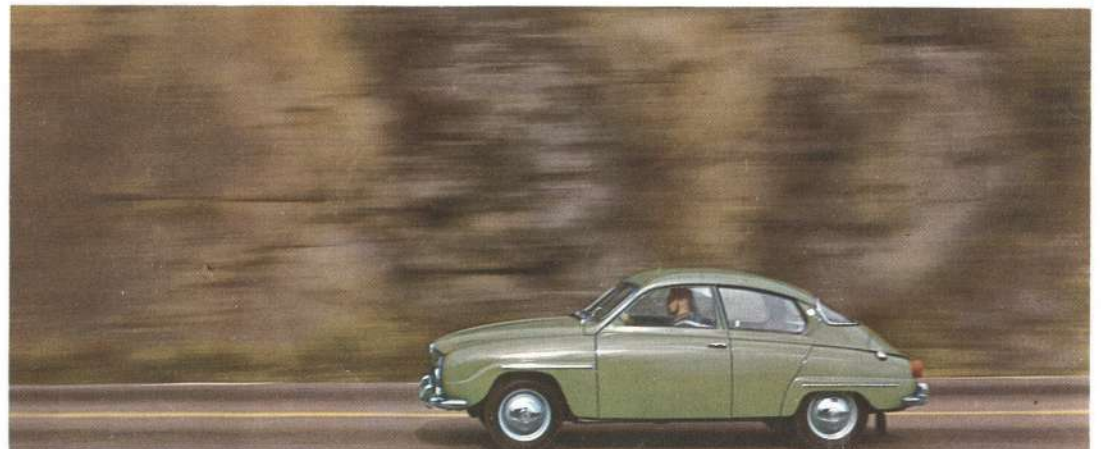
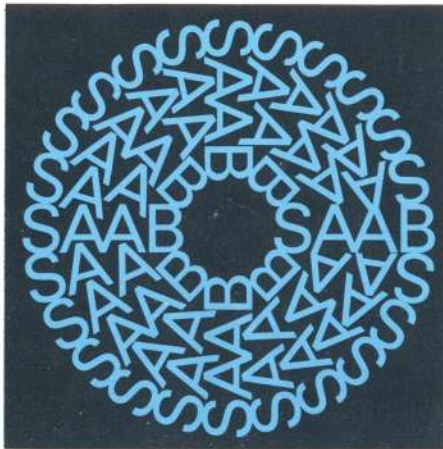
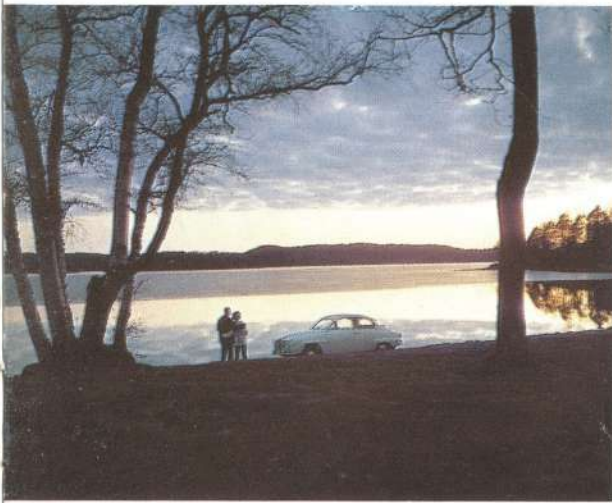




It's only natural that rally drivers and other professionals who "torture" cars hold the opinion that Saab takes punishment and is safe to drive. Well, if it wasn't, it wouldn't carry off so many top placings in the big strenuous rallies, where it has to compete with cars of considerably greater engine capacity. □ But why not ask the average Saab owner? The man who drives to work every day of the year, who goes off on a trip with the family on Saturday and Sunday, who makes a vacation trip of shall we say five hundred miles. He can testify that Saab is safe to drive. Precise, obedient. It glides swiftly and smoothly along the straight stretches. If a bend comes, just let up a bit on the accelerator! Change down to third gear, easily and quickly. Don't worry about the clutch—with the Saab when changing down it's not necessary—and down with the accelerator again! The front wheel drive pulls the car round the bend, without the least tendency for it to wander or lurch annoyingly. And on winter roads—that's where Saab demonstrates its superiority. □ Saab cars are safe and comfortable to travel in with sturdy body, and with all the rugged details of its design. If you have to brake suddenly, you can always rely on Saab. And if you want to get ahead in a hurry, then Saab is always ready. Saab is the car for daily use, because it is reliable, easy to drive, and economical. Saab is the car for the family, because it is comfortable and safe.

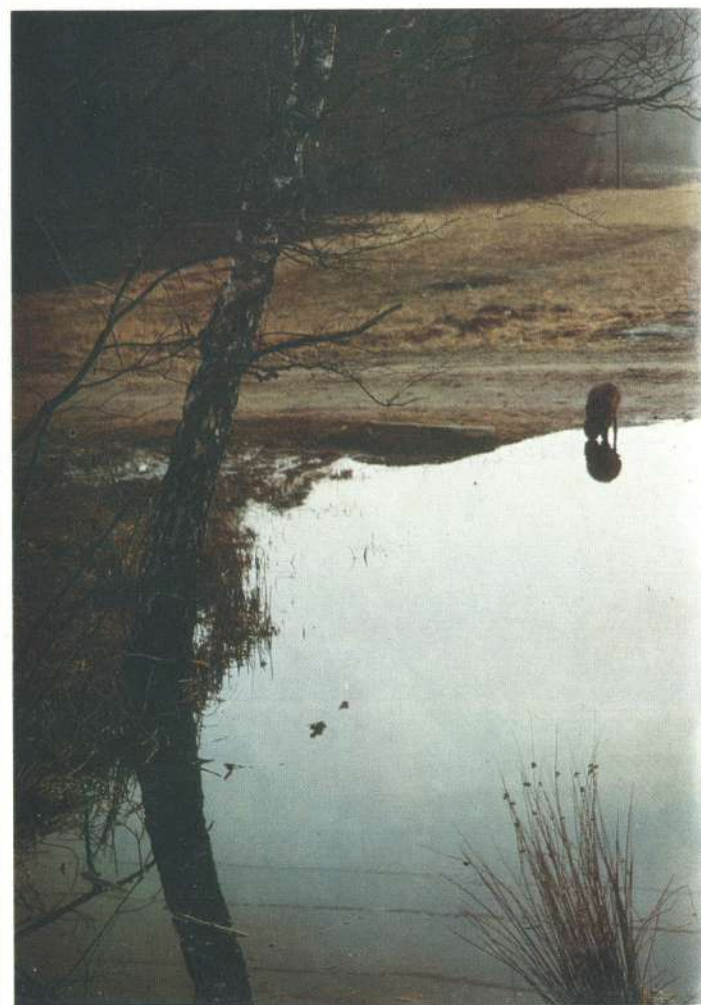
Especially good driving characteristics, due to the front wheel drive, the free wheeling, and the appropriate weight distribution. The power unit between the front wheels for better grip on the road and better stability in keeping the course. 2-stroke engine with few moving parts. Triple carburettor. Sturdy self-supporting body of integral construction, made of rugged sheet steel. Thorough anti-rust treatment and undersealing applied prior to the final enamelling. Strong steel sections in the windscreen and side pillars. Body shape has low air resistance—and less wind noise. Good all-round visibility. Excellent suspension characteristics. Rigid back axle, without heavy power transmission units. Double-circuit, diagonally divided brake system for added safety. Self-adjusting front wheel brakes. Pressure-reducing valves to prevent premature locking of the rear wheels. Exact steering with only small movements of the steering wheel. Ample equipped dashboard with well-placed instruments and controls. Soft, matt black padding on the top of the fascia. Headlight flasher as standard equipment. Stainless steel used for the brightwork in the front, for the trim strips, and for the hub caps.

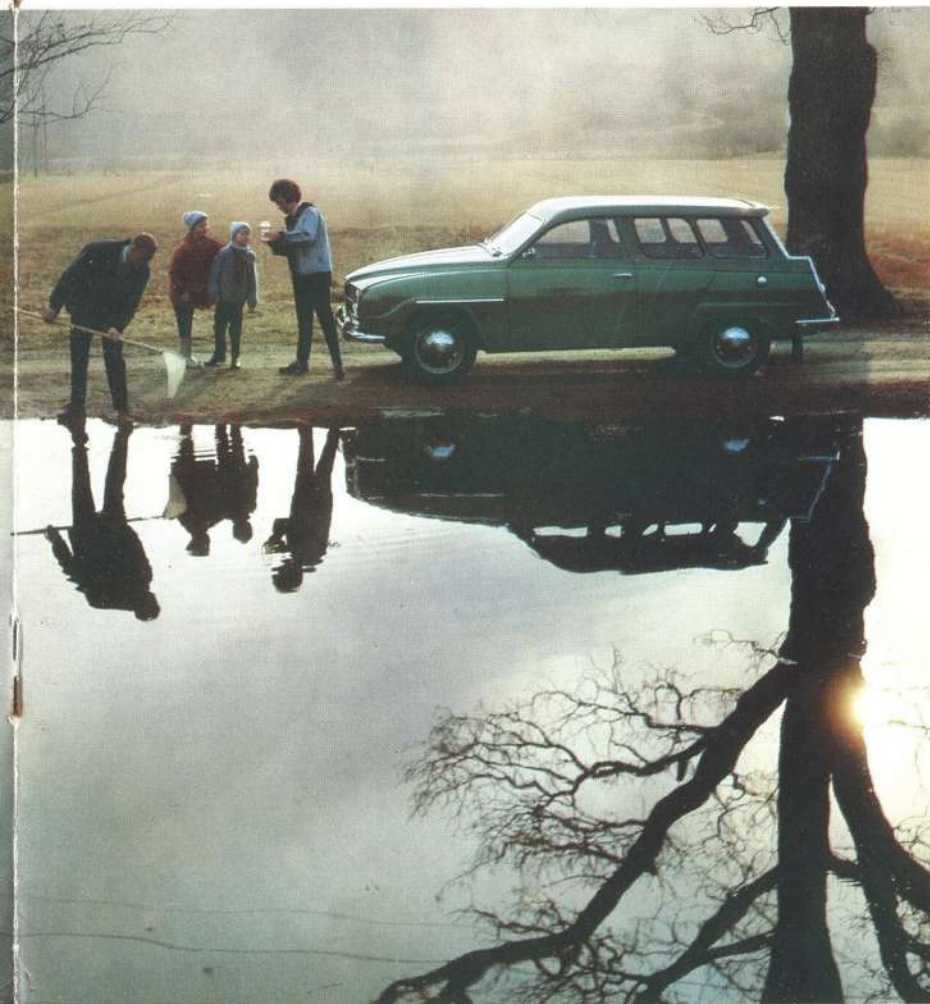
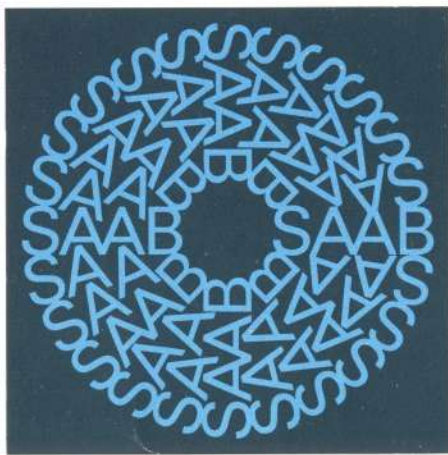




It is a fine thing to have the feel of the car when driving, to have complete command of it in all situations and to be able to rely on it. But it is also very important to be able to drive in comfort, and to have enough room to take along all you want without having to undergo special training in different stowing techniques. □ Saab is perfect for every day use — spacious, comfortable, and practical. The Station Wagon is of course extra spacious. But the available space in the Saab Sedan is not to be despised either. To be sure, there's not room for seven people as in the Station Wagon. But there's plenty of room for five together with luggage, and there's plenty of foot-room. The front wheel drive means of course that no propeller shaft tunnel is needed. The inside floor is flat. The floor is flat underneath too. This means that the Saab can get through even under the most difficult road conditions. □ It's pleasant to drive in a Saab. Ample heat in winter, and refreshingly cool in summer. Engine noise is not excessive and the body is draft and vibration free. □ Travelling by Saab is comfortable. Soft seats, easily adjustable, and good support at the sides. □ Take a look at the Saab just as it stands, it's the ideal family car. Many owners boast about their Saab — and why not? — it is an unusually sensible car.

Six enamel colours and three upholstery colours. Light and airy interior, with the space put to the best use. Effective system for heating and ventilation; the air is renewed agreeably without draughts or wind noise. Rapid heating-up, air intake located high above road. Vent (near the rear window) for withdrawing the used air. On the Station Wagon there is an "air-scoop"—a refinement whose task is to keep the rear window free from dust and dirt. Pendant pedals, no holes in the footboard to let damp in. Hydraulically operated clutch for greater precision. Front seats easily adjustable to adapt to individual riding positions. Rear seat of Sedan can be raised or lowered—3 positions. Interior of Station Wagon easily rearranged—2 people and bulky load, 5 people and smaller load, or 7 people with driver. (Max. load excluding the driver is 1,200 lbs.) Floor like a lorry, made of sheet steel covered with plastic. Plenty of luggage room in the Saab Sedan too. Flat floor with no high "threshold" towards the rear. Spare wheel and tools stowed under the floor of the luggage compartment, and under the rear seat in the case of the Station Wagon. Silencer designed for quiet running and long life.



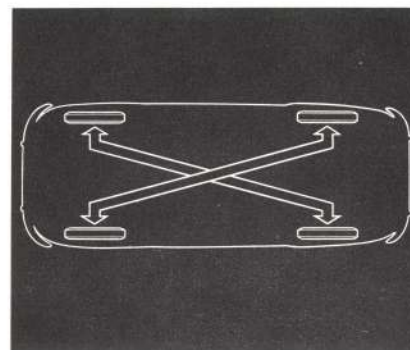
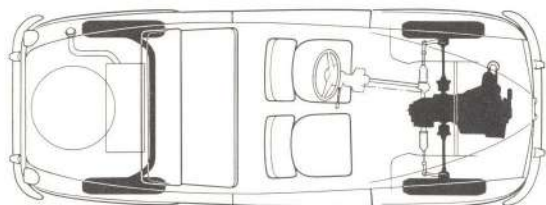
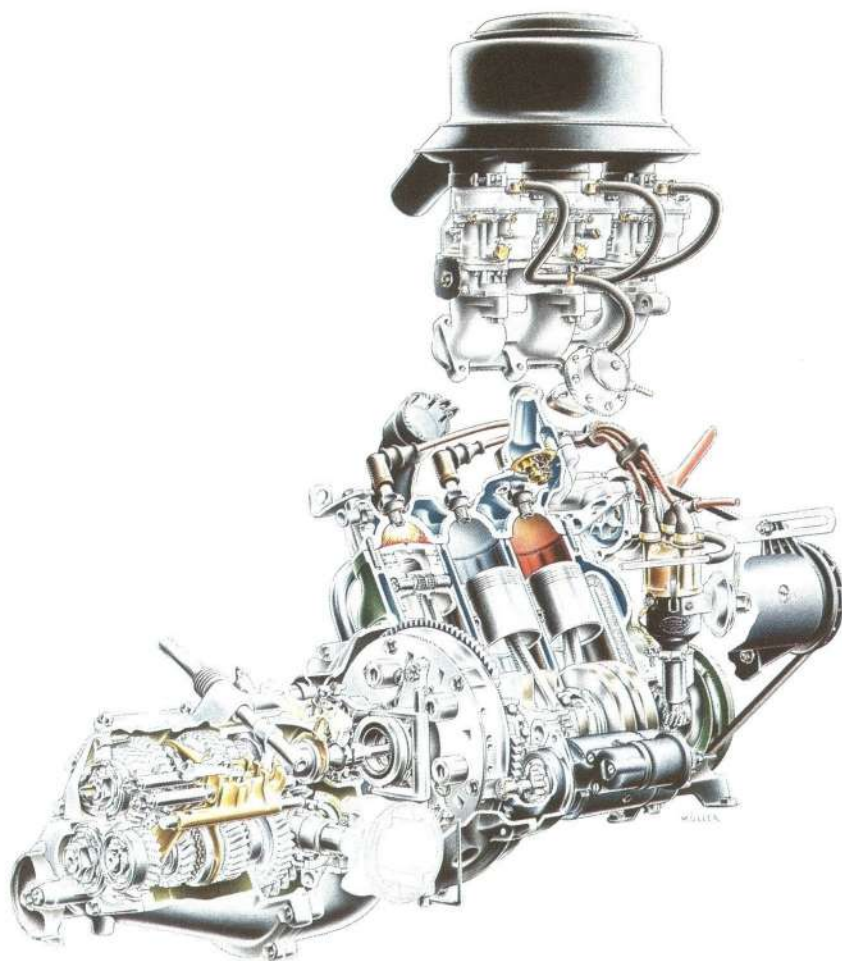


LIVELY AND ENERGETIC ENGINE

Saab has a three-cylinder twostroke engine, now with three carburetors — triple arranged and parallel linked — on all models. The engine is compact with few moving parts, it is reliable, and stands up to hard wear, which is wellknown in the motor competition world. It is easily started even in severe cold. Saab Monte-Carlo has a high-power engine which runs on straight petrol without the addition of any oil. A pump is directly driven from the crankshaft, and feeds oil from a separate tank via channels in the cylinder-block to points of lubrication.

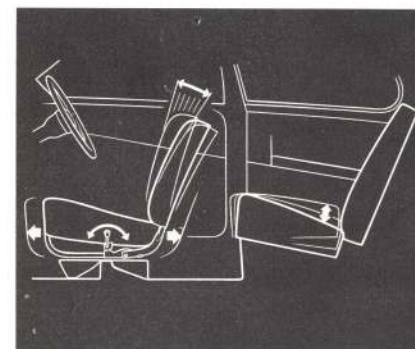
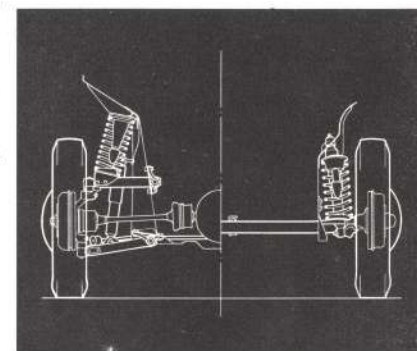
SAAB IS PROPERLY CONCEIVED AND CORRECTLY DESIGNED

Saab was worked out beginning from scratch, without any pre-conceived solutions. Basic technical arguments were followed to provide safety and pleasure under all driving conditions. The following guiding principles and chain of thought lay behind the adoption of the design. *The passengers should have the safest and the best place, i.e. in the central part of the car.* So we make the body especially rigid just there. *We put the engine at the front,* since the car must not be heavy at the rear and oversteer, with the risk of skids on slippery roads. *We put the petrol tank at the rear of the car*—Saab has it safely tucked away between the rear wheels. *We also locate the luggage compartment at the rear.* Moreover the car should have front wheel drive. In this way the front wheels will be driving wheels, and thus give the pulling power the best grip on the road.



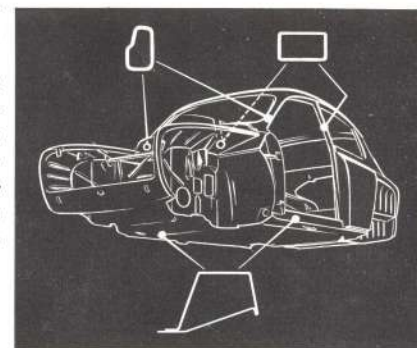
The suspension of the Saab is excellent. The rear axle is light yet rigid, without heavy transmission units. The back wheels always stay parallel, and thus maintain the same track. Each of the four wheels is equipped with coil spring and hydraulic shock-absorber. Both the inner and the outer universal joints are permanently lubricated and need no maintenance.

Saab's brakes are reliable, dimensioned to stand up to frequent use. The hydraulic system is divided into two circuits which are mutually independent. This is very valuable from the point of view of safety. If one circuit should be put out of action through damage the other acts with full effect on one front and one rear wheel. In such a situation, the diagonal coupling helps to counteract the risk of skidding.

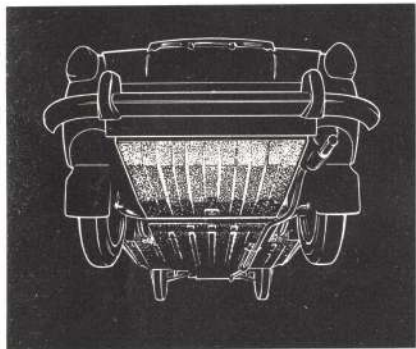
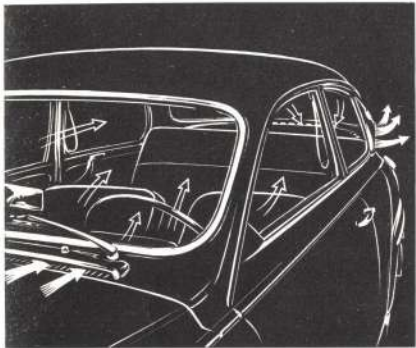


A safety factor of the utmost importance is the integral self-supporting body of strong sheet steel. It has strong sill beams and extra reinforcement in each wind-screen and side pillar. Sunroof available at extra cost on Sedan and Monte-Carlo 850.

The front seats can be adjusted not only forwards and backwards, but also with respect to the rake of the back. The padding in the upholstery has just the right softness, and together with the slightly dished backs and the cushions, it ensures a high degree of comfort. The back of the front seats can be folded down completely flat in the Monte-Carlo 850 model. In the Sedan model, the rear seat can be raised or lowered, to 3 different positions.



The air in the passenger compartment is renewed noiselessly and without draughts, without any window having to be open. The air is drawn out via a vent near the rear window, and via the "air-scoop" in the case of the Station Wagon. The heating unit is of high capacity, and delivers plenty of heat within just a few minutes of starting from cold.



Some parts of the body are especially prone to attack by rust. These are treated with zinc-based primer at an early stage, when the body is being assembled. Prior to the final enamelling, the whole body is subjected to an exceedingly thorough treatment. For example, the sill beams are sprayed internally with an anti-rust coating, and the whole underbody is coated with a protective compound.

The manufacturers reserve the right to make modifications without notice.

ENGINE
All models: Three-cylinder in line two-stroke. Displacement 841 cc (51.3 cu.in.). Bore 70 mm (2.76 in.). Stroke 72.9 mm (2.87 in.). Crankshaft supported by four ball races. Cast iron cylinder block. Aluminium alloy head. Water cooled. Circulation pump, fan and thermostat. Pneumatic fuel pump. Triple carburettors, Solex 34 W Ensemble. *Sedan and Station Wagon:* Compression ratio 8.5:1. Max. power, SAE rating, 46 b.h.p. at 5,000 r.p.m.; DIN rating 42 b.h.p. at 4,250 r.p.m. Torque (SAE) 8.6 kpm (62 ft.lbs) at 2,800 r.p.m.; (DIN) 8.4 kpm (60 ft.lbs) at 3,000 r.p.m. Lubrication by means of oil added to the petrol. *Saab Monte-Carlo 850:* Compression ratio 9.0:1. Max. power, (SAE) 60 b.h.p. at 5,300 r.p.m.; (DIN) 55 b.h.p. at 5,000 r.p.m. Torque (DIN) 9.3 kpm (67 ft.lbs) at 3,800 r.p.m. Separate tank for lubricating oil. A crankshaft-driven pump feeds oil to lubrication points through galleries in the engine block.

POWER TRANSMISSION
All models: Front wheel drive. Free wheel. The clutch is single dry-plate, hydraulically operated. The gearbox has four forward speeds and reverse. All forward speeds synchromesh. Gearshift lever located under steering wheel. *Sedan and Station Wagon:* Overall ratios, engine to driving wheels: 1st 19.3:1; 2nd 11.4:1; 3rd 7.0:1; top 4.5:1; reverse 17.6:1. Final drive in differential: 5.43:1. *Saab Monte-Carlo 850:* Overall ratios, engine to driving wheels: 1st 17.0:1; 2nd 10.2:1; 3rd 6.3:1; top 4.1:1; reverse 15.5:1. Final drive in differential 4.88:1 (8/39).

PERFORMANCE
Speed in top gear with engine r.p.m. of 1,000: *Sedan* 15.7 mph (25.1 km/hr). *Station Wagon* 15.9 mph (25.6 km/hr). *Saab Monte-Carlo* 17.2 mph (27.7 km/hr).

BRAKES
All models: Dual circuit Lockheed hydraulic brake system. The hydraulic system is divided into two mutually independent circuits, each of which actuates one front wheel and the diagonally opposite rear wheel. Pressure reduction valves counteract premature locking of the rear wheels. The handbrake acts mechanically on the rear wheels. *Sedan and Station Wagon:* Drum brakes front and rear, the front ones being self-adjusting. Linings: 9"×1³/₄" front, 8"×1¹/₂" rear. Total friction area: 105 sq.ins. (675 sq.cm). *Saab Monte-Carlo:* 10³/₄" disc brakes front, 8"×1¹/₂" drum brakes at rear.

STEERING
Rack and pinion type. Steering ratio 14:1. 2¹/₄ turns from lock to lock. Turning circle approx. 35 ft. (10.6 m.).

SUSPENSION
All models: Independent front suspension by wish bones, rigid tubular rear axle. Coil springs and hydraulic shock-absorbers front and rear.

WHEELS AND TYRES
All models: 15" wheels. Rim size 4J×15". *Sedan:* 5.00—5.20×15" tubeless tyres. *Station Wagon:* 5.60×15" tubeless tyres. *Saab Monte-Carlo 850:* Sports car tyres with inner tube, 155×15" or 6.25—15" GP.

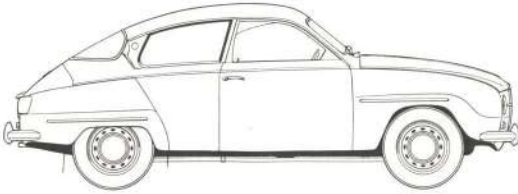
ELECTRICAL EQUIPMENT
All models: 12 volt system. 34 amp.hrs. battery. 0.5 h.p. starter motor. Vacuum- and centrifugally-regulated ignition timing. Distributor ventilated under positive pressure. *Monte-Carlo:* A.C. generator.

CAPACITIES
Petrol tank: *Sedan and Saab Monte-Carlo* 8.8 imp.gals. (10.5 U.S. gals., 40 litres). *Station Wagon* 9.5 imp.gals. (11.4 U.S. gals., 43 litres). Oil in gearbox-differential (*all models*) approx. 2.5 Imp. pints (1.4 litres). Tank for engine lubricating oil *Saab Monte-Carlo:* (max. filling quantity) 5¹/₄ imp. pints (3 litres). Cooling system, including heater (*all models*) 11.4 imp. pints (13.7 U.S. pints, 6.5 litres). Luggage compartment, *Sedan and Monte-Carlo 850* 13 cu.ft. (370 litres).

DIMENSIONS AND WEIGHTS
Wheelbase 8 ft. 2.3 ins. (2,498 mm). Track, front and rear, 4 ft. (1,220 mm). Overall width 5 ft. 2.2 ins. (1,580 mm). Overall height, unladen, approx. 4 ft. 10 ins. (1,470 mm). Overall length, including bumpers, approx. 13 ft. 8 ins. (4,170 mm). (*Station Wagon* 14 ft. 0 ins. or 4,270 mm). Ground clearance approx. 7.5 ins. (190 mm); *Saab Monte-Carlo* 7 ins. (180 mm). Kerb weight, including fuel, water, tools and spare wheel: *Sedan* 1,775 lbs (805 kg.); *Station Wagon* 1,940 lbs (880 kg.); *Saab Monte-Carlo* 1,910 lbs (865 kg.). Weight, fully laden: *Sedan och Saab Monte-Carlo* 2,750 lbs (1,250 kg.), *Station Wagon* 3,300 lbs (1,500 kg.).

	Sedan	Station Wagon	Monte Carlo 850
STANDARD EQUIPMENT			
Asymmetric dipped beam	•	•	•
Foglight and Spotlight	•	•	•
Lamps for reversing	•	•	•
Headlamp flasher	•	•	•
Double horns	•	•	•
Electric windscreen wipers	•	•	•
Windscreen washer	•	•	•
External rear mirrors	•	•	•
Padded sun vizors	•	•	•
Padding on fascia top edge	•	•	•
Safety belts	•	•	•
Head rest on front passenger seat	•	•	•
Adjustable front seat backs	•	•	•
Fresh air heater*	•	•	•
Rear side windows can be opened	•	•	•
Automatic ventilation	•	•	•
Defroster on front side windows	•	•	•
Air Scoop to keep rear window clean	•	•	•
Door-operated interior light	•	•	•
Ashtrays	•	•	•
Cigarette lighter	•	•	•
Lockable glove compartment	•	•	•
Electric clock	•	•	•
Warning light, petrol below 1 ¹ / ₂ gal.	•	•	•
Anti-rust treatment, undercoating	•	•	•
Splashguards	•	•	•
Tools, jack, spare wheel and tyre	•	•	•
*) Heater is standard in Europe and on certain other markets.			

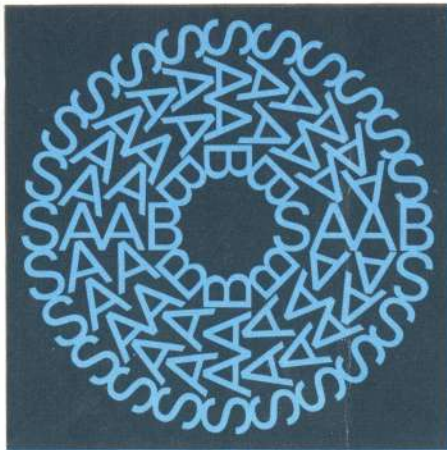
Station Wagon—load and passenger capacity: Total seating capacity 2+3+2=7. The rear seat faces backwards, with entry via the rear door which opens upwards. Load capacity: a) driver + 1,200 lbs, b) driver and one passenger + 950 lbs, c) driver plus 4 passengers + 375 lbs, d) 7 persons. Max. load volume approx. 42 cu. ft. (1.2 cu. metres). Max. length of load space 5 ft. 4 ins. (1,620 mm). Length of load space behind intermediate seat 3 ft. 7 ins. (1,100 mm). Max. width of load space 3 ft. 11 ins. (1,200 mm). Width of load space between wheel housings 3 ft. 0 ins. (930 mm).



Monte Carlo 850 is a winner, both to look at and to drive. It's no exaggeration to say that it is the car for the connoisseur—with a sense of form and an awareness of its reserves of speed, with an eye for detail. □ Sporty refinements include special tyres, tachometer, spot and fog lights and a wood-rimmed GT type steering wheel. How good it feels to have this steering wheel in your hands when the road winds like a snake in front of your bonnet. The comfort and ease as you sit glued in your armchair-like seat as the car rockets round unbelievable bends. □ This is the car for long, comfortable journeys, for daily routine motoring and yet also for competitive driving. The Monte-Carlo 850, well tested and successful, is always one jump ahead.

Saab Monte-Carlo 850 engine with three carburettors and separate lubrication. Oil in separate tank. Disc brakes in front. Comfortably curved seats in the front. Seat back can be continuously adjusted without steps. It can be folded backwards to give comfortable rest. Cushions in seat back can be raised or lowered on both seats. The passenger seat has a head rest as standard. Spacious storage compartments in both doors, in the arm supports, behind and under the rear seat. Map pockets at the sides of the seats. Just as large and spacious luggage compartment as in the Saab Sedan. Sport tyres. Elegant hub caps, of highly polished stainless steel. Fog lamp and spotlight. Reversing lamps and headlight flasher. Rear side windows can be opened. Floor covered with an elegant hair carpet.







It can be claimed that the Saab is a real car—painstakingly thought out and correctly designed. It is based on impartial engineering fundamentals that provide fantastic road holding, a reliable and economical engine, dependable brakes, robust body and a host of other features contributing to safe and carefree motoring under all conditions. The underlying principles of Saab design have resulted in this extremely popular family car and also in the more sporty version with a long line of rally successes. Here is a car that offers so much for such reasonable cost.

