

Saab 900



1993



SAAB

**Ballamys
of Sussex**

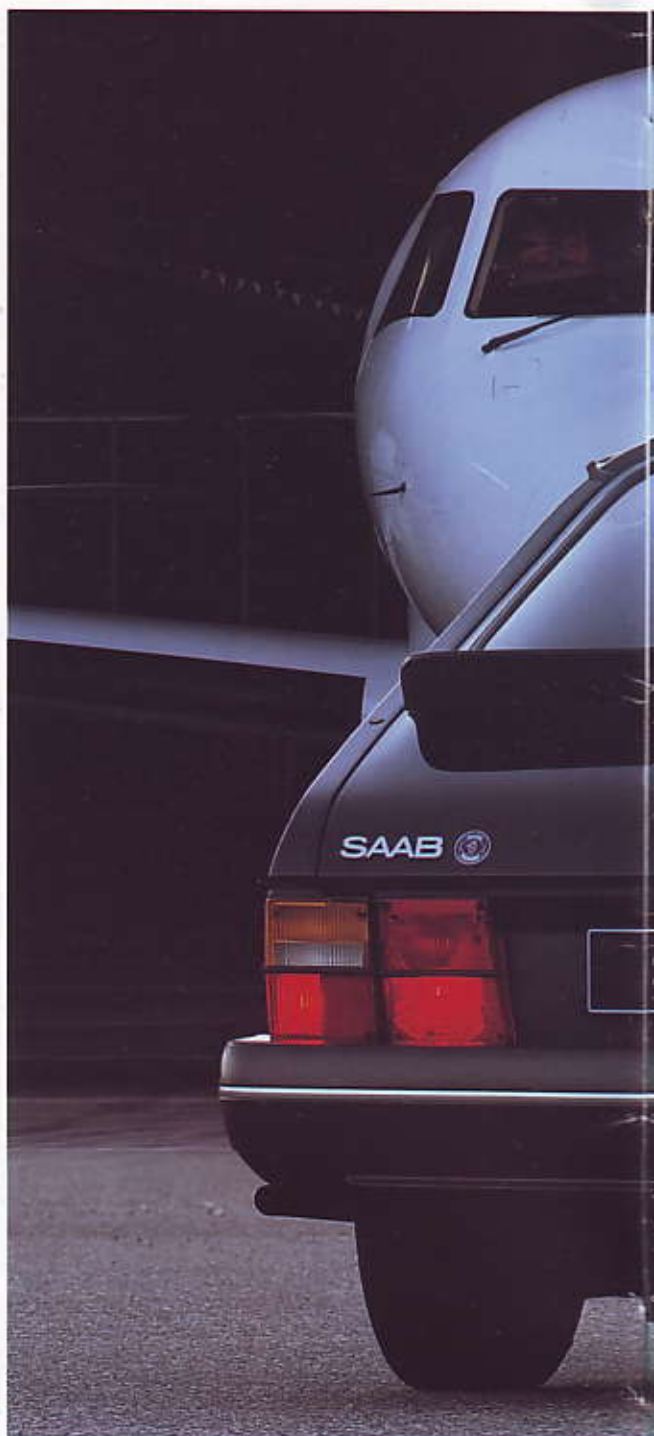
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Innovation is our tradition

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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While every endeavour is made to ensure the content of this brochure relates directly to the relevant UK product range, certain manufacturing changes may occur, which could effect the final specification of certain models. Full details should be confirmed with your local Saab dealer prior to purchase. Pictures featured within this brochure may show cars fitted with optional extra equipment.

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 900 driver's seat is often mentioned as one of the best in the automotive world. It is adjustable for both height and recline. For added comfort both front seats are heated.

In a world where all cars look the same, the Saab 900 is a major exception. As the journal *Autocar & Motor* points out: "In a market dominated by the efficient and faceless, the characterful 900 stands out."

The Saab 900 is designed for people who appreciate the driving experience. But who says that means you have to compromise on versatility or safety?

Instead of starting with an ordinary shape, building a car to satisfy the broadest tastes, Saab's engineers do the opposite: form is governed by function. This basic 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 pre-set, vacuum-controlled ventilation system. Or the large luggage compartment lid, opening from bumper-level to roof. 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 ultimate driving experience



Our goal has always been to produce a car that feels like a natural extension of the human body. A car that's as much fun to drive either on the open highway, in cities or on winding rural roads.

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

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



Today all Saab 900 models have 16-valve 2-litre engines. 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 40 to 70 mph in fourth or fifth gear there is probably no faster 2-litre engine available, because of the high torque at low revs—277 Nm is delivered at 2900

rpm. And that is where we want to excel—not for reasons of status but because it allows for safe overtaking at all times, in all conditions.

Saab 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.



Handling slippery conditions are second nature to a Saab. Could it be otherwise for a car made in Sweden? 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 clear and easy to read. Warning lights are clearly visible when activated. The fascia is ergonomically shaped and the controls logically grouped together.



Saab 900 Turbo 16S Aero. Wooden veneer fascia; audio equipment and air conditioning are dealer-fit options.

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

Saab—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. It must also camouflage a rough road surface, and dampen noise and vibrations which can lead to irritation for both driver and passengers.

Clean air and a pleasant controlled 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. Saab's unique interior air filter also helps to prevent dust and pollen from entering the car.

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.

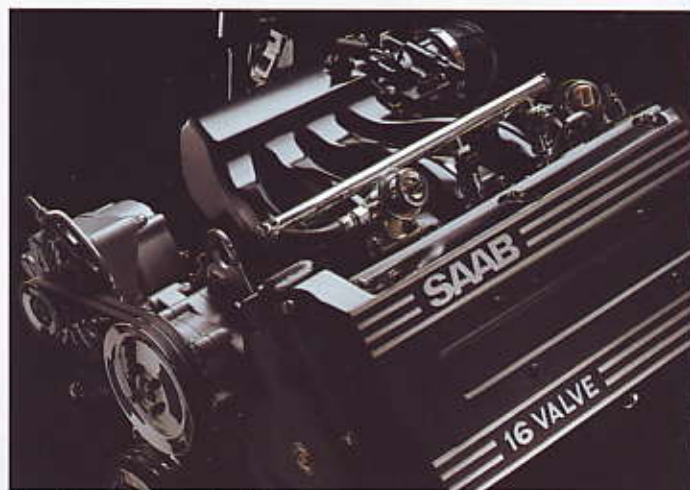
Power when you
really need it





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.

The Ecopower engine, featured in the Saab 900S, represents an entirely new way of utilising the turbo principle. Torque has been improved by modifying the turbo pressure down to a moderate output. The overall result is a smoother engine, with lower noise levels. In addition, Saab's new Ecopower engine allows a further reduction in exhaust emissions.



The light-pressure turbo (Ecopower) engine in the Saab 900S provides high torque at low revs; 160 Nm is available at 1500 rpm. The result is excellent overtaking capabilities, and more relaxed city driving, since gear changing is minimized.



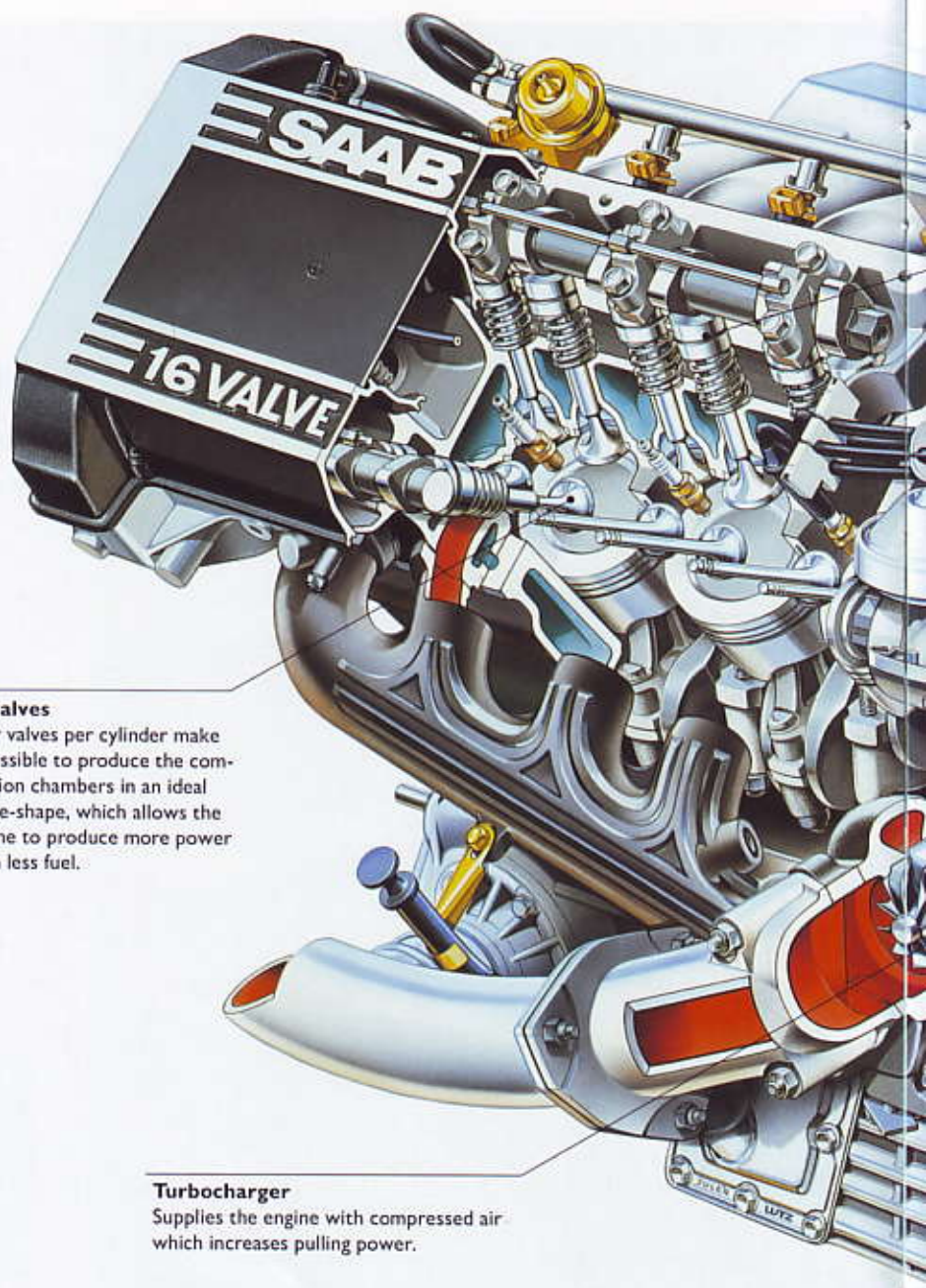
Olle Granlund, Executive Project Manager New Car Projects.

Saab—at the forefront of technology

"Most people tend to look to the 0–60 mph figures to measure engine performance. But, when you think about it, the 0–60 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

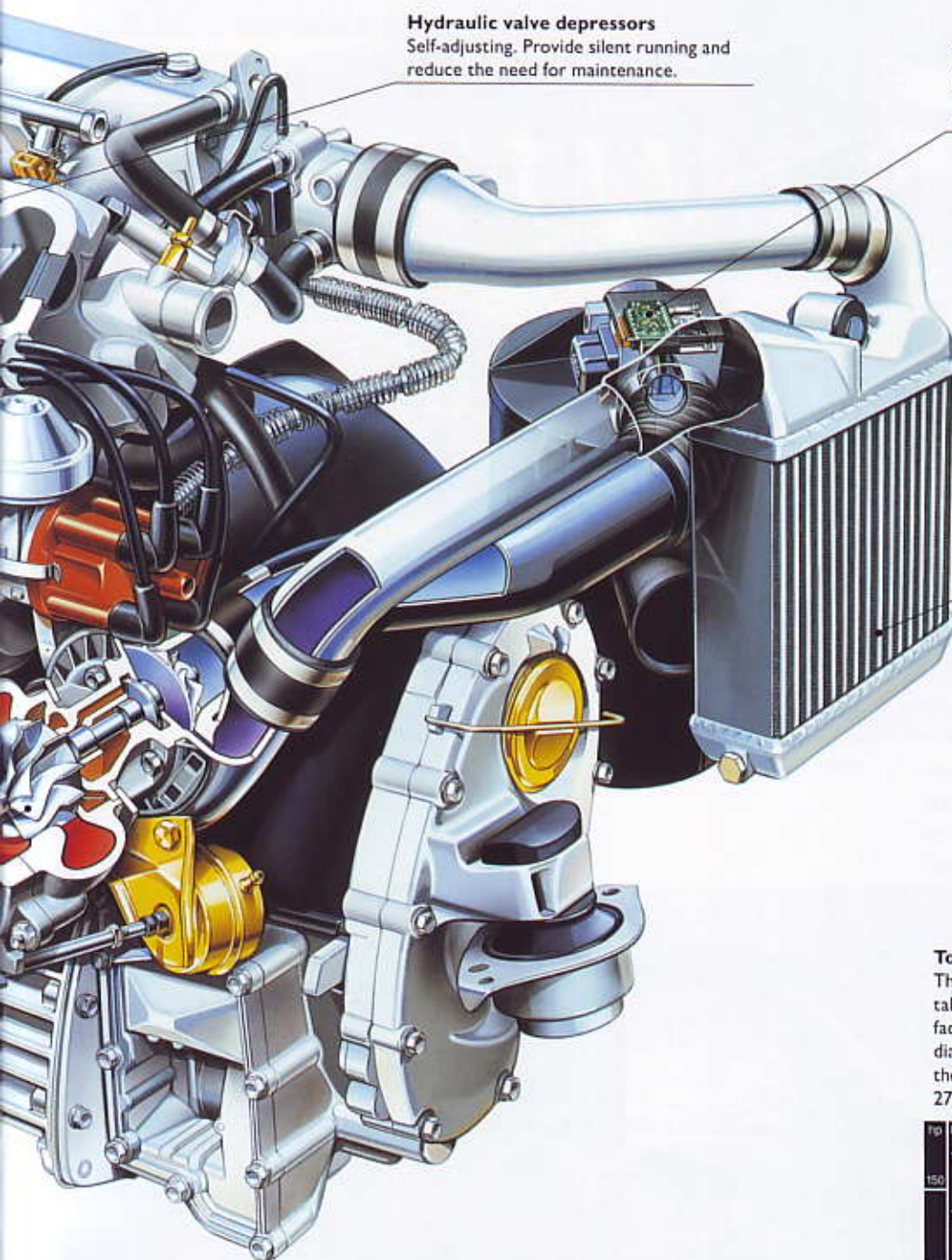
Four valves per cylinder make it possible to produce the combustion chambers in an ideal dome-shape, which allows the engine to produce more power from less fuel.

Turbocharger

Supplies the engine with compressed air which increases pulling power.

In fourth gear, the Saab 900 Turbo 16S Aero accelerates from 37 to 62 mph (60 to 100 km/h) in 7.5 secs.



**Hydraulic valve depressors**

Self-adjusting. Provide silent running and reduce the need for maintenance.

Air mass meter

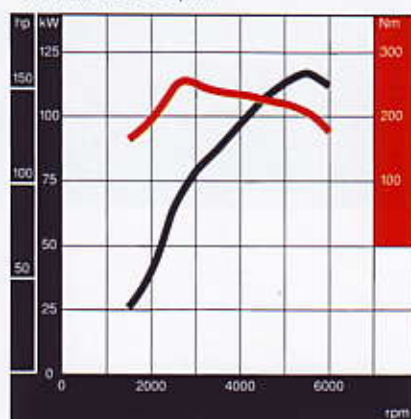
Measures the air intake and ensures the fuel/air mixture is exactly right, thus minimizing fuel consumption.

Intercooler

Cools the inlet air and lessens its volume, to allow more of the fuel/air mixture to be fed into the engine, thus increasing the power.

Torque

The very short time necessary for overtaking is due to the engine's high torque factor produced (see the red curve in the diagram) at critical speeds. The engine of the Saab 900 Turbo 16S Aero delivers 277 Nm at 2900 rpm.





Per Gillbrand, Manager Drive Line Concepts and Automotive Electronics.

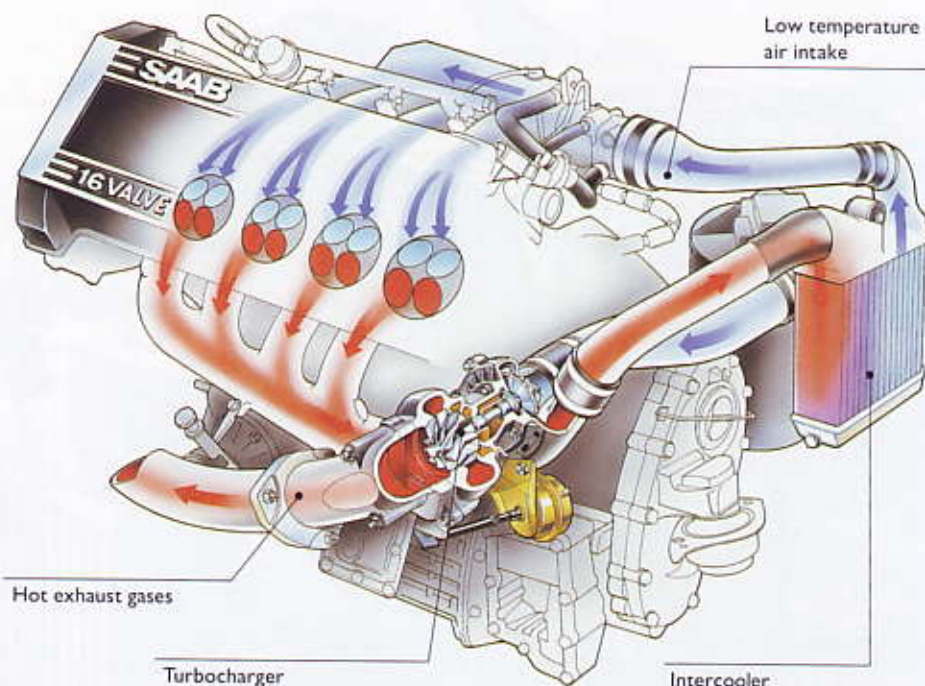
"The advantage of a small and lightweight power plant is evident: unlike heavier engines, it doesn't waste energy transporting itself around."

For Saab, innovation is a key to survival. Sometimes it's a question of being first with an entirely new design. The 16-valve concept is one example. Turbocharging another.

The ABS anti-lock braking system has been specially designed for cars with front wheel drive. Since the system prevents wheel lock, the driver can brake as hard as the situation allows, and 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.

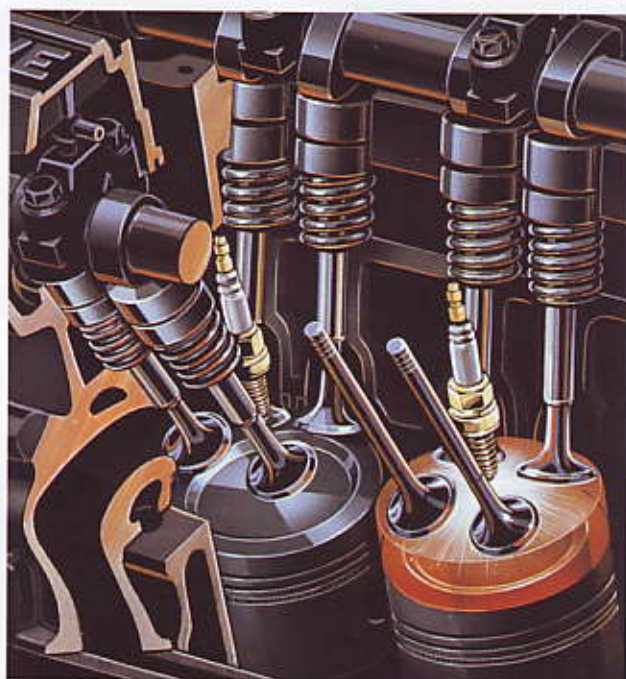
Since 14 years Saab has had a ventilation air filter which prevents pollen, dust and soot from entering the passenger compartment. This is still unusual in other cars.

Common and practical sense, before prestige



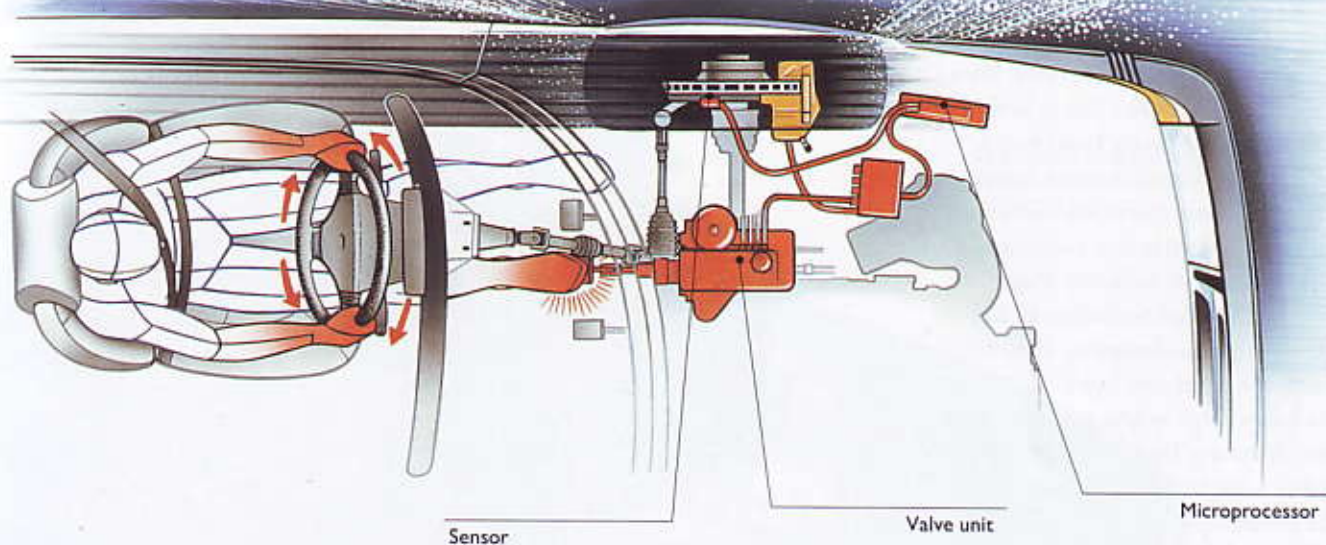
Turbo and intercooler

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



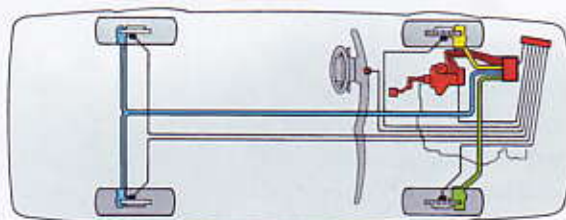
Efficient combustion

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



Anti-lock brakes

Anti-lock braking system ABS is wholly integrated with the ordinary braking 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 have an electrostatic ventilation air filter which effectively removes dust, soot and pollen. Particles down to a size of 0.004 mm are filtered out. The picture shows a new filter and one that has been used for 19,000 miles driving.



Magnus Roland, Executive Project Manager
New Car Projects.

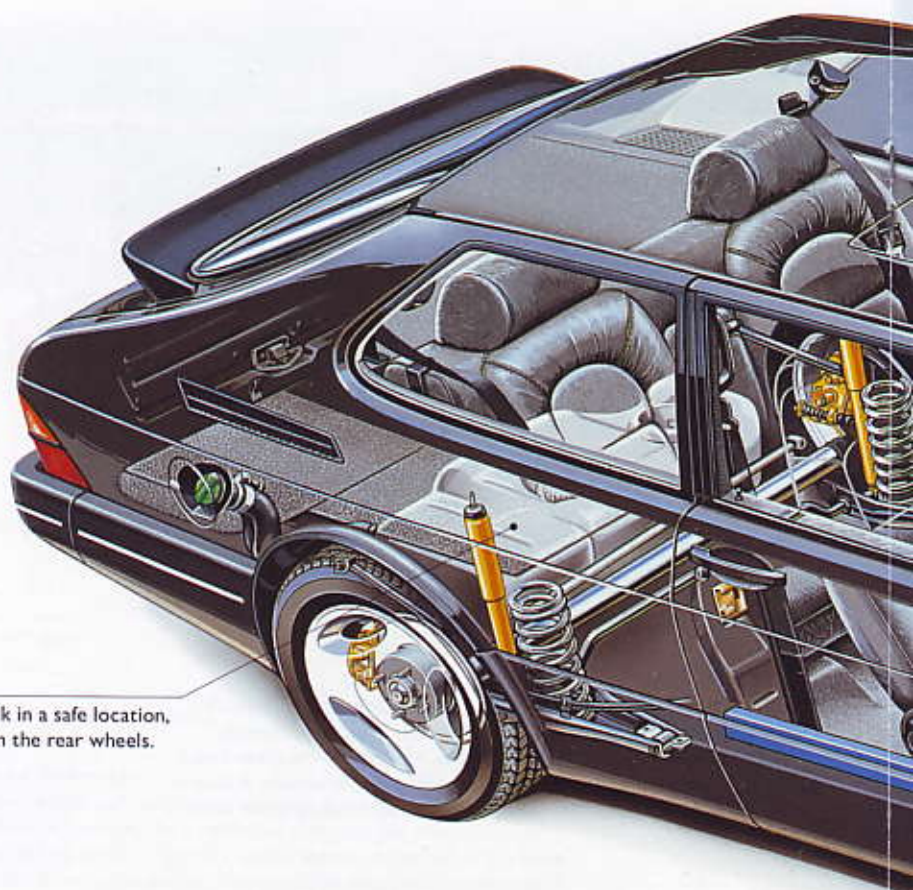
Built-in safety features

"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 strong body provides passive safety. Low bodyweight means less fuel consumption.

The Saab 900 has both front and rear crumple zones. The passenger compartment is reinforced by strong cross members. And in the event of a collision the engine is designed to move backwards and downwards, where the sturdy bulkhead stops it from entering the passenger compartment. The collapsible steering column is divided into three sections, the top part is telescopic, and fits inside an energy-absorbing steel cage.

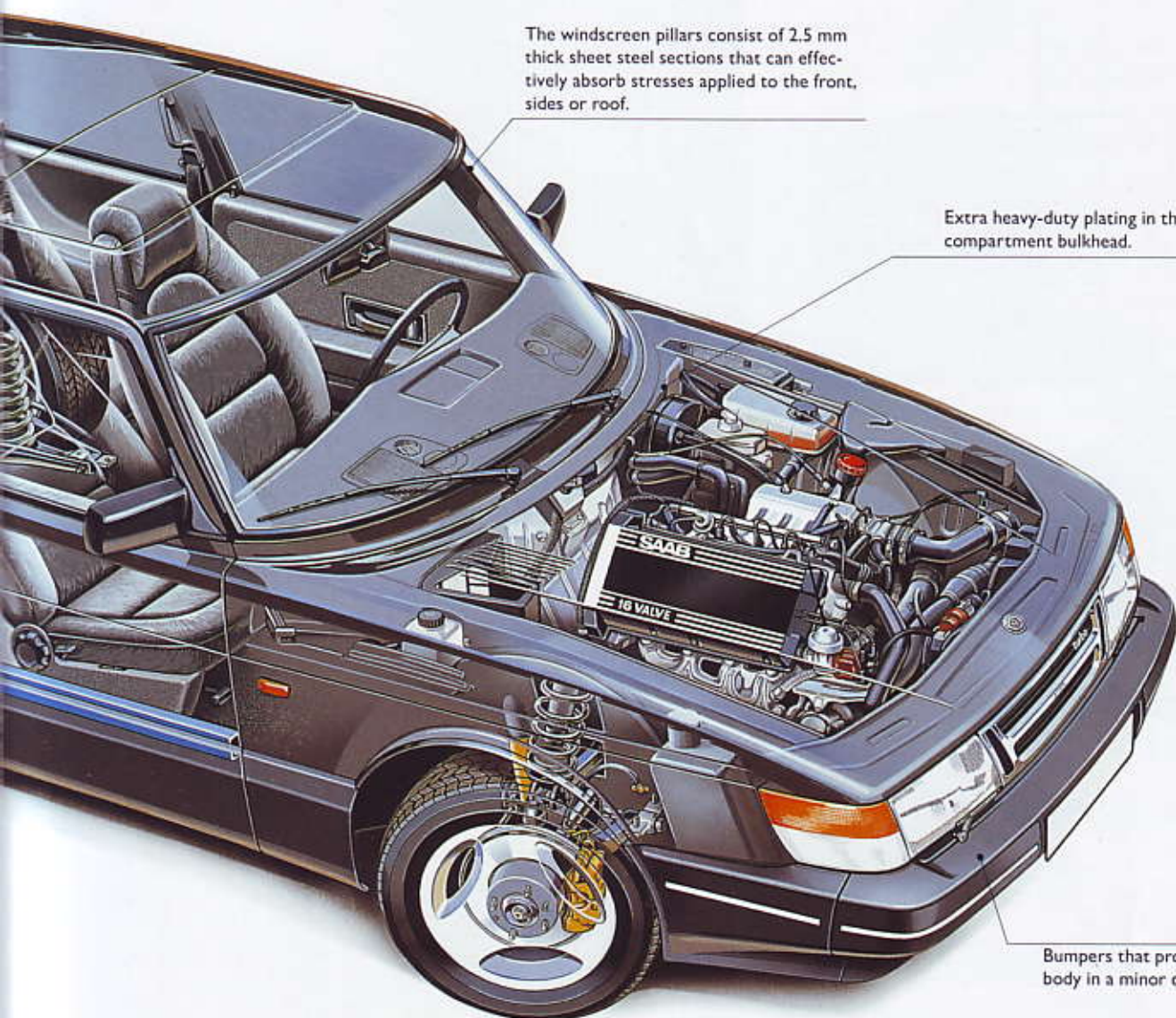
Yet safety is ultimately dependent on the human factor. The driver, who realizes this, is constantly aware of being an active driver. The most effective safety argument for the Saab 900 is active safety.



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



Crash members
Members which transmit forces from a frontal collision to the wheel housings and arrest rearward movement of the engine.



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 plating in the engine compartment bulkhead.

Bumpers that protect the car 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 the 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 cross members to protect the occupants in a side-on collision.



Saab 900

Convertible range

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 the classic "open top" car, for four people. The top is fully electrically operated, a feature found on few European convertibles. At the press of a button the top folds into its own storage space. When the top is up, the multi-layer fabric and the heated rear window provide excellent insulation.

With 175 bhp and maximum torque of 277 Nm at 2900 rpm, the turbo model produces breathtaking performance. The engine range also includes Saab's 2.0-litre Ecopower and injection models.

Comfort features include electrically heated seats, catalytic converter, the ABS anti-lock braking 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 16S models have leather faced upholstery as standard.

The soft 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 fabric top and the electrically heated seats and rear window. With certain body colours there is the optional choice of beige or blue top.



Saab 900i 16 Convertible. Alloy wheels are a dealer-fit option.

Saab 900

Turbo 16S Aero

Saab 900S Aero

The Saab 900 Turbo 16S Aero is the sort of car that is appreciated by rally drivers and others who enjoy high-performance driving. Naturally it is here that you will find the most powerful engine in our entire 900 programme. The turbo engine has been tuned to produce 175 bhp.

It is equally natural that the Saab 900 Turbo 16S Aero has a lowered chassis, stiffer suspension and anti-roll bars. A rear spoiler and low-profile sports tyres on 15" aluminium wheels also say a lot to those who are in the know.

The 900S Aero has a lot in common with the 900 Turbo 16S Aero model outwardly, but it represents a different approach to engine output, which peaks at 145 bhp. Still it has a high and uniform torque curve which means that very few automobiles can match the acceleration of the 900S Aero when overtaking in fourth or fifth gear.

The sporty personality of both these models is also reflected in the interior. Both the steering wheel and gear lever gaiter are of leather. Exterior mirrors, windows and sunroof are electrically operated.





The turbocharged engine in the Saab 900 Turbo 16S Aero delivers 175 bhp and generates maximum torque at 2900 rpm. This is why you often find the 900 Turbo 16S Aero in the fast lane.



Lowered chassis, stiffer sports suspension, anti-roll bars and anti-lock brakes give extra grip and precise handling.



The leather sports steering wheel, leather gearlever gaiter, and leather door armrests make it immediately apparent that the Saab 900 Turbo 16S Aero is rather special.

Saab 900

3 door models

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

The 3-door model is available with Saab's 2.0-litre 16-valve injection engine. There is also the alternative of the 145 bhp Ecopower engine, in the Saab 900S, which represents an entirely new way of utilizing the turbo principle. Not for maximum speed, but for more even torque to provide a good power resource in all gears. Added benefits are less noise and lower exhaust emissions.

As in all other 900-models, equipment such as anti-lock brake system, electrically heated front seats, head restraints in the rear seat, ventilation air filter and power steering make even long journeys feel shorter. In addition, electrically operated front seats, cruise control and air conditioning are among the optional extras. Please, consult your dealer regarding the availability of these.

The loading capacity can be increased from 21.3 to 57.6 cu ft by folding the rear seat. There is no rear door sill in the luggage compartment, so it is easy to push in heavy and bulky loads. We don't build estate cars because we simply don't need to.





When the rear seat is folded down, the luggage compartment will take no less than 57.6 cu ft. The floor is flat, the loading height low and there is no sill so you can easily load both heavy and bulky items.

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



Saab 900

5 door models

The 5-door models of the 900 series offer both high performance and common sense, technology and economy. It is the perfect company car, and yet also a typical family car with flexible luggage space, well-developed safety features and a high degree of comfort for both driver and passengers.

Of the 5-door models, the Saab 900S is equipped with an Ecopower engine—Saab's new way of applying turbo technology. Perfecting the everyday motoring characteristics of the car has been given first priority. It is also quieter and has cleaner exhaust emissions.

Another engine alternative is Saab's 16-valve 2.0 litre injection engine. It has self-adjusting valve depressors which means silent running and low maintenance costs.

According to motor 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 57.6 cu ft.





The headlamp wiper and washer system is one of the many standard features on all Saab models. Saab was the first car maker to use this important safety feature across its entire product line.



Saab 900i 16. Alloy wheels are a dealer-fit option.

First class comfort

Every Saab boasts an impressive range of standard equipment and the basic qualities that makes it an eminently practical car in a variety of situations. ABS anti-lock braking system, electrically heated front seats, ventilation air filter, headlamp wash/wipe system, catalytic converter and a large practical luggage compartment are a few of the features that are standard on a Saab.

You can add your own personal touches by choosing from the list of factory-fitted options. In addition there is a wide range of Saab Accessories, some of which are featured here. Your local Saab-dealer has a full list of accessories designed to enhance your Saab to provide you with first class comfort.

The main picture shows a Saab 900 fitted with the following items: walnut veneer facia, leather-faced upholstery, leather sports steering wheel, air conditioning, leather gear knob, and gaiter. Your dealer can offer a wide range of audio systems.

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. Child safety seat with attachments. Head phone socket enabling the passengers to listen to the cassette recorder/CD while you are listening to the radio (not available on certain markets).
5. The high capacity Saab air conditioning system will quickly cool the interior to a comfortable temperature on a hot summer's day (dealer-fit option).
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 high performance options make your Saab a unique car from start to finish.

The turbocharged engine can be made to give even better performance by adding a Saab special engine tuning kit. The body can be equipped with more rigid and lower suspension to improve overall handling and performance.

Most of the equipment featured here is selected from a wide range of Saab Accessories. A separate Saab Accessories catalogue is available from your local Saab dealer who will be pleased to discuss your requirements in more 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, colour-coded to match your car. It also includes a Whaletail spoiler, sports exhaust system and engine tuning kit.

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 provide rapid cooling of the brakes, and increased durability.





Technical specifications

Saab 900, 1993

Saab 900 Turbo 16S Aero Convertible Saab 900 Turbo 16S 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. 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 cc.

Bore/stroke 90/78 mm.

DIN rating 175 bhp (129 kW) at 5700 rpm; aut. 160 bhp (118 kW) at 5500 rpm.

DIN peak torque 204 lb ft or 28.2 kgm (277 Nm) at 2900 rpm; aut. 188 lb ft or 26.0 kgm (255 Nm) 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 15 imp. gal (68 litres).

ELECTRICAL SYSTEM

Alternator 930 W 70 A (1070 W 80 A on cars with factory-fitted air conditioning).

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

BRAKES

ABS integrated anti-lock braking 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.

□ Saab 900 Turbo 16S Aero

Lowered chassis. Stiffer springs and stiffer shock-absorbers.

WHEELS AND TYRES

Light alloy wheels. Compact type spare tyre.

Wheel size 5.5 J x 15".

Tyre size 195/60 R15 V.

PERFORMANCE*

Top speed 134 mph; aut. 127 mph.

Acceleration to 60 mph 8.5

sec.; aut. 10.0 sec.

Overtaking acceleration

37-62 mph (60-100 km/h) in fourth gear 7.5 sec.; 50-75 mph (80-120 km/h) in fifth gear 9.5 sec.

*) The performance figures mentioned have been obtained from measuring speed and acceleration on a variety of different road types across Europe.

Saab 900S Convertible Saab 900S Aero Saab 900S

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. Light pressure turbocharger with water-cooled bearing housing and integrated waste gate (boost pressure control valve). Engine oil cooler. Electronic fuel injection. Cooling system with electrically driven, thermostatically controlled radiator fan. Three-way catalytic converter and Lambda-sensor.

Displacement 1985 cc.

Bore/stroke 90/78 mm.

DIN rating 145 bhp (107 kW) at 5600 rpm.

DIN peak torque 151 lb ft or 20.9 kgm (205 Nm) at 3800 rpm.

Max. boost pressure 0.45 bar.

Compression ratio 9.0:1.

Recommended octane rating

Any unleaded fuel between 91 and 98 octane RON.

Fuel tank capacity 15 imp. gal (68 litres).

ELECTRICAL SYSTEM

Alternator 930 W 70 A (1070 W 80 A on cars with factory-fitted air conditioning).

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

BRAKES

ABS integrated anti-lock braking 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 5.5 J x 15".

Tyre size 185/65 R15 H; 195/60 R15 V (Aero).

PERFORMANCE*

Top speed 121 mph; aut. 118 mph.

Acceleration to 60 mph

10.0 sec.; aut. 12.5 sec.

Overtaking acceleration

37-62 mph (60-100 km/h) in fourth gear 9.5 sec.; 50-75 mph (80-120 km/h) in fifth gear 13.5 sec.

*) The performance figures mentioned have been obtained from measuring speed and acceleration on a variety of different road types across Europe.

Saab 900i 16 Convertible Saab 900i 16 SE Saab 900i 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. 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 1985 cc.

Bore/stroke 90/78 mm.

DIN rating 128 bhp (94 kW) at 6000 rpm.

DIN peak torque 127 lb ft or 17.6 kgm (173 Nm) at 3000 rpm.

Compression ratio 10.1:1.

Recommended octane rating

Any unleaded fuel between 91 and 98 octane RON.

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

ELECTRICAL SYSTEM

Alternator 930 W 70 A (1070 W 80 A on cars with factory-fitted air conditioning).

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

BRAKES

ABS integrated anti-lock braking 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 (the SE model has light alloy wheels). Compact type spare tyre.

Wheel size 5.5 J x 15".

Tyre size 185/65 R15 T.

PERFORMANCE*

Top speed 112 mph; aut. 109 mph.

Acceleration to 60 mph

11.0 sec.; aut. 14.0 sec.

Overtaking acceleration

37-62 mph (60-100 km/h) in fourth gear 11.5 sec.; 50-75 mph (80-120 km/h) in fifth gear 17.5 sec.

*) The performance figures mentioned have been obtained from measuring speed and acceleration on a variety of different road types across Europe.

■ While every endeavour is made to ensure the content of this brochure relates directly to the relevant UK product range, certain manufacturing changes may occur, which could effect the final specification of certain models. Full details should be confirmed with your local Saab Dealer prior to purchase.

Dimensions, weights and fuel consumption

Saab 900, 1993

LUGGAGE COMPARTMENT

□ Convertible models

Length 3 ft (930 mm).

Volume 16.3 cu ft (461 dm³).

□ 3 and 5 door models

Completely collapsible back seat.
Removable parcel shelf.

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

Volume With back seat in position 21.3 cu ft (602 dm³). With parcel shelf removed 27.2 cu ft (770 dm³). With back seat folded down 58.2 cu ft (1630 dm³).

WEIGHTS*

Weight distribution 60% front, 40% rear.

Max. trailer load 3300 lb (1500 kg).

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

□ Convertible models

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

Max. total weight 3920 lb (1780 kg).

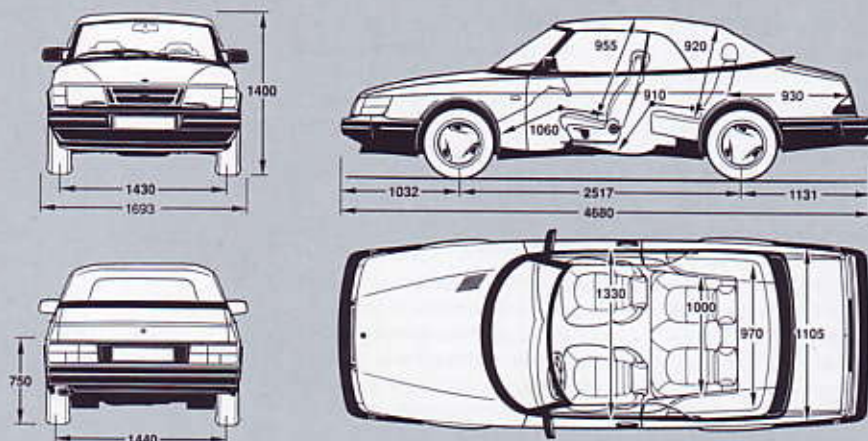
□ 3 and 5 door models

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

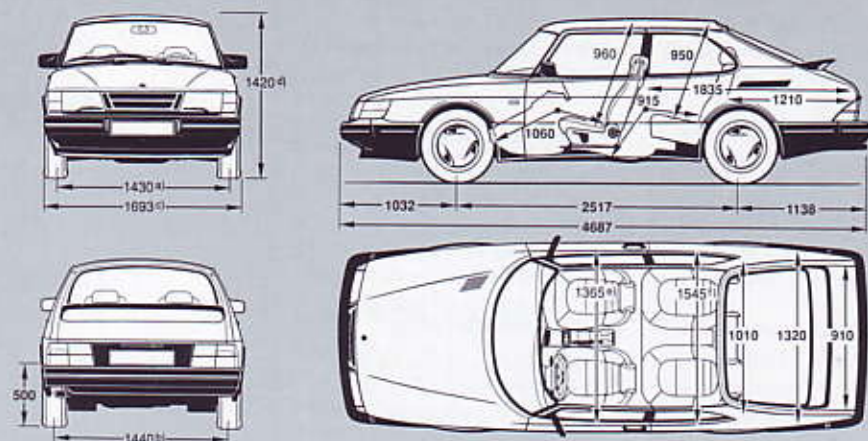
Max. total weight 4030 lb (1830 kg).

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

Saab 900 Convertible



Saab 900, 3 and 5 door models



With steel wheels: a) 1432 b) 1442 Turbo16S Aero: c) 1695 d) 1405 5 door models: e) 1400 f) 1410

FUEL CONSUMPTION

Passenger Car Fuel Consumption Energy Act 1976

Official fuel consumption tests are designed to represent real-life driving situations and to provide a guide to the models most likely to show good fuel economy. The tests do not guarantee the fuel consumption of any particular car and there will inevitably be differences between cars of the same model. Loading, weather, traffic conditions, overall mileage and particularly driving style and standard of maintenance are factors which can affect the achievement of better fuel economy. The fuel consumption figures are based on performance related tests carried out across Europe.

Manufacturer/Model	Transmission	Urban		56 mph (90 km/h)		75 mph (120 km/h)	
		Imperial mpg	Metric litres/100 km	Imperial mpg	Metric litres/100 km	Imperial mpg	Metric litres/100 km
Saab 900, turbo engines	Manual	23.2	12.2	37.2	7.6	26.2	10.8
	Automatic	20.8	13.6	31.4	9.0	22.8	12.4
Saab 900, Ecopower engines	Manual	23.0	12.3	38.7	7.3	27.7	10.2
	Automatic	21.6	13.1	32.5	8.7	23.9	11.8
Saab 900, injection engines	Manual	21.9	12.9	38.2	7.4	28.2	10.0
	Automatic	23.3	12.1	33.6	8.4	26.4	10.7

■ 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.

Interior trim and colours

The 900 models are supplied with velour upholstery. Leather interior is available at extra cost. The Turbo16S Aero Convertible and the Turbo16S Aero 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 a black hood as standard. In certain interior/exterior colour combinations they are also available with a beige or blue hood as an option.

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

INTERIOR COLOURS

Leather



Pamir (J33)



Dover (H33, H53)



Buffalo (E33, E53)



Atlas (F33)



Arizona (G33)

Velour



Alpacka (J43, J74)



Angora (H43, H74)



Labrador (E43, 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.

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.



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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