



SAAB

96



Wire spoke patterned wheel covers are extra equipment.

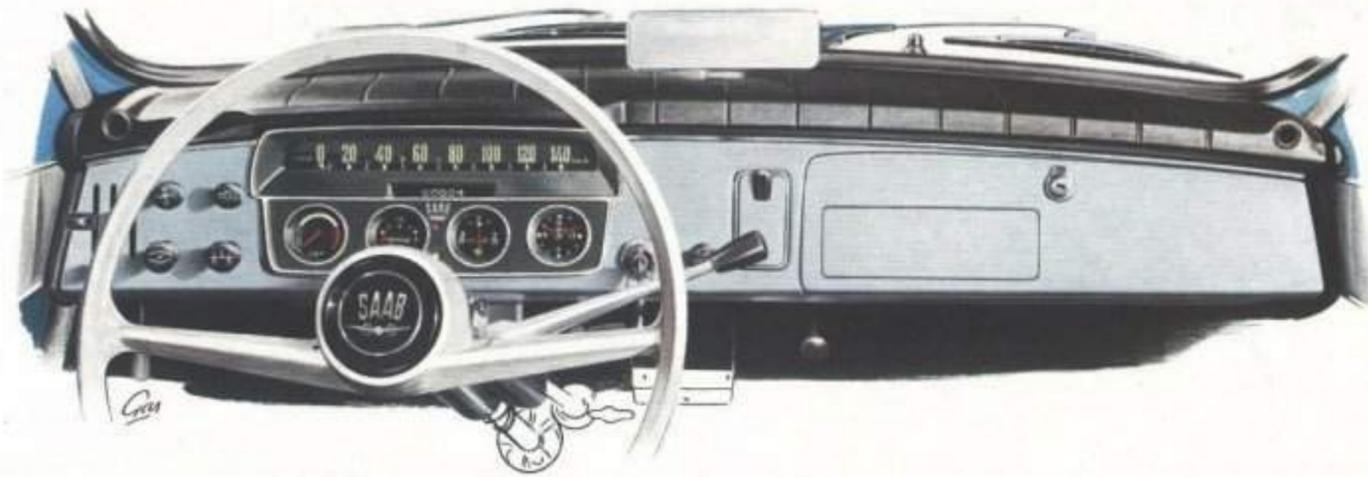


This is the Saab 96

—a car that combines beauty with roominess, comfort, and safety qualities. Front-wheel drive, first-rate suspension, low centre of gravity, and sturdy body with aerodynamic design—factors that ensure perfect road-holding for the Saab 96. The robust 42 b.h.p. engine gives fast pickup and permits high and sustained cruising speeds.

Built to exacting, famous aircraft quality

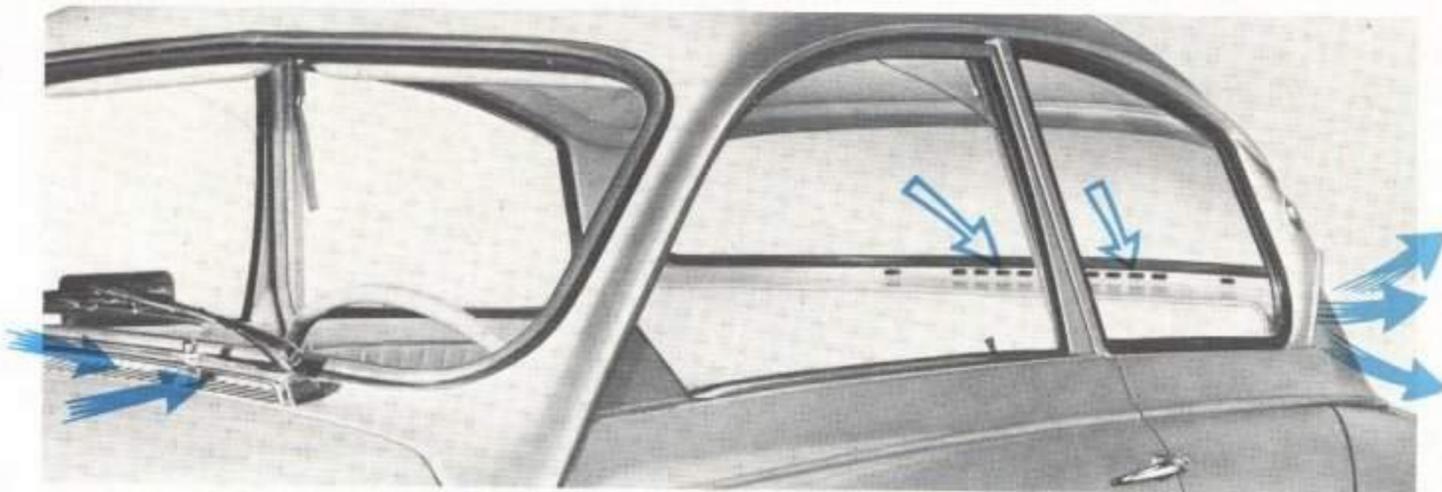
The Saab 96 is a robust, dependable car—a low-cost, functional car built for hard professional driving as well as for family pleasure trips. In competitive driving, Saab has been a consistent and reliable winner under all sorts of road and weather conditions. See the Saab—test drive it, and you will experience some of the Saab “feel” that makes Saab owners remain Saab owners.



The top of the dashboard has safety padding with a black, non-glare finish. Instrumentation includes a ribbon-type speedometer, temperature gauge, fuel gauge, ammeter and electric clock. A cowl shields all dials, to eliminate windscreen glare. Roomy glove compartment with space for a radio. The car is also available with right hand steering.

A high-efficiency heater-ventilator system*) provides pleasant air conditioning and prevents the windscreen and windows from fogging up. The air intake is located at the rear end of the bonnet, well above the exhaust from cars ahead. Ventilation air is extracted below the rear window and let out through apertures underneath the shields behind the side windows. The Saab 96 can be delivered with opening rear side windows—an extra plus in hot climates.

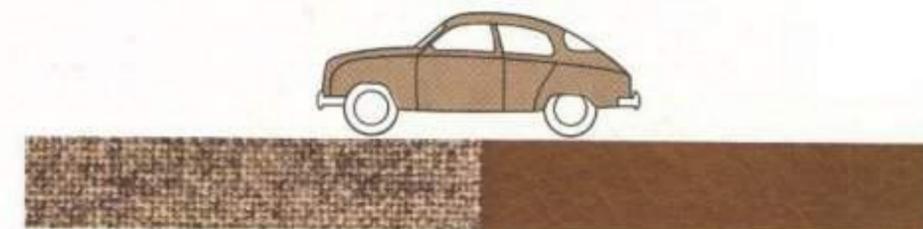
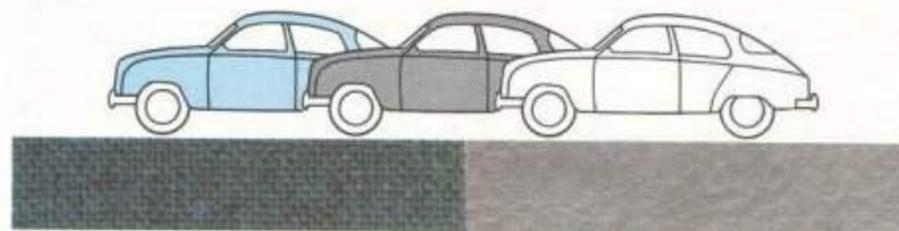
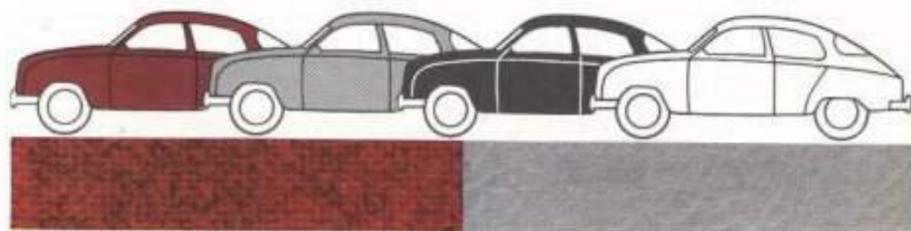
*) Heater is standard equipment in Europe and on certain other markets.



Curved windscreen, slender side posts, large side windows, and wrap-around rear window make Saab an airy, attractive car. There is 96% of full circle visibility from the driver's seat.

Try the front seat—note the comfortable driving position, the convenient placing of hand brake and gear lever, the ample instrumentation, the armrests on the doors and the contoured seat backrests, adjustable to seven different positions. *Move to the back seat*—wide doors and hinged front seat backs make it easy to get in. There are catches to keep doors open while you are getting in. The back seat is comfortable—the floor is level, and seat height can be adjusted to three positions.

Safety features in the interior of the Saab include padded dashboard, safety locks on the doors, padded sun vizors, a catch on the front passenger seat to prevent the back from swinging forward on sudden braking. The combinations of practical fabrics and harmoniously blended decorative colours available for the interior, are shown in the illustrations below.



SAAB 96

The typical Saab features—front-wheel drive, ideal weight distribution, solid body, low air resistance, and low centre of gravity—were part of the very first model. Since then, the characteristic Saab design has naturally been improved continually, but nothing was ever changed just for the sake of a change. The beautiful Saab 96 of today is the result of a continuous striving to produce a utility car which is safe and economical.



When you look at the Saab 96 ...

When buying a car you compare road performance, roominess, dependability, body design, fuel consumption, upkeep and service—and trade-in value.

When choosing Saab you get roadability, roominess, an engine built to stand up to severe demands, and a sturdy body—a car for delightful vacation trips as well as for gruelling daily use. No car is safer than a Saab when driving on slippery, winding roads. The Saab 96 is compact yet offers space and

trim exterior lines. In city driving, it handles smoothly and easily. The gears click into position accurately, and there is a special finesse—when the free wheel is engaged you can make downshifts without using the clutch. The Saab is a superb economy car with low fuel consumption and high trade-in value. All this means that, like so many other Saab owners, you too can rely on Saab for many safe and economical miles.







Sturdily built—quality throughout

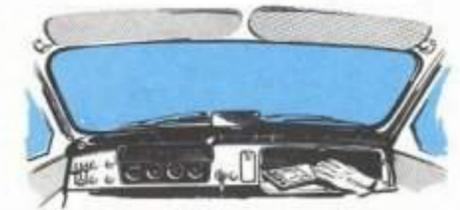
Saab 96 has an integral construction body of unusual strength and with steel rod reinforcements in the windscreen posts. It is well-built and tight. The whole body is happily free from recesses which collect moisture and dirt, it is carefully rust-proofed and factory undercoated.

The engine, gearbox and differential are located in front and weigh down the driving wheels. This, together with 15-inch wheels

and unusually high road clearance, gives the Saab exceptional facilities to negotiate tricky roads.

Since all transmission elements are in front, the floor of the Saab is completely flat, and the rear axle is constructed with an eye to the best possible road-holding capabilities.

The trunk is roomy and easily accessible, even from inside the car. The spare, tools and jack are stored in a compartment under the trunk. The fuel tank is in the rear.



Instrument panel padded. Two padded safety sun visors.



High-capacity adjustable heater-ventilator.



Twin wipers clear windshield all the way across. Dual windshield washers too.

Extra equipment



You can also order your Saab 96 with a sun roof or a Saxomat Automatic clutch at an extra charge.



The Saab 96

is one of the best-equipped cars on the market. Standard features include:

- asymmetric headlights
- self-cancelling direction indicators
- automatic dome light in the interior
- fuel tank with self-acting oil mixer
- factory-installed reinforcements for harness fittings
- built-in anti-theft device
- mud flaps behind rear wheels
- electric clock
- individually adjustable front seat backs—7 settings
- adjustable rear seat height

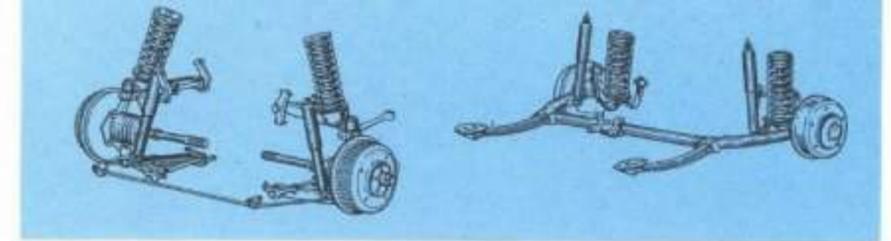
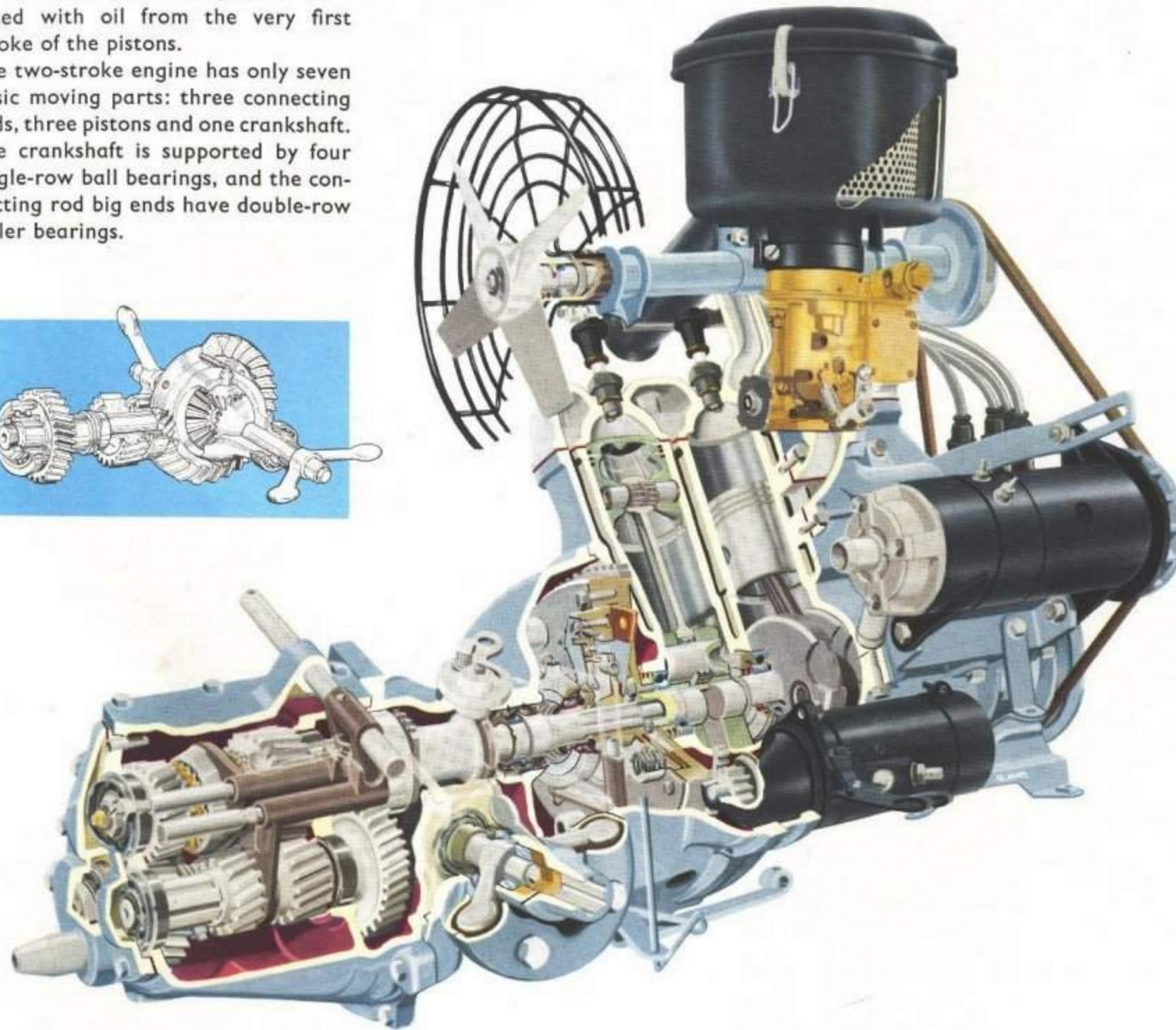
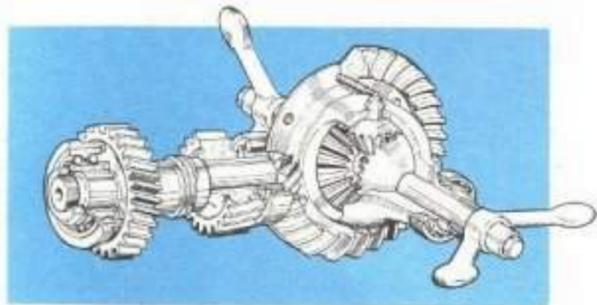


Body-frame unit rust-proofed and undercoated at factory.

Long-wearing, dependable engine

The three-cylinder, 42 b.h.p. Saab 96 engine has been exhaustively tested in hard competition driving over the years. It starts instantly, even in temperatures far below zero, and is lubricated with oil from the very first stroke of the pistons.

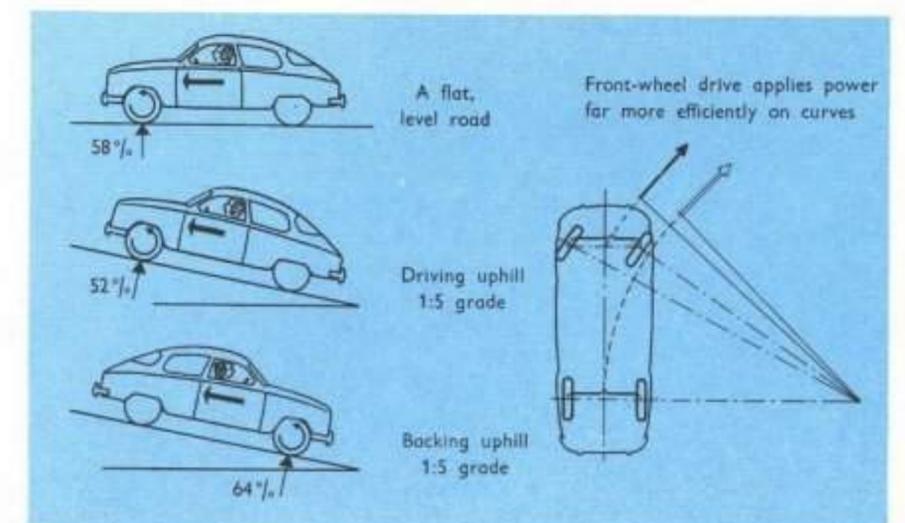
The two-stroke engine has only seven basic moving parts: three connecting rods, three pistons and one crankshaft. The crankshaft is supported by four single-row ball bearings, and the connecting rod big ends have double-row roller bearings.

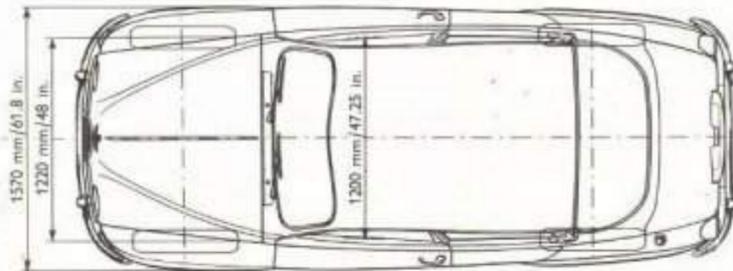
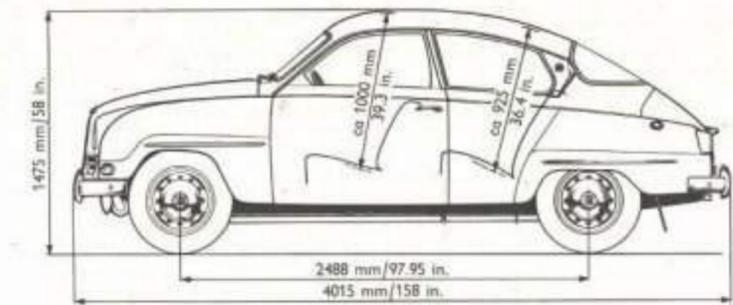


Saab is known for its superb suspension. The front wheels of Saab 96 are sprung independently. All wheels have individual coil springs and hydraulic shock absorbers. The unsprung weight is low all around. The rear axle is light and stable—no heavy power transmission parts. The well-designed wheel suspension and favourable weight distribution give this car exceptional track stability on all kinds of roads. The Saab 96 has powerful brakes which can take repeated applications and hard use without fading. A pressure-reduction valve prevents the rear wheels from locking prematurely.



One of the many advantages of the Saab front-wheel drive is the beautiful way it behaves on curves—the Saab *pulls* itself through the sharpest turns. The illustrations below also show that most of the car weight is on the driving wheels, even on fairly steep hills.





The five-seater Saab 96 is tangible, visible proof that a solidly and safely built car can be both eminently practical and strikingly handsome.

Technical data

Engine

Three-cylinder, two-stroke. Bore 70 mm (2.76 in.). Stroke 72.9 mm (2.87 in.). Cubic capacity 841 cc. (51.9 cu. in.). Compression ratio 7.3:1. Gross b.h.p. (SAE) 42 at 5,000 r.p.m. B.h.p., DIN-rating 38 at 4,250 r.p.m. Torque 61 ft. lbs. (SAE) at 2,800 r.p.m., 59 ft. lbs. (DIN) at 3,000 r.p.m.

Cooling system: Water cooling. Circulation pump, fan and thermostat. Capacity, including heater, approx. 1.65 Imp. gallon.

Fuel system: Electric pump. Downdraught carburettor, Solex 40 Al. Fuel tank capacity, approx. 8.8 Imp. gallon.

Lubrication: Engine lubricated by oil added to fuel. Oil-petrol ratio, run-in engine, 1:33 (3%).

Transmission

Engine, clutch, gear-box and differential are assembled to a unit, mounted between the driving wheels. Front wheel drive. Free-wheel.

Clutch: Single dry-plate clutch with resilient hub. Optional extra: Saxomat automatic clutch.

Standard gearbox: Three forward ratios and reverse. 2nd and 3rd speeds synchronized. Overall gear ratios Top 5.1:1, 2nd 8.5:1, 1st 16.7:1, reverse 21.0:1.

4-speed gearbox, available at extra cost: All forward speeds synchronized. Overall gear ratios Top 4.5:1, 3rd 6.9:1, 2nd 11.4:1, 1st 19.3:1, reverse 17.6:1.

Steering column gear shift lever.

Differential: Final drive ratio 5.43:1.

Oil capacity, gear-box and differential (same housing) approx. 0.45 Imp. gallon. Speed at 1,000 r.p.m., top gear, wheel radius 11.9 in: 13.5 m.p.h. with 3-speed, 15.6 m.p.h. with 4-speed gearbox.

Brakes

Lockheed hydraulic foot-brakes. Linings: 9" x 1³/₄" front, 8" x 1¹/₂" rear. Total friction area: 105 sq. in. A pressure reduction valve prevents the rear wheels from locking prematurely. Mechanical hand-brake, acting on rear wheels.

Steering gear

Rack and pinion type. Steering gear ratio 14:1 (average). Turns of steering wheel from lock to lock 2¹/₄.

Suspension

Coil springs front and rear. Independent front wheel suspension, transverse wishbones. U-shaped, tubular, rigid rear axle. Hydraulic shock-absorbers all around.

Wheels and tyres

Wide-base artillery-type disc wheels. Rim size 4j x 15". Tubeless tyres 5.00—5.20 x 15".

Electrical system

12-volt, 33 amp. hr. battery. 0.5 hp starter. 160 W generator. Automatic ignition timing control. Theft-proof ignition lock. Lock and ignition coil connected by armoured cable. 12 fuses, 8A.

Body

Unit construction with 2 doors. Anti-corrosion treatment and undercoating standard. Luggage locker at rear, approx. 13 cu.ft. (370 litres).

Dimensions

Overall length incl. bumpers	13 ft. 2 in. (4,015 mm)
Overall width	5 ft. 1.8 in. (1,570 mm)
Overall height (unladen)	4 ft. 10 in. (1,475 mm)
Ground clearance	7.5 in. (190 mm)
Track, front and rear	4 ft. (1,220 mm)
Wheelbase	8 ft. 2 in. (2,488 mm)
Turning radius	18 ft. (5.5 m)

Weights

Unladen weight, including fuel, water, tools and spare wheel (kerb weight) approx. 1,810 lbs. Front/rear distribution of unladen weight 58/42%.

Standard equipment

Head lamps with asymmetric beam, self-cancelling, flashing direction indicators, double windscreen wipers, two padded sun-vizors, windscreen washer, theft-proof ignition lock, ashtrays, a large glove-box, double horns, splash protectors, undercoating, ribbon type speedometer, coolant thermometer, fuel gauge, ammeter, clock, warning lights for direction indicators and headlamp main beam, interior light with courtesy switch and fuel shortage, warning lamp lighting up when less than 7 litres remain. Separate, adjustable front seats with collapsible backrests, adjustable to seven different rakes. Padding on fascia top edge. Spare wheel with tyre, jack and tool-kit.

Saab Aircraft Company reserves the right to change the above specifications any time and without previous notice.

SVENSKA AEROPLAN AKTIEBOLAGET



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Export Department LINKÖPING

SWEDEN