

SAAB '68



Saab 96 V4 Saloon, Saab 96 V4 de luxe Saloon, Saab 95 V4 Station Wagon

Saab Sonett V4 (left hand drive only).

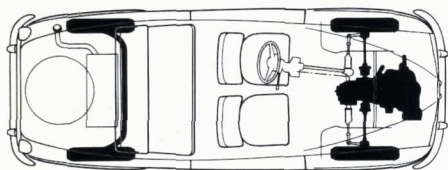




SAAB '68

The 1968 range of Saab cars, which includes the new, luxurious, more elegant De Luxe Saloon, incorporates many important improvements that have made the Saab an even safer car and has increased the comfort of driver and passengers. With its superb roadholding qualities, its reliability, its basic construction and its excellent performance, it attracts more and more motorists, particularly those who take a commonsense and realistic view of car ownership. Saab, one of the world's best built cars, has an appeal all of its own. As Stirling Moss notes, "It is possible to drive the Saab harder than most cars along winding roads and under difficult conditions, without encroaching on its generous safety margin".

The explanation for this superb roadholding is that the engine and the whole of the power transmission mechanism is mounted at the front, the front wheels are more heavily loaded than the rear, which means that the car has greater directional stability than if it were tail-heavy. It also means that a suitable

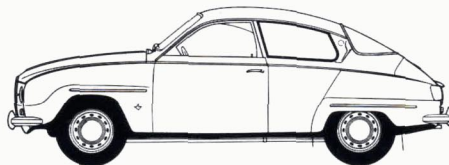


amount of understeer is built in. It feels safe, and is safe, on slippery, winding roads and in strong side winds.

On the Saab it is the front wheels that pull. They are the ones in hardest contact with the road and therefore have better ability than the rear wheels to transmit the drive without skidding. When it's slushy, every ounce of road grip is needed—which is why the Saab can nose its way along and makes it stable and safe to drive on any type of surface. The Saab has no propeller shaft, and therefore no obstructing shaft tunnel. The floor is flat. There's plenty of room for the feet. The underbody

is also smooth, excellent on ungraded and uneven byways.

The Saab has a light and stable rear axle without heavy power transmission components. The wheels always remain parallel with constant track and at the correct angle to the road surface. This is good both for road grip and directional stability. The unsprung weight is very low, both front and rear,

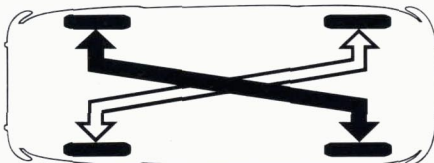


which is combined with a low centre of gravity and well balanced wheel suspension.

The Saab is known throughout the world as a high quality vehicle. It is not surprising that quality is a key word for SAAB as the Company, apart from cars also manufactures such advanced products as supersonic jet aircraft and data processing machines.

In the slender windscreen and side pillars there are strong steel sections. The sill members, which are sprayed inside with anti-rust oil and then sealed, are made of extra heavy gauge plate. The complete passenger space is enclosed by strong members.

Good roadholding properties and a rigid, resistant body are prime demands for any car claiming to be safe. But more than this is needed. For example, reliable and effective brakes. The Saab has strong disc brakes at the front and well dimensioned drum brakes at the rear. The brake lines are totally



enclosed, well protected against moisture and mechanical damage. The hand brake lever is conveniently placed between the front seats. The foot brake system is of the dual-circuit type and is arranged diagonally. Each circuit operates on the

front wheel on one side and the rear wheel on the opposite side. If one of the circuits is damaged and out of action, in which case a warning lamp lights, the driver still has at least 50 % of the full braking effect available. This diagonal arrangement of the brakes also minimizes the risk of skidding and guarantees the retention of steering properties in slippery conditions.

Good vision under all driving conditions is also an important safety factor. The 1968 Saab certainly fulfils this requirement. All models are fitted with large good visibility windscreens and rear windows, with the De Luxe Saloon having laminated glass windscreen. The inside driving mirror is attached at the top. It is adjustable for height and is provided with safety attachment. The windscreen



wipers—with non-reflecting stainless steel wiper arms—have a large sweep.

The windscreen washer system is fully accommodated within the warm air environment of the engine, has an electrically driven pump and is thus able to withstand low outside temperatures without freezing. The water container holds 2½ pints (1.5 litres). The steering wheel, gear lever and all controls have a matt black finish in order to prevent troublesome reflections in the windscreen. The horn is operated by a lever, which is also used for controlling the windscreen wipers and washers. The fascia board is finished in matt-grey.

The Saab is a technically advanced car with many rally victories behind it. It's inspiring to drive, fast when needed and flexible in traffic. Good to ride in and comfortable. Restrained, yet luxurious with its interior trim.

Why not form your own opinion of the 1968 Saab? Think rationally—think economically!

Welcome to the club of satisfied Saab owners!



Hard braking tests on the test-track



Supreme on all types of road



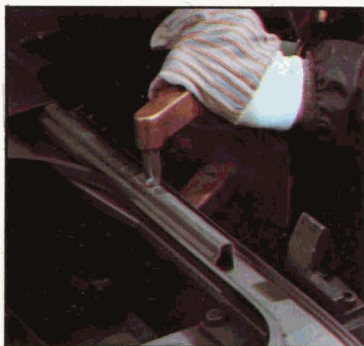
Full control in tight bends



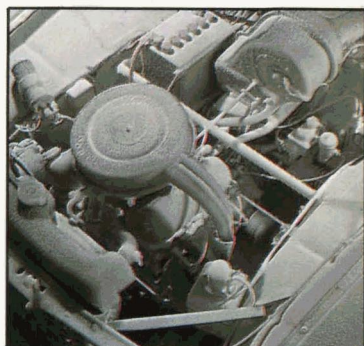
Well protected brake lines



Torture in the shaking machine



Strong steel sections in the pillars



Starting tests at 35° below zero



Quick-action demister



Gently shaped front



Stringent inspection of parts



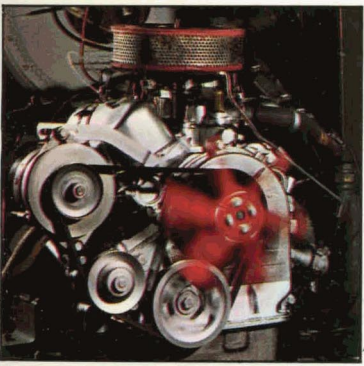
Full anti-rust protection



Body underseal

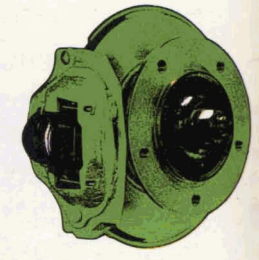
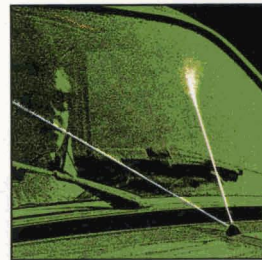
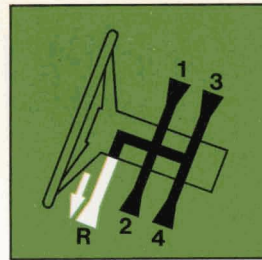


Control of paintwork



V-4 engine on long-duration test





It's not wrong to be unconventional (with Saab). On the contrary . . . !



Saab V4 de Luxe Saloon

Saab's aim has been to build a good car—which is why it's so unconventional. It is positive, alert, willing. It has an astounding capacity to give much more than expected. Car testers throughout the world praise Saab for all its important items of equipment. For its performance. For its sterling quality and built-in safety. The Saab is a car for modern people. For all who think rationally but still want to enjoy themselves behind the steering wheel.



Reliable and practical. Large windows, wide doors. Comfortable.

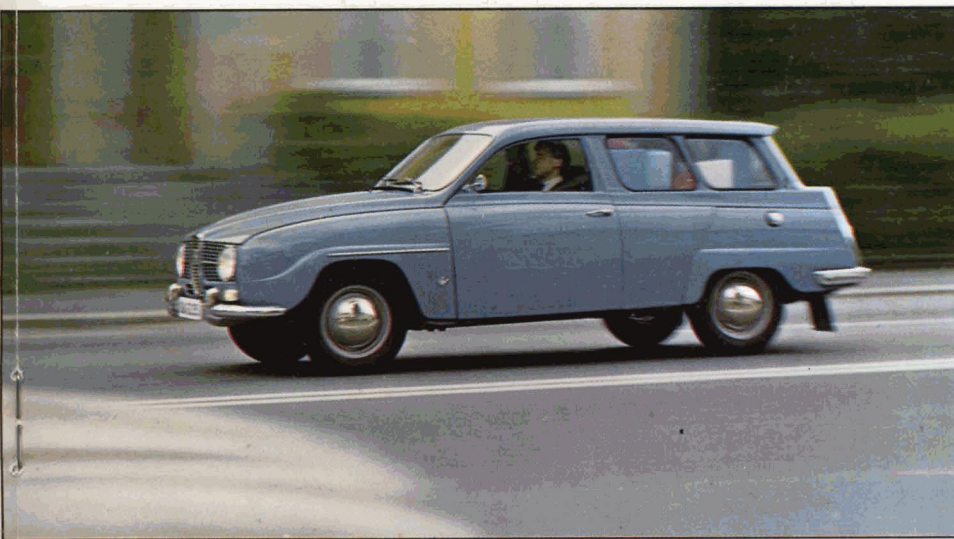


Easily accessible, roomy boot at back with flat floor. Spare wheel stowed under floor of boot.



The free-wheel makes gear-changing child's play. Nippy in traffic. Fast when needed.





42 cu.ft. of loading space—or a 1100-lb. load—or room for things 5'4" long.

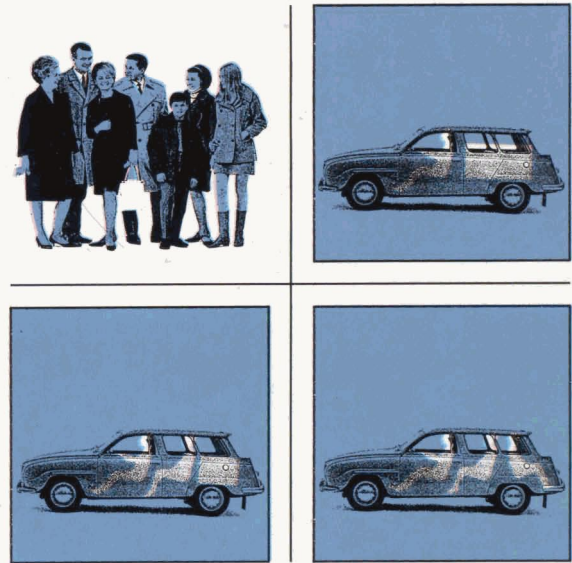


An unusually sensible car. Well thought-out and resourceful. Roomy. Easily rearranged.

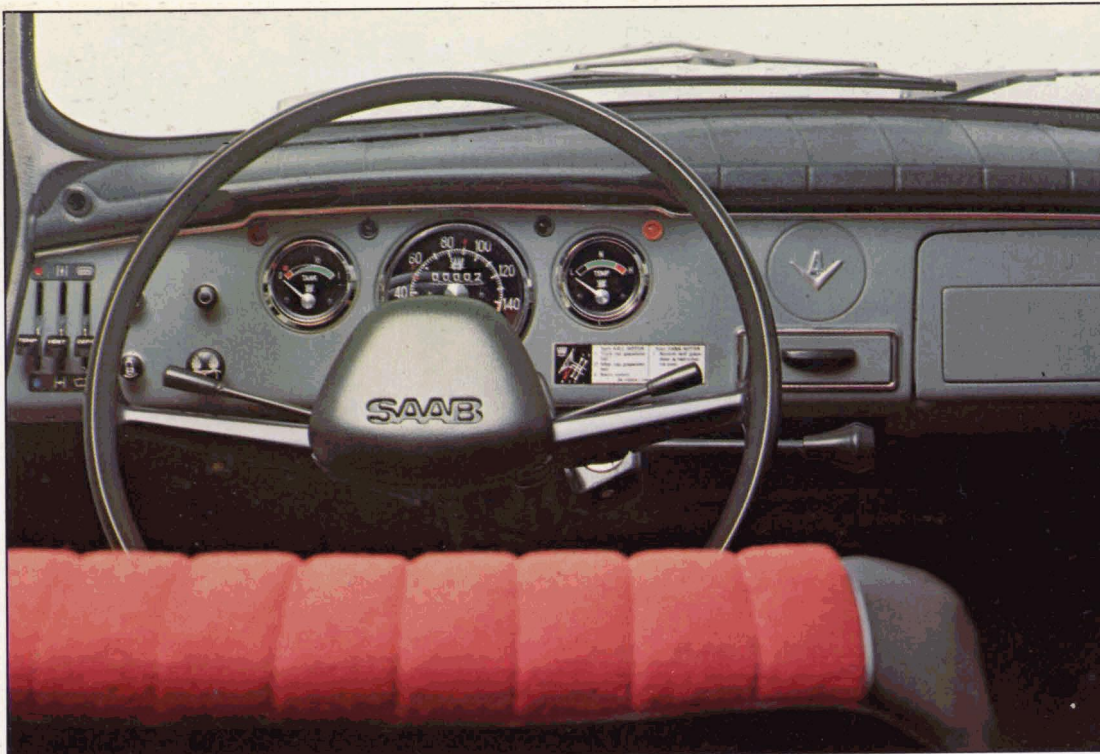


Seven people in the Saab Station Wagon. Quite right—with two in the extra rear seat!

Two alternative uses is nothing unusual in a station wagon—but what about three!



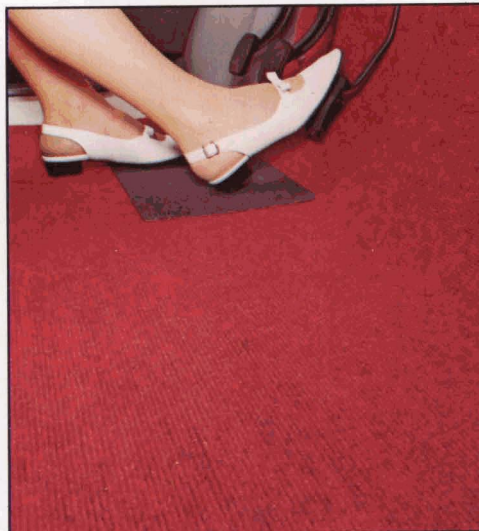
It's quite true—the Saab is alone in its class to offer three alternative uses. One for driving with five people and more than 450 lb. of baggage. One for carrying loads of up to half-a-ton. And, believe it or not—the possibility of taking seven people at once, with two in the extra rear seat. No-one can deny that the Saab Station Wagon is versatile and practical. Easy to rearrange. Practical and comfortable, with the same good driving characteristics as the Sedan model. No wonder it's proved to be so popular!



Facia board with mat finish, new controls, new steering wheel with padded hub—for safer, more enjoyable driving.

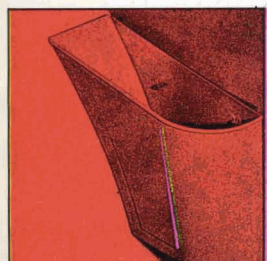
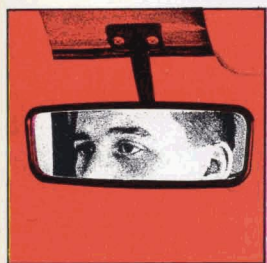


New fabrics (three different sorts), well harmonizing interior colour schemes.



Textile fabric carpet standard in the de Luxe model.





In one stroke the Saab has been given a new character inside its doors. A roomy and light interior with comfort and many new safety features. It's no exaggeration to call the interior trim elegant, because that's exactly what it is in the 1968 Saab. Look at the colour schemes. Harmonizing colours, handsome fabrics on the seats and backrests, hardwearing material on the side panels and seat sides. To which add a textile fabric carpet for the de Luxe model. Safety-padded steering wheel hub. Facia board and controls with anti-reflection finish. The interior of the 1968 Saab is right, because it's both comfortable and safe.

Saab have always come out with a great many interesting new details and practical features as evidence of a conscientious endeavour to increase comfort and safety, maintain a high standard of quality and improve the life of the car.

Those presented here are only a few. You will gradually discover more when you study the car more closely for yourself. Just look at the overall design of the car. Make a note of the many factors contributing to safety—and then you will be able to evaluate this car's true worth. You will then agree that SAAB build cars with care and a sense of responsibility.



Lever for horn/windscreen wipers/windscreen washers



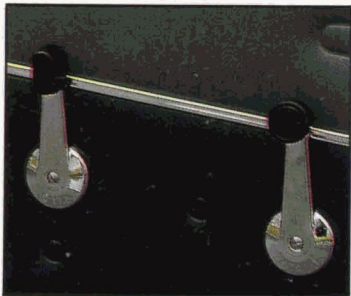
Red warning lamp for brake circuit failure



Strong, safe door locks



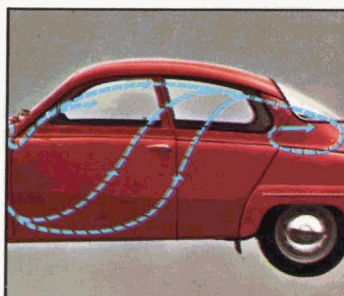
Vertically adjustable armrests



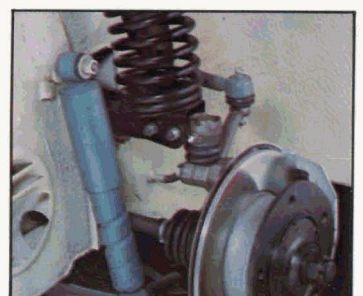
Smoothly shaped inner door handles



Air-flow to front quarter-lights



Effective, draughtless ventilation



Rally-tested suspension



Large rear window—good vision



Convenient hand brake lever



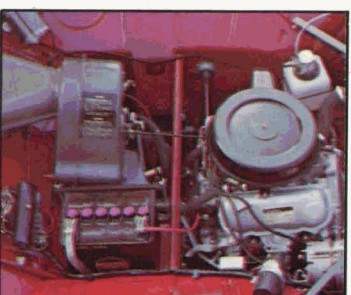
Vari-coloured three-point anchored seat belts (de Luxe model)



Catch to prevent passenger seat from tipping forwards



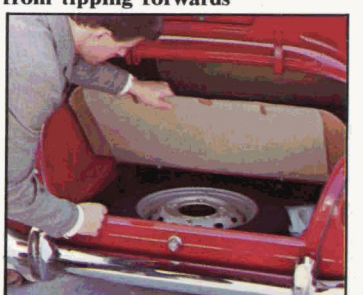
Large capacity, electrically operated windscreen washer



Complete drive unit mounted at front



Practical seat-side pocket



Spare wheel and tools in separate compartment

**The 1968 Saab 96 V4
has a long and impressive list of safety features.
Study it carefully. It has much to offer you!**

The passenger seat backrest is provided with a catch which prevents it from tipping forwards in the event of heavy braking.

Larger windscreen for improved vision.

Safety belts fitted as standard to front seats on the de Luxe model. Anchorage points for rear seat belts. (On models where safety belts are not included in the standard equipment, there are anchorage points for front and rear seat belts).

First-class ventilation makes even long journeys pleasant and keeps the windows free from mist.

Padded, impact-absorbing sun visors. Can be hinged aside for screening dazzle through the quarter-lights.

Very robust sill members give the body extra rigidity and strength. Anti-rust treated inside.

Dull black safety padding on top of facia board. Hood over instruments to prevent reflections in the windscreen.

Petrol tank at rear—in the safest possible place between the rear wheels.

Driving mirror with two height adjustment positions and safety attachment.

Padding on lower part of window frames.

A warning lamp on the instrument panel lights if the brake pedal can be pressed too far down for any reason.

All-round visible rear lamps with four functions—rear lights, stop lights, flashers and reflectors.

Anti-reflecting windscreen wipers with large swept area.

Padded steering wheel hub to prevent injury in the event of a collision.

Centrally positioned windscreen washers with good spread.

Collapsible, safety-type steering column—collapses forwards and upwards when subjected to a violent impact.

Safety body. Rattle-free, rigid, durable.

Door locks of new, reliable safety type. Withstand very serious shocks without bursting.

Safety-type inner door handles and window winding handles.

Diagonally arranged dual-circuit brake system for maximum safety.

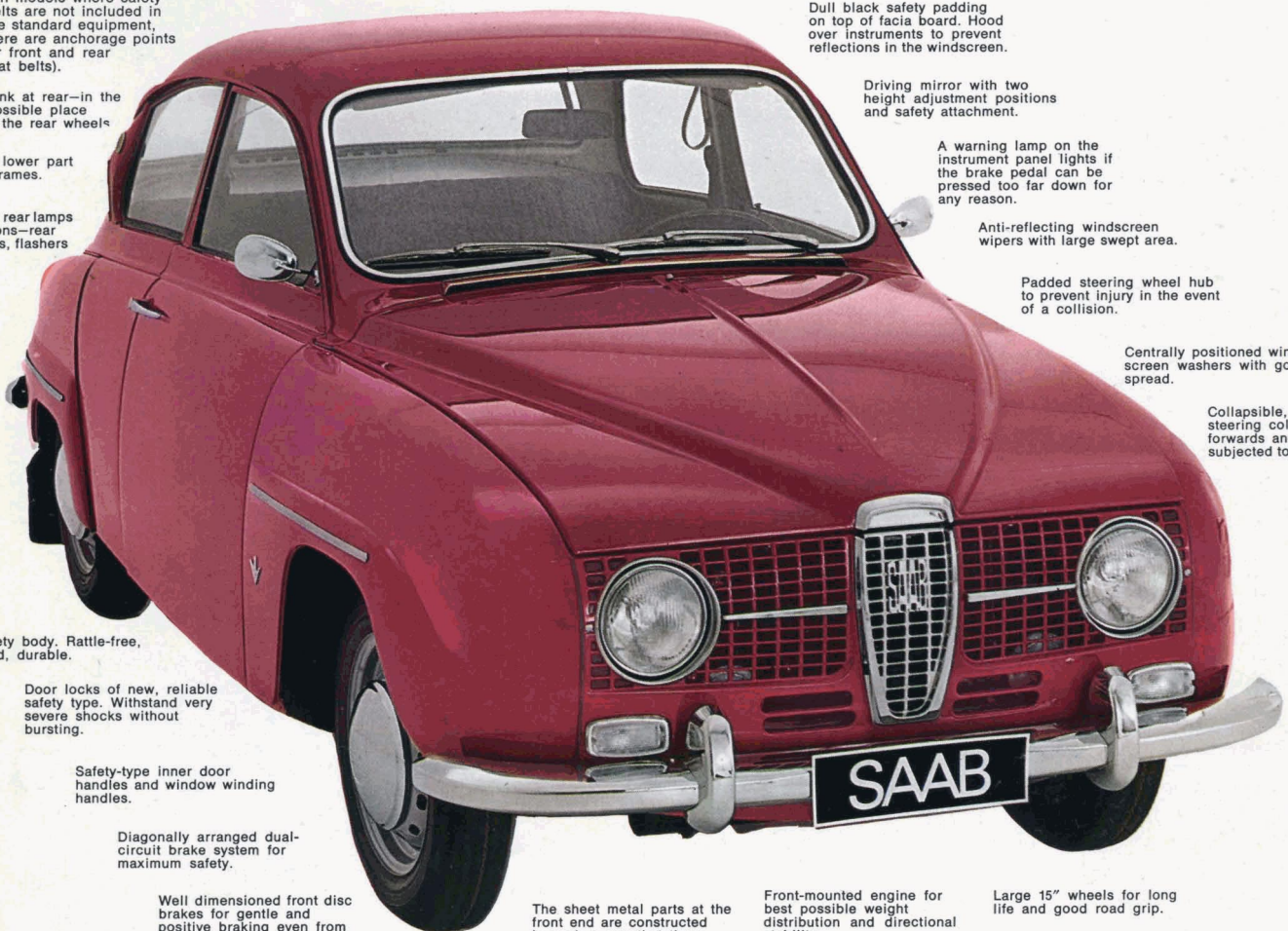
Well dimensioned front disc brakes for gentle and positive braking even from high speeds.

Front-wheel-drive gives the best possible road grip in snow and slippery conditions.

The sheet metal parts at the front end are constructed in such a way that they absorb impact shocks through deformation if involved in an accident.

Front-mounted engine for best possible weight distribution and directional stability.

Large 15" wheels for long life and good road grip.



SPECIFICATIONS Saab 96 Saloon and Saab 95 Station Wagon, 1968. (The Saab Sonett sports coupé is not described in this brochure.)

Dimensions and weights

Overall length: Saloon 13 ft. 8 in. (4170 mm); Station Wagon 14 ft. 4270 mm).
 Overall width: 5 ft. 2.2 in. (1580 mm).
 Height, unladen: approx. 4 ft. 10 in. (1470 mm).
 Ground clearance, unladen: 3 cyl. models approx. 7.5 in.; V4 models approx. 7 in. (190 mm and 180 mm respectively).
 Wheelbase: 8 ft. 2.3 in. (2498 mm).
 Track, front and rear: 4 ft. (1220 mm).
 Kerb weight (with fuel and water): Saloon 3-cyl. 1800 lb., Station Wagon, 3-cyl. 1960 lb., Saloon V4 1940 lb., Station Wagon V4 2085 lb.
 Max. weight, fully loaded: Saloon 2865 lb. (1300 kgs.); Station Wagon 3375 lb. (1530 kgs.).

Engine

1498 c.c., four stroke V4-type
 Number of cylinders: 4 (in Vee, 60°).
 Bore: 3.54 in. (90 mm).
 Stroke: 2.32 in. (58.86 mm).
 Piston displacement: 91.4 cu.in. (1498 cm³).
 Compression ratio: 9.0:1.
 Max. output: 73 b.h.p. SAE at 5000 r.p.m., 65 b.h.p. DIN at 4700 r.p.m.
 Max. torque: 87 lb.ft. SAE (12 kgm) at 2700 r.p.m., 85 lb.ft. DIN (11.7 kgm) at 2500 r.p.m.
 Camshaft-driven fuel pump. Solex downdraught carburettor.
 Pressure lubrication. Full-flow filter. Oil quantity, including filter, 5.8 imp. pints (3.3 litres).
 Water-cooling system. Pump, fan and thermostat. Holds 6.6 imp. quarts (7.5 litres).

841 c.c., two-stroke type
 Number of cylinders: 3 (in line).
 Bore: 2.76 in. (70 mm)
 Stroke: 2.87 in. (72.9 mm)
 Piston displacement: 51.3 cu.in.
 Nominal compression ratio: 8.5:1.
 Max. output: 46 b.h.p. SAE at 5000 r.p.m., 42 b.h.p. DIN at 4250 r.p.m.
 Max. torque: 62.2 lb.ft. SAE at 2800 r.p.m., 60.8 lb.ft. DIN at 3100 r.p.m.
 Cast-iron cylinder block, light alloy head. 4 (ball-) bearing crankshaft.
 Pneumatic fuel pump.
 3 downdraught carburettors, triple-choke.
 Water-cooling system with fan, thermostat and circulation pump.
 Cooling system holds 5.7 imp. quarts (6.5 litres), including heating system.
 Lubrication by oil added to the petrol.

Transmission

Front-wheel drive. Free wheel.
 Single dry plate clutch, hydraulically operated.
 Four forward gears, all synchromesh.
 Steering column gearshift lever.
 Outer driveshaft joints of Rzeppa constant-velocity type.
 Both inner and outer joints permanently lubricated.

Saloon and Station Wagon, V4-engine
 Gear ratios, engine to wheels: 1st. 17.0:1, 2nd. 10.2:1, 3rd. 6.3:1, top 4.1:1, reverse 15.5:1.
 Final drive ratio: 4.88:1.
 Theoretical top gear speed at 1000 engine r.p.m.: 17.2 m.p.h. (with 155×15" tyres).

Saloon and Station Wagon, 3-cylinder engine
 Gear ratios, engine to wheels: 1st. 18.9:1, 2nd. 11.3:1, 3rd. 7.0:1, top 4.5:1, reverse 17.3:1.
 Final drive ratio: 5.43:1.
 Theoretical top gear speed at 1000 engine r.p.m.: Sedan 15.5 m.p.h. (24.9 km.p.h.), Station Wagon 16.0 m.p.h. (25.7 km.p.h.).

Brakes

Disc brakes front, drum brakes rear.
 Lockheed hydraulic foot brake system is divided into two independent circuits, each acting on one front wheel and opposite rear wheel.
 Diameter of front wheel discs: 10 1/2 in.
 Size of rear wheel linings: 8 in.×1 1/2 in.
 Total friction area, front and rear: 256 sq.in.
 Handbrake acts mechanically on rear wheels.

Steering

Rack and pinion type steering gear.
 Ratio, steering wheel to road wheel: 14:1.
 Number of steering wheel turns from lock to lock: approx. 2 1/4.
 Turning radius approx. 17.4 ft. (5.3 m).

Suspension

Independent front wheel suspension.
 Tubular, rigid rear axle in U-form.
 Coil springs front and rear.
 Stabilizer bar at front.
 Double-acting telescopic hydraulic shock absorbers front and rear (of lever type at rear on Station Wagon).

Wheels and tyres

15 in. steel disc wheels.
 Wide base rims, 4J×15 in.
 Tyres on Saloon: 5.20×15 in. tubeless.
 Radial ply tyres, 155×15 in., De Luxe.
 Tyres on Station Wagon: 5.60×15 in. tubeless.

Electrical system

12 volt battery, 44 Ah.
 0.8 b.h.p. starting motor.
 A.C. generator (alternator).

Body

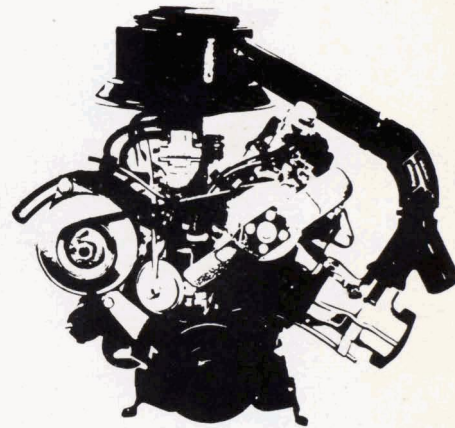
Self-supporting body with flat base.
 2 doors (+ rear door on Station Wagon).
 The Saloon seats five people and the Station Wagon can take up to six passengers plus driver.
 Strong tubular steel reinforcements in windshield and side pillars.
 Petrol tank between rear wheels.
 Petrol tank capacity: Saloon, 8.8 imp. galls. (40 litres). Station Wagon 9.5 imp. galls. (43 litres).
 Saloon luggage boot capacity (SAE rating): 7.5 cu.ft. (210 litres).
 Max. loading space in Station Wagon: 42.4 cu.ft. (1.2 m³).
 Anticorrosion treatment and undercoating applied before final painting.

Heater, thermostatically controlled	●	●	●
Opening rear side windows	●	●	●
Automatic, draught-free ventilation	●	●	●
Defroster, front side windows	●	●	●
Safety type internal rear mirror, 2 heights	●	●	●
Air slot to keep rear window clean	●	●	●
Automatic interior light	●	●	●
Textile carpets	●	●	●
Paper boxes	●	●	●
Ashtrays	●	●	●
Glove box with lock	●	●	●
Electric clock	●	●	●
Cigarette lighter	●	●	●
Warning light, petrol below 1 1/2 imp. galls.	●	●	●
Warning light for brake failure	●	●	●
Back-up light	●	●	●
Laminated glass in windscreen	●	●	●
Sill guards	●	●	●
Decoration strips	●	●	●
Splash guards	●	●	●
Tools jack, spare wheel and tyre	●	●	●

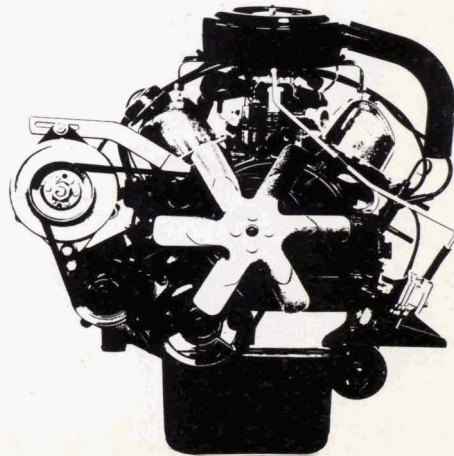
*) Heater is standard in Europe and on certain other markets.

The manufacturers reserve the right to change specifications and equipment at any time and without notice.

841 c.c., two-stroke engine



1498 c.c., V4 stroke engine

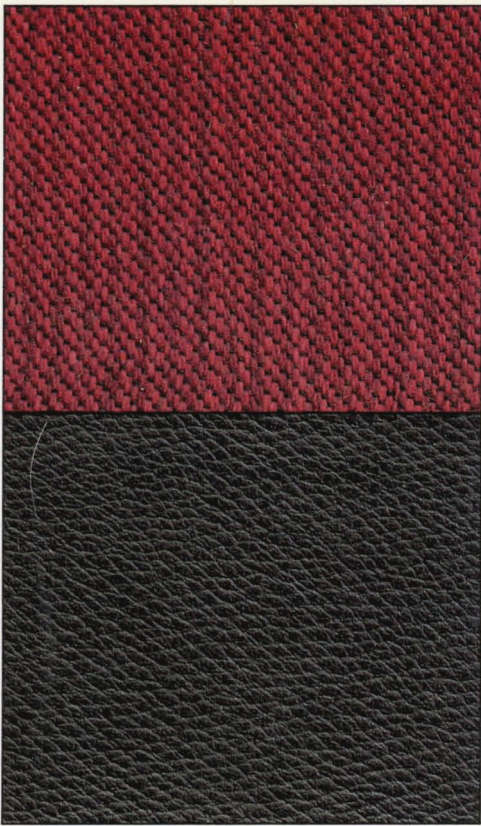


Standard equipment

Asymmetric beam, dipped light	●	●	●
Headlight flasher	●	●	●
Dual horns	●	●	●
Two-speed wipers	●	●	●
Windshield washer	●	●	●
Safety padded sun vizors	●	●	●
Dull black padded facia top	●	●	●
Fastenings for safety belts	●	●	●
Three point front seat belts mounted	●	●	●
Adjustable front-seat backs	●	●	●
Adjustable rear seat bench, 3 heights	●	●	●
Passenger seat-back safety lock	●	●	●

SALOON V4 DE LUXE
 SALOON V4 AND TWO-STROKE
 STATION WAGON





Textile upholstery on seats and seat-backs/Plastic on door panels and seat sides/Body colours.

