

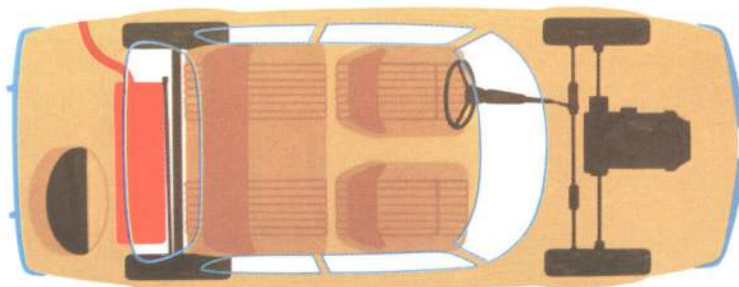
SAAB 99

1970









SAAB 99 is a large car, where a car really needs to be large—where you ride in it. And where you place your baggage.

In front, for instance, the hood is short and low, because the power train unit underneath is a marvel of compactness. But look inside. The long, airy passenger compartment allows five people to ride in full comfort and safety. In the rear, too, where you need the room — you get it. And with only a few simple changes the already deep baggage compartment can be made even larger. Add to this a width — 60 in — and a track you'd only expect in much larger cars, and you get some idea of the remarkable resolution of style and function that may be seen throughout the SAAB 99.

As you may know, wide track helps a car's road holding ability. But it's worth examining the relationship between track and wheelbase a little more closely. It isn't by chance that on a SAAB 99 this relationship is just about the same as that of a Formula I race car. The front wheel drive and the placement of the engine over the front wheels, the low center of gravity, the advanced and well balanced suspension, the radial tires on wide wheels,

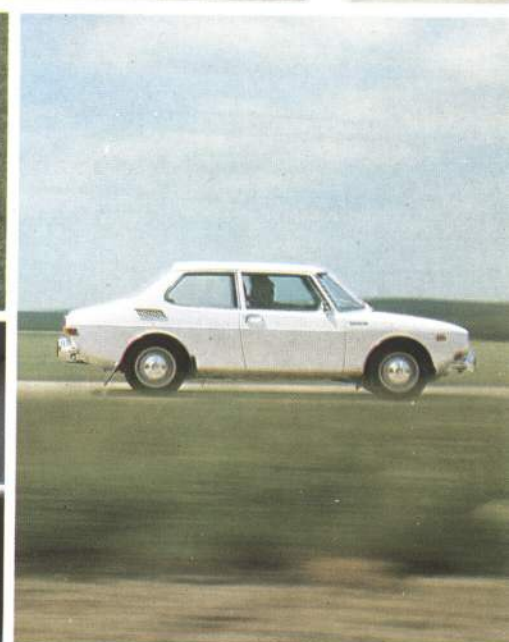
the exact rack-and-pinion steering — these are factors that in precise coordination also determine the exceptionally good, almost sports car-type driving characteristics. The fact is, you'd have to pay the price of the most expensive sports car to find road holding, stability and ease of maneuvering comparable to that of the SAAB 99.

SAAB 99 is a technically advanced car—in its entirety as well as in its detailing. The basic construction, which to a large measure, is responsible for the car's fine driving characteristics, is advanced. So is the construction of the safety body. Also the engine, with clutch and transmission joined into one unit. The cooling fan, electrically operated, runs only when needed. And Saab's well-known dual diagonal braking system is the only one in the world of its type. The heating and ventilation system offers enough different combinations to keep anybody in the car comfortable. There's the further convenience of a new automatic transmission. And the standard transmission version with front wheel drive offers a host of advantages for both safety and economy. These are just some examples of what we mean by advanced automotive technique.

From the moment you enter through the wide doors, you become aware of an interior that is as functional as it is elegant. Cool weave upholstery and floor mats give a sense of a well furnished, spacious passenger compartment. Seats are fully adjustable to each individual. And the driver has never had it so good. He sits in complete comfort. A vast window expanse eliminates dangerous blind spots. Instruments and controls are all within easy reach. Safety considerations predominate inside, as they do throughout the SAAB 99. Some of these safety features may be seen, but most of them are built in.

Many automobiles can be easily classified, placed in a special category. Not so the SAAB 99. It's a passenger car, also something of a semi station wagon, and it even manifests some of the characteristics of a sports car. In truth, it has as many capabilities and uses as you want to put it to.

Why not drive a SAAB 99 yourself? Find out how truly unconventional and exciting this newest SAAB really is.









Anyone driving a SAAB 99 will appreciate the very "driver-designed" construction and placing of the instruments and controls. The steering wheel with its recessed, padded hub (which is also your horn control), is sportingly small with a comfortable angle. The short, floor-mounted gearshift in the center console is moved with direct, uncomplicated movements. The instruments are grouped together in the driver's line of vision, so that they are as

easily seen as they are to reach and operate, even by a driver wearing his safety belts.

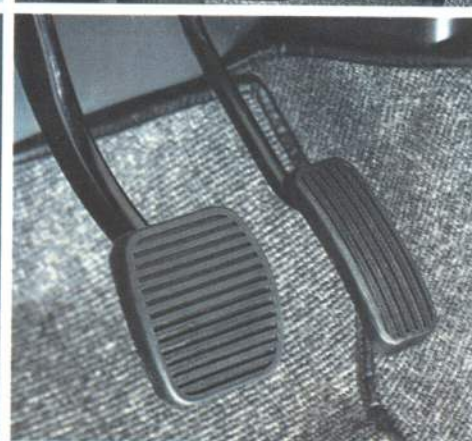
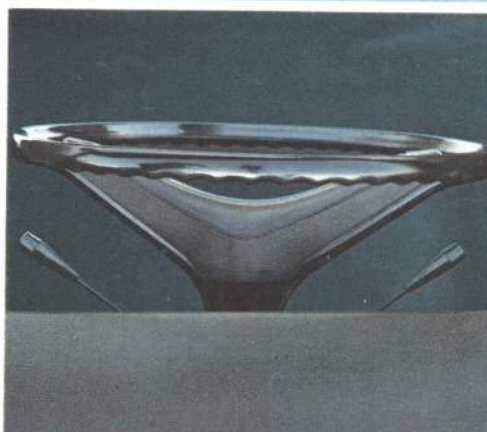
Gauges and warning lights are concentrated in three round, easy-to-read instruments. Markings show operations of blinkers, battery charging, high beam, low brake pressure or applied handbrake, choke and low oil pressure.

Blinkers, light signaling device and switch for high beam are

all maneuvered with the lever to the left of the wheel. The right hand lever controls windshield wiper and washer. (And since the washer can be independently started without using the wipers, there's little chance of scratched windows.)

The free-wheel drive, available in the standard transmission SAAB 99, makes shifting easier and faster, driving on slippery roads safer, and reduces gas consumption at the same time.

The SAAB 99 Automatic is even easier to drive. No clutch, no shifting. Smooth transitions throughout the whole speed range, and always the correct engine speed.







The interior of the 1970 SAAB 99 looks large and spacious. And is it ever! Almost 5 feet in width at elbow height, and plenty of legroom. Space to move around where you're generally not used to it, in the back seat. Soft, wide seats. Back rests that offer practically unlimited positions for your comfort. Even adjustable front seating pad on the driver's side. These are details that make you feel as comfortable as if you were sitting in a luxury limousine. Cool, sturdy weave

upholstery on seats and back rests. Strong vinyl on reinforcements and sides. Full covering floor mats. All beautifully color-coordinated.

The padding on the top of the dashboard, around the windows and at the top of the seat backs has been standard on every SAAB 99 since the very first. And so have all those important inner safety details that are part of the SAAB 99's basic construction. But they're not visible and in your way.

Heating and ventilation controls for the front part of the passenger compartment are placed on the dash board. For the rear section they're located in the center console, so that the passengers themselves can reach and use them. On each side of the dash there are individually maneuverable fresh air outlets.

The trunk normally holds 12.3 cu. ft. figured according to SAE standards. The total volume is much greater. And to

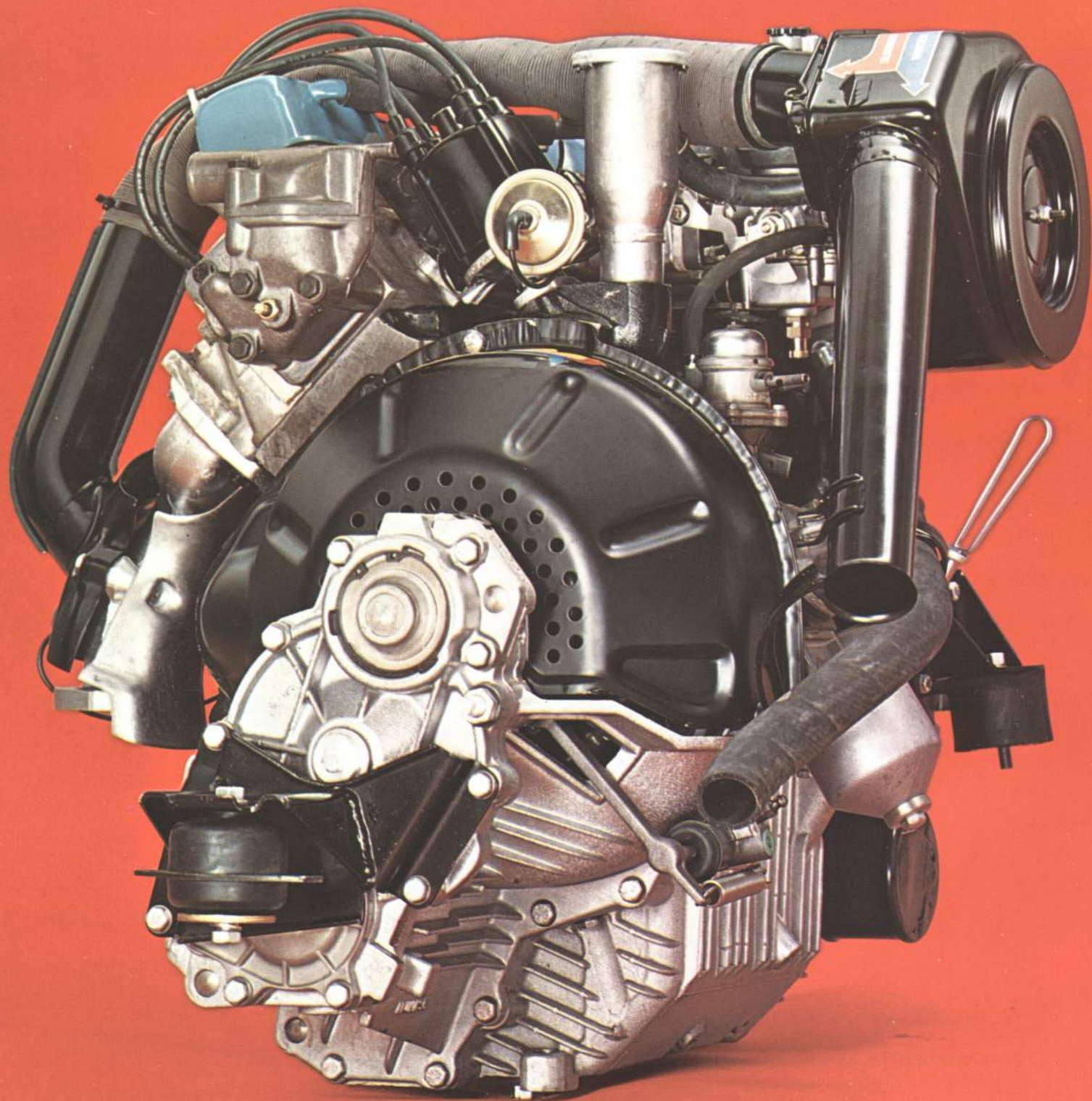
carry larger items the car is easily converted into a semi-station wagon, by moving the backseat and backrest forward.











SAAB 99 has a straight, four cylinder 1 709 cc (104.3 cu. in.) engine producing 87 horsepower SAE. The overhead camshaft, as well as the crankshaft, has five bearings. This guarantees smooth, vibrationfree running.

The Zenith-Stromberg carburetor has a built-in coldstart device that you'll appreciate when the weather gets really cold. The engine is also equipped with a pre-heater arrangement that assures even running directly after starting.

The crossflow type radiator is equipped with an expansion tank for temporary overflow. The clutch is located at the front of the engine where it can be kept the coolest. The transmission is located somewhat offset under the engine. And everything is housed in one superbly compact drive unit.

When you drive the SAAB 99 the first thing you notice is the fast, smooth acceleration. The high torque within a wide range

of revolutions is responsible for this.

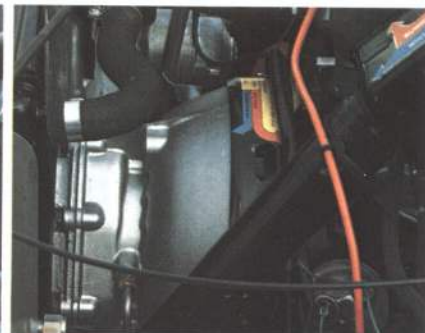
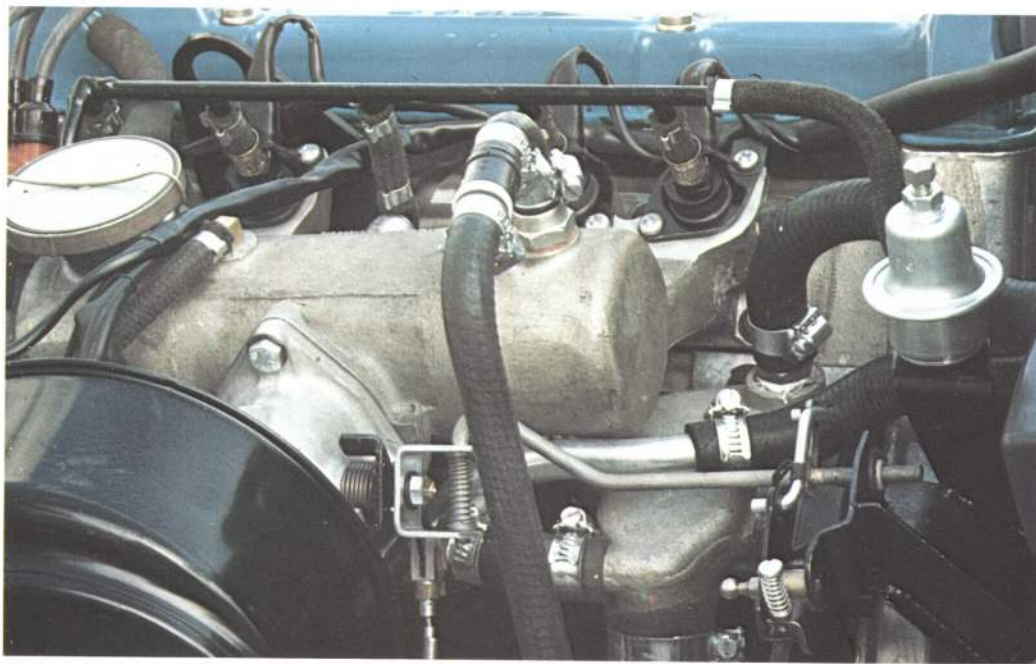
The engine with automatic transmission has an electronically controlled fuel injection system. This results in higher efficiency from the engine and better fuel economy. The "electronic brain" for the fuel injection system is located atop the left hand wheel housing.

The hydraulic torque converter, is, as the clutch is in the standard

version, located in front of the engine.

The braking system includes a direct acting vacuum power assist.

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



Need extra baggage space? Just fold the back seat forward and space practically doubles. Total load length becomes over five and a half feet, width 51 inches (between the wheel housings, 43 inches). A total loading space of about 20 sq. feet. With the driver alone in the car, the loading capacity is about 800 lbs.

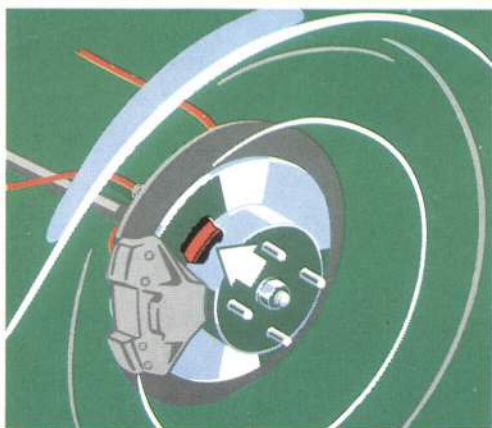
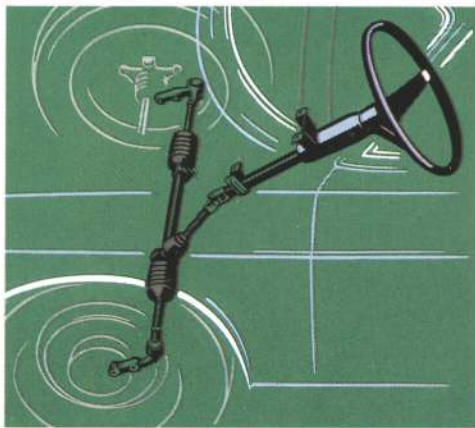
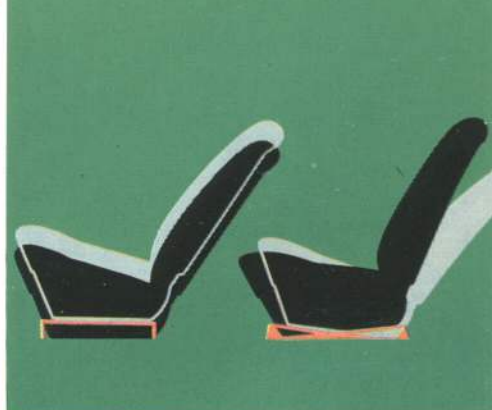
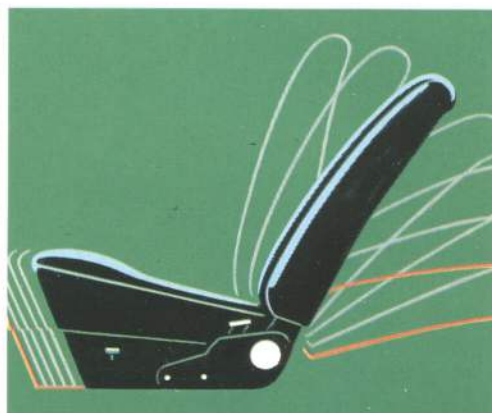
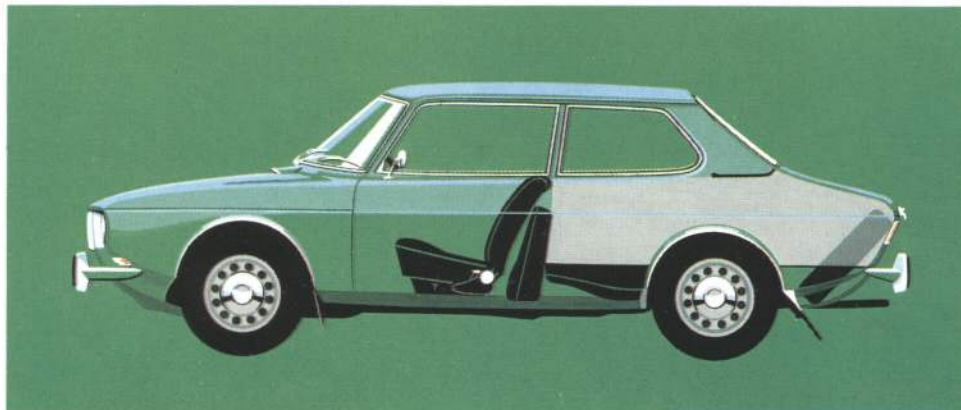
The SAAB 99 can make anybody comfortable. The front seat backrests are infinitely adjust-

able — in two different ranges, for driving and for resting. Even the seating pad on the driver's side is adjustable, both in height and lean. And, naturally, the seats can also be moved forward and back.

Like all SAABs, the SAAB 99 reacts quickly and perfectly to all wheel movements. That's because the SAAB 99 has the same well-proven type of steering system (rack and pinion) found in all SAAB models.

Strong beams run the length and width of the car, around the roofline just inside the roof edge, and inside the windshield pillars and the side-window supports. Together, they form a protective cage around the passenger compartment.

The handbrake, a third independently acting braking system, works on separate drum brakes at the front wheels.



The heating and ventilation system, the product of a long testing program in severe climates, takes in fresh air from in front of the windshield. This cool air may be directed right into the car through two individually adjustable outlets at the side of the dash. The rest of the intake air goes into the thermostatically controlled heater package and can be directed to openings in the floor in front and under the front seats, and to outlets at the windshield, the side-windows

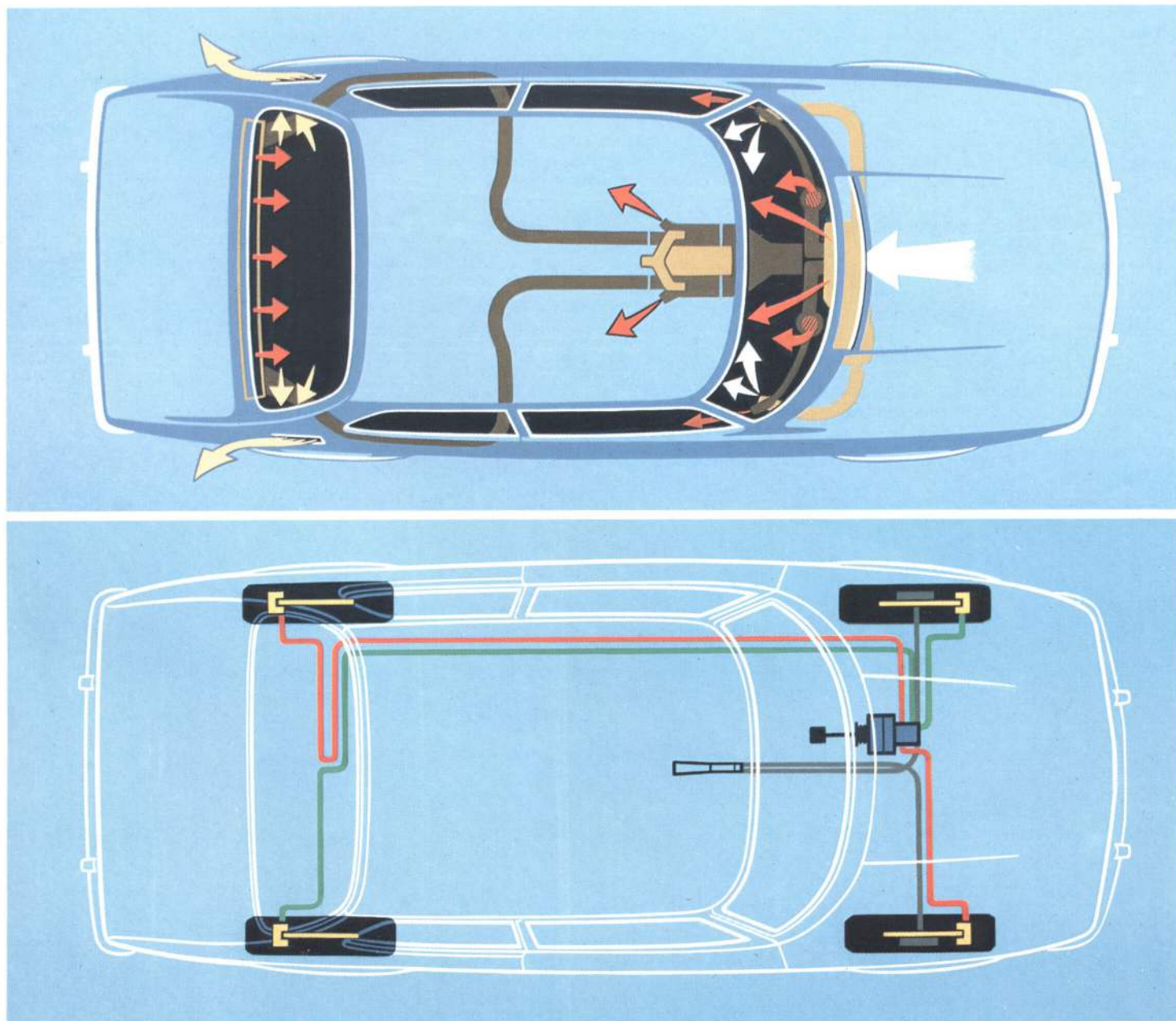
and the lower edge of the rear window. Spent air is discharged through slits at the side of the rear window and exhaust valves at the sides. The defroster effect is excellent.

The controls at the back of the center console allow passengers in the rear seat to themselves adjust the volume of air directed at them. The two-speed fan can also be adjusted for summer use, which will increase the air capacity by about 30 percent.

All wheels are equipped with disc brakes. The dimensions of the wheel cylinders are balanced so that the front wheels are braked with about four times as much as the rear wheels. This gives the best possible braking effect, retained direction stability and minimal risk of locking the rear wheels too early. The brake system has a direct acting power vacuum assist.

The hydraulic system is split into two independent circuits,

working diagonally. Should one circuit fail, half of the original brake effect is still available. The handbrake can also function as an effective emergency brake, with about 50% of the effect of the entire foot brake system.



Specifications Saab 99 and
Saab 99 E Automatic, 1970

Engine

Four cylinders in line.
Crankshaft carried in 5 bearings.
Piston displacement: 104.3 cu. in. (1 709 c. c.).
Bore: 3.29 in. (83.5 mm).
Stroke: 3.07 in. (78 mm).
Compression ratio: 9.0:1.
Chain-driven overhead cam shaft with five bearings.
Pressure lubrication. Full-flow oil filter.
Water cooling with pump and thermostat.
Electric thermostat-controlled cooling fan.
Transverse flow radiator with expansion tank.

99

Max. output: 87 b.h.p. SAE at 5 500 r.p.m.,
80 b.h.p. DIN at 5 200 r.p.m.
Max. torque: 98 lb. ft. SAE (13.5 kgm) at 3 000
r.p.m., 94 lb. ft. DIN (13.0 kgm) at 3 000 r.p.m.
Zenith Stromberg horizontal flow carburetor
with special cold start device.

99 E Automatic

Max. output: 95 b.h.p. SAE at 5 500 r.p.m.,
87 b.h.p. DIN at 5 200 r.p.m.
Max. torque: 98 lb. ft. SAE (13.5 kgm) at 3 000
r.p.m., 94 lb. ft. DIN (13.0 kgm) at 3 000 r.p.m.
Electronically controlled fuel injection. Bosch
make.

Transmission

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

99

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

99 E Automatic

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

Colorguide, exterior/upholstery: White/Red; Silversand/Black; Red/Black; Savanna-beige/Golden-brown; Green/Golden-brown; Black/Golden-brown; Middle-blue/
Dark-blue.

Suspension

Independent front wheel suspension. Trans-
verse V-shaped wishbones.
Tubular rigid rear axle with two pairs of longi-
tudinal links and one transverse beam.
Coil springs and double-acting telescopic hy-
draulic shock absorbers, front and rear.

Wheels and Tires

Rims: 4.5 J SL $\times$ 15 in.
Tires: 155 SR $\times$ 15 in.

Brakes

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

Steering

Rack and pinion type steering gear.
Ratio: steering wheel to road wheel: 19.1:1.
Number of steering wheel turns from lock to
lock: $3\frac{1}{2}$.
Turning radius: 16.5 ft. (5.1 m).

Electrical System

12 volt battery, 60 Ah.
Alternator type generator, max. load: 35 A.
Starting motor: 1.0 hp.

Dimensions and Weights

Overall length: 171.4 in. (4 354 mm).
Overall width: 66 in. (1 676 mm).
Height, unladen: approx. 56.7 in. (1 440 mm).
Ground clearance, unladen: approx. 6.7 in.
(170 mm).
Wheelbase: 97.4 in. (2 473 mm).
Track, front: 54.7 in. (1 390 mm).
Track, rear: 55.1 in. (1 400 mm).
Curb weight, incl. fuel: 99, 2 350 lb. (1 065 kg);
99 E Automatic, 2 425 lb (1 100 kg).
Max. weight, fully loaded: 3 373 lb. (1 530 kg).
Shoulder room, front: 53.5 in. (1 358 mm).
Shoulder room, rear: 55.2 in. (1 403 mm).
Elbow room, rear: 60.6 in. (1 540 mm).
Effective headroom, front: 38.5 in. (975 mm).
Effective headroom, rear: 38 in. (958 mm).
Practical luggage boot capacity: 12.3 cu. ft.
(347 l).
Max. length of loading deck (with folded rear
seat), approx.: 67 in. (1 710 mm).
Fuel tank capacity 12.6 US gallons (48 l).

Safety Features

Front-wheel drive. Weight distribution that
gives good course stability. Self supporting steel
body with great torsional strength. Windshield
and door pillars reinforced with steel profiles.
Sill beams of heavy-gauge steel, rustproofed
and sealed. Front and rear ends designed to
absorb impact energy. Fuel tank between rear
wheels. Dual circuit diagonal braking system.
Disc brakes on all four wheels. Vacuum servo.
Handbrake acts on front wheels. Handbrake
lever between front seats. Warning lamp for
handbrake on and brake trouble. Short gear-
shift lever and free wheel. Recessed steering
wheel hub and collapsible steering column.
Crashproof lock on glove compartment. Four-
corner warning flashers. Safety belts front and
rear. Headrests on front seats. Impact-ab-
sorbing padding on top of dash board, along
window sills, on steering wheel hub, armrests
and sun visors, windshield and door pillars and
rear of front seats. Rubber guard on ignition
key. Sun visors can be swung to the side. Col-
lapsible internal rear view mirror with two
positions. Large windows. Safety-type door
locks. Reflector on door on driver's side. Easily
accessible controls. Ample instrumentation.
Driver's seat adjustable for legroom, height
and angle. Safety catch prevents seat backs
from falling forwards. Laminated safety glass
in windshield. Wide-sweep two-speed wind-
shield wipers. Electric windshield washers with
large water container. Efficient heating and
ventilating system. Defrosters for windshield,
front side windows and rear window.

The manufacturer reserves the right to change
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