

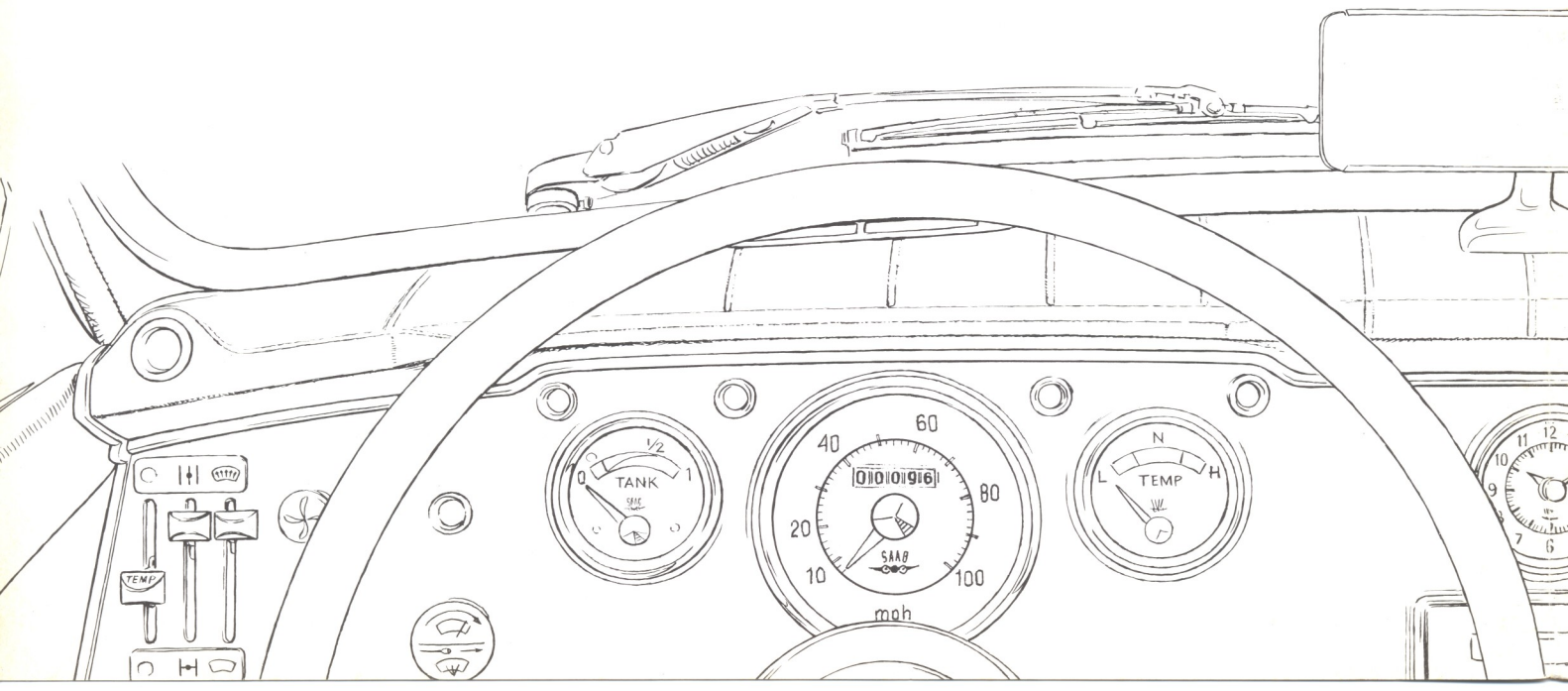
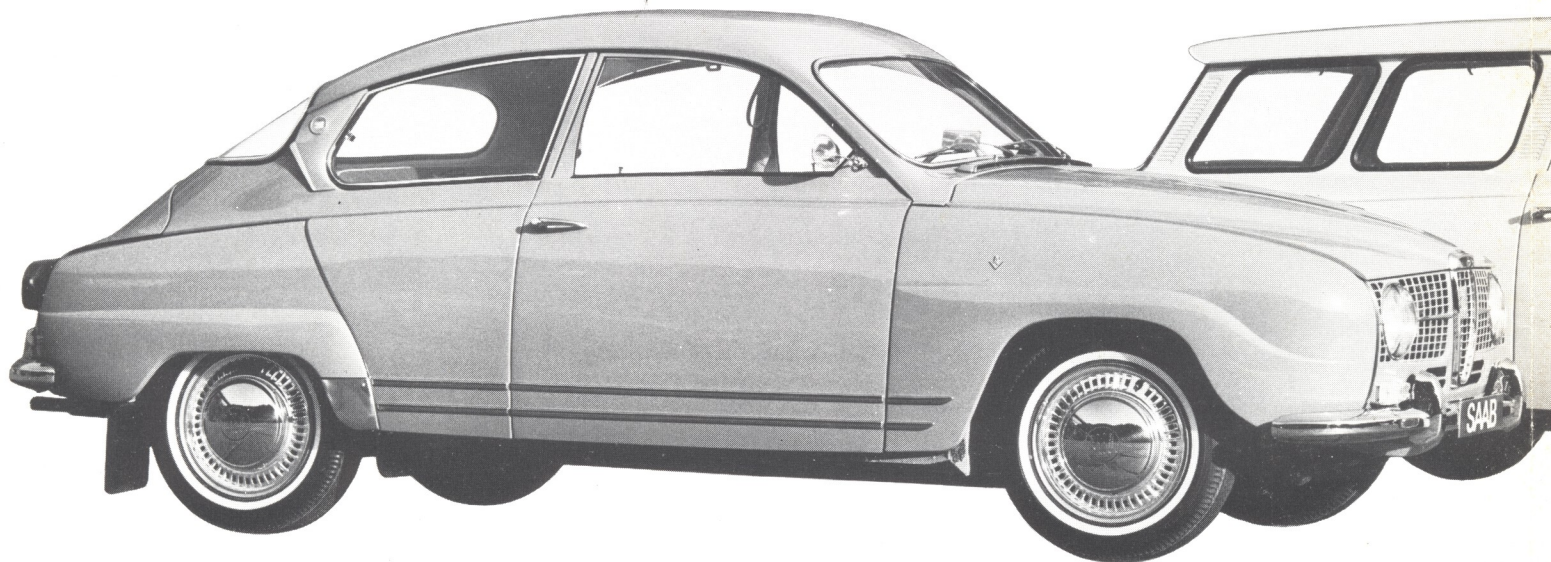


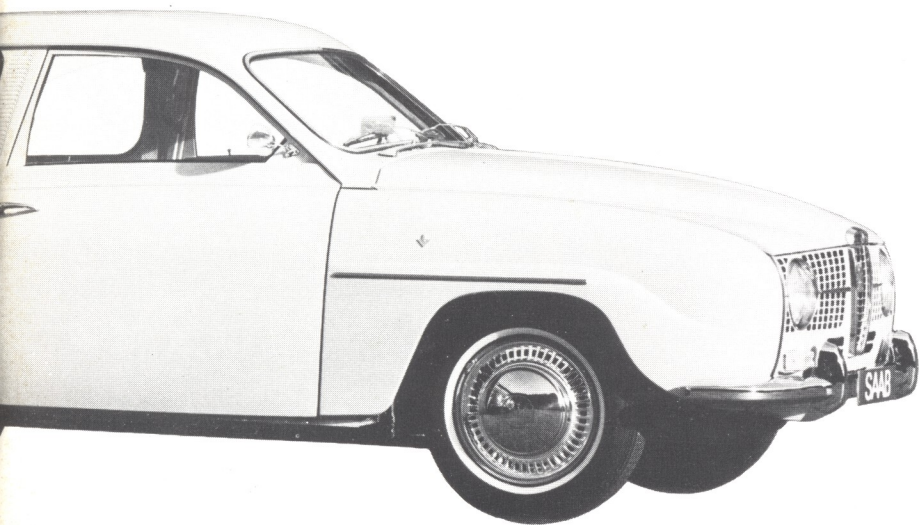
# SAAB



FLICK MOTOR  
515 W. MAIN ST.  
CANFIELD, OHIO  
PH. 533-5354

More power to you with the powerful new Saab V-4 engine

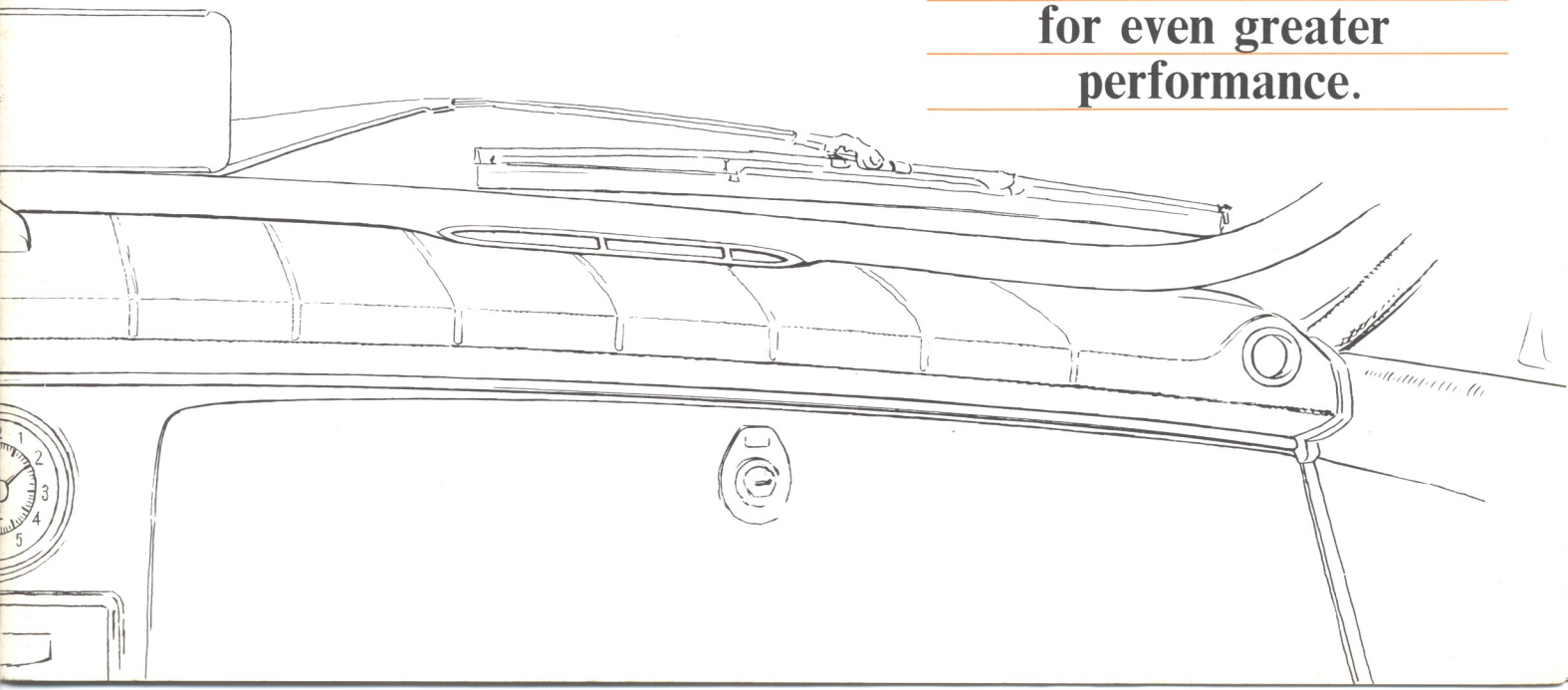




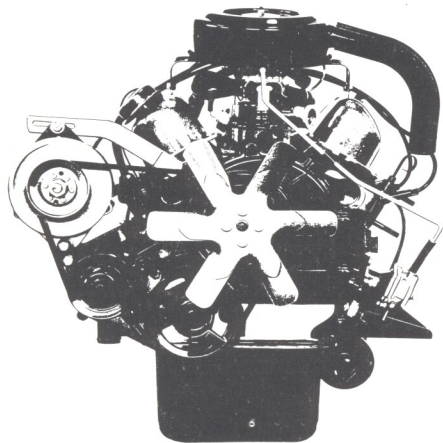
# SAAB



New high performance  
V-4 engine.  
We took one  
of the world's great  
performance cars—  
and gave it  
a more powerful engine—  
for even greater  
performance.



**MORE POWER TO YOU**



The new SAAB V-4 engine is here. This 1.5 litre, short stroke, 4-stroke overhead valve V-4 delivers 73 horsepower, SAE. Cruising speed? A comfortable 87 mph. Gas consumption? Way down there with the best of them.

The SAAB Sedan goes from zero to 50 in 10 seconds. Zero to 60 in 15 seconds. (And we want to mention in passing that, even at top speeds, there's plenty of acceleration to spare.)

That's the SAAB V-4 engine. But how about the car that goes with the engine? It's a SAAB, the same great SAAB that has won a world-wide reputation for all-around performance, safety and economy.

As usual with SAAB, you get incomparable engineering and rock-solid construction, with extra heavy gauge steel throughout.

You get SAAB front-wheel drive, which doesn't push you along, but pulls you along. It pulls you right out of skids even before skids can happen. On any road, in any weather, the front-wheel drive SAAB has fantastic control and traction. It holds on

to the road for dear life. (Your dear life).

SAAB has safety feature upon safety feature. Including an internal roll-cage. Collapsible steering column. Impact-absorbing front end. "Pop-out" windshields. Safety door latches. Flashing warning lamps. Padded dash and visors. Three separate braking systems. And true aerodynamic design, so that the faster the SAAB goes, the more apparent the gas saving.

Other brand new features, in addition to the V-4 engine, are the alternator, higher-capacity battery, and disc brakes. But there are many other features that carry on in the SAAB tradition of trouble-free driving.

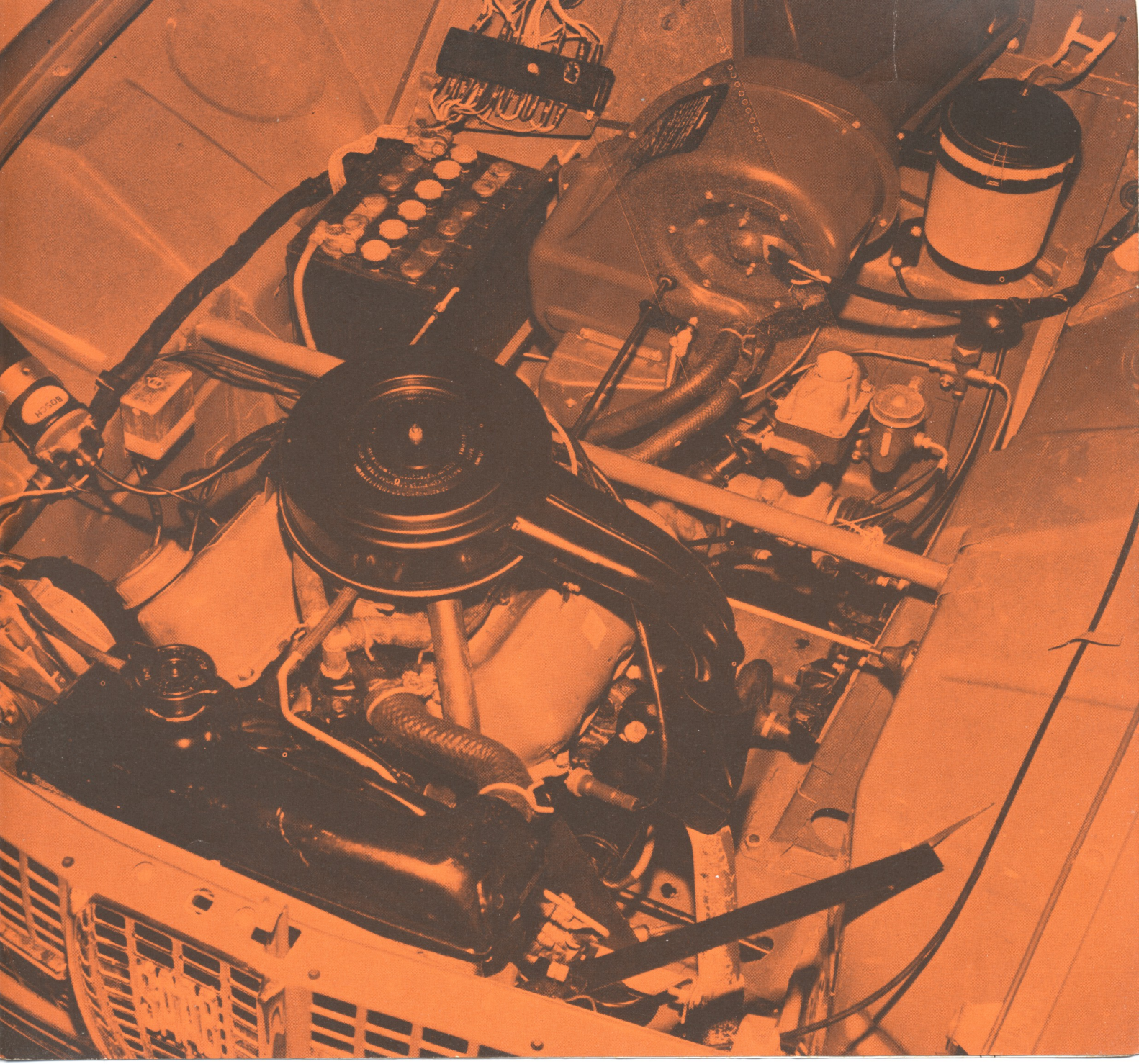
Such as the free-wheeling, which lets you shift gears without touching the clutch. And the permanently lubricated drive shaft joints. And the reliable power train with hydraulically maneuvered clutch.

We could go on and on telling you about all the good things we put into the new SAAB. But you won't ever know about the pleasure you'll get out of driving it until you **do** drive it.

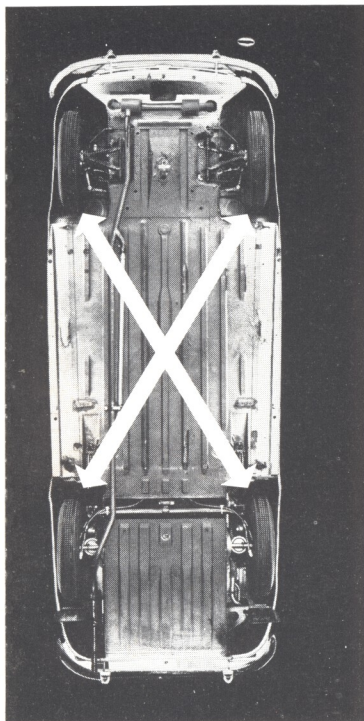
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**More power to you, with the powerful new Saab V-4 engine. More power for acceleration. For climbing hills. For safer passing. For higher cruising speeds. Saab has always been one of the world's liveliest performance cars. Now watch how this new Saab performs.**

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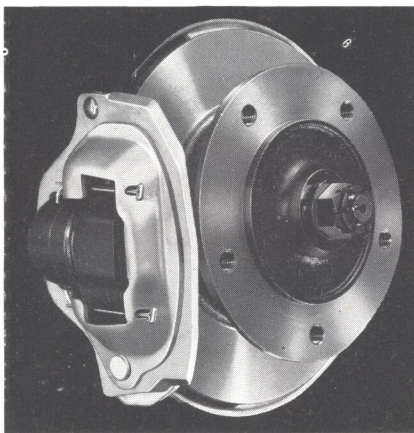
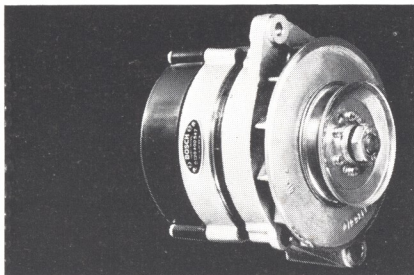


Steel belly pan protecting the entire length of the underside. No stays or other protruding members exposed to damage. Brake lines encased within the belly pan.

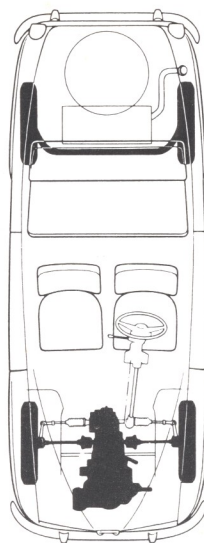


The hydraulic braking system has two independent circuits, each operated diagonally. (Left-front-wheel and right-back-wheel in one circuit. Right-front-wheel and left-back-wheel in other circuit.) Possibility of brake failure reduced to absolute minimum.

The SAAB with the new V-4 engine has A.C. alternator, 12V battery, 0.8 hp starter motor.

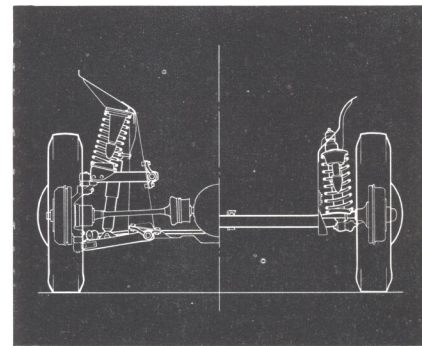
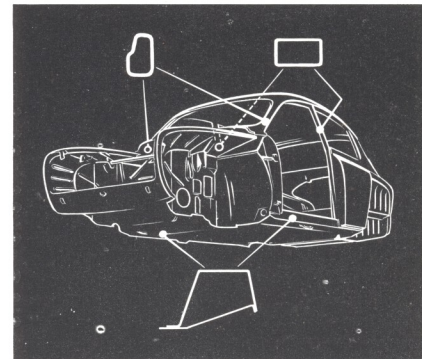


Disc brakes on front wheels. More effective, fade-resistant braking. Massive drum brakes on rear wheels.



Front wheel drive. Engine in front and gas tank and baggage compartment in rear. The logical, safe arrangement that SAAB has always had, and others are now beginning to adopt.

Unit body design. Self-supporting shell. Squeaks, rattles, thumps ruled out by design. Extra heavy reinforcements. Integral roll bars.



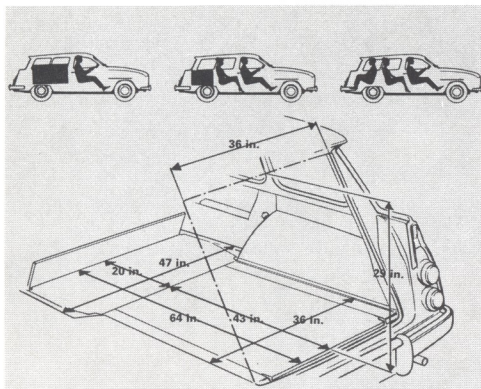
Rear axle is light and stable without any heavy drive train elements. Rear wheels always stay parallel, maintaining the same track. Each of four wheels equipped with coil spring and hydraulic shock absorber. Front wheels independently suspended.

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**That's the Saab V-4 Sedan. Solid yet comfortable suspension. Easy, precise steering. Steady and stable on any road, at any speed. "Back-up" braking system. Sturdy as a bulldozer. This is one of the world's safest cars.**

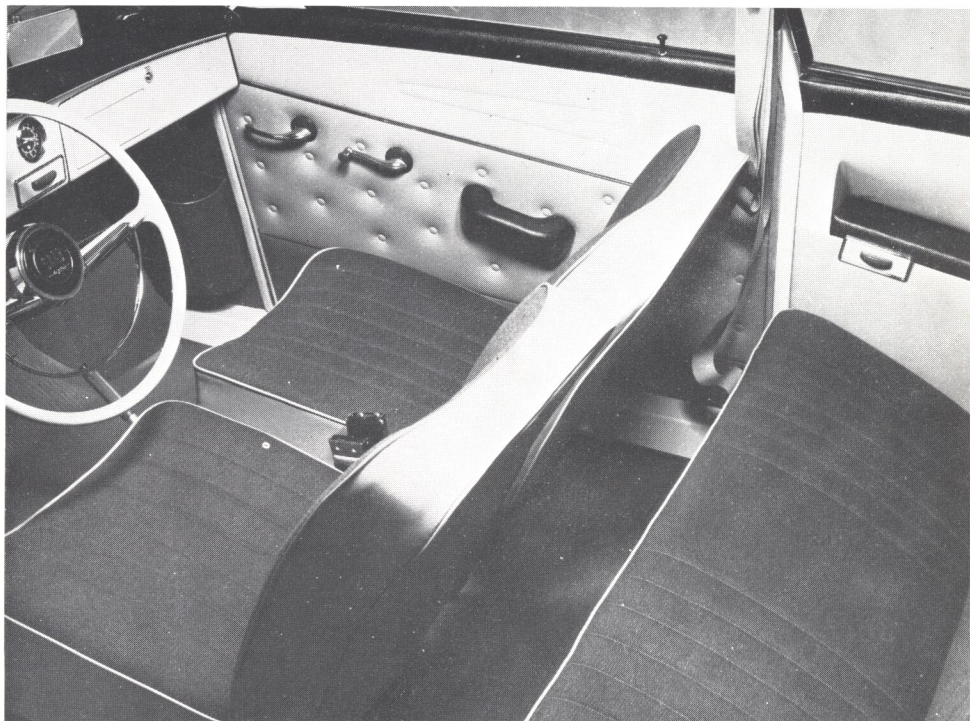
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The SAAB V-4 engine Station Wagon takes 2 people and more than  $\frac{1}{2}$  ton of goods. Or 5 people and 375 pounds of baggage. Or 7 people. Easy loading in rear for heavy items. (Two rear seats fold down.)



Where are children safest? Far in the rear. And facing the rear, with their backs supported against sudden stops. The locks, of course, are child-proof.

The interiors are surprisingly stylish. New textile patterns. New materials. New color combinations. Padded window sills. Seat upholstery designed to "breathe" in summer, feel warm in winter. (Automatic, draft-free ventilation, too. And the heater really works!)



**That's the Saab V-4 Engine Station Wagon. Elbow-room. Leg-room. Head room. Room and more room. (What other car in its price range can carry 7 people?) Plus all the handling and performance characteristics of the Sedan.**

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SAAB AKTIEBOLAG, Works Trollhättan/Head office Linköping Sweden. Distributed in the U.S.A. by SAAB MOTORS INC. New York, New Haven, Denver, Jacksonville

SPECIFICATIONS / Saab V4 Sedan and Saab V4 Station Wagon, 1967

### Dimensions and weights

Overall length: Sedan 164 in, Station Wagon 168 in.  
Overall width: 63 in.  
Height, unladen: approx. 58 in.  
Ground clearance, unladen: approx. 7 in.  
Wheelbase: 98.3 in (2498 mm).  
Track, front and rear: 48 in.  
Curb weight, approx: Sedan 1930 lbs, Station Wagon 2085 lbs.  
Maximum weight (with load): Sedan 2866 lbs (1300 kgs), Station Wagon 3418 lbs (1550 kgs).

### Engine

4-stroke, overhead valve, 60° V-type.  
Number of cylinders: 4.  
Piston displacement: 91.4 cu-in (1498 cc).  
Bore: 3.54 in (90 mm).  
Stroke: 2.32 in (58.86 mm).  
Compression ratio: 9.0:1.  
Max. power SAE: 73 bhp at 5000 rpm.  
Max. power DIN: 65 bhp at 4700 rpm.  
Max. torque SAE: 87 lbs-ft at 2700 rpm.  
Max. torque DIN: 85 lbs-ft at 2500 rpm.  
Cast-iron cylinder block and cylinder heads.  
Pushrod-operated overhead valves.  
Camshaft-driven fuel pump.  
Solex 32 PDSIT-7 downdraft carburetor.  
Fuel recommended: Premium.  
Water-cooling system with circulating pump, fan and thermostat.  
Cooling system capacity: 7.9 US qts.  
Lubrication system capacity: 16 US pints (including full-flow filter).

### Transmission

Front wheel drive. Free wheel.  
Hydraulically operated single, dry-disc, cushion center clutch.  
4 forward speeds, all synchromesh.  
Steering column gearshift lever.  
All-over gear ratios, engine to driving wheels: 1 st 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.  
Outer driveshaft universal joints of Rzeppa constant-velocity type.  
Theoretical road speed in top gear at 1000 rpm engine speed (with 155×15" tires): 17.2 mph.

### Brakes

Two circuit hydraulic foot brake system. Lockheed make. (System divided into two independent circuits, each acting on one front wheel and the opposite rear wheel.)  
10<sup>1</sup>/<sub>2</sub> in disc brakes front.  
8 in × 1<sup>1</sup>/<sub>2</sub> in drum brakes rear.  
Total friction area: 256 sq-in (1650 sq-cm).  
Handbrake acts mechanically on rear wheels.

### Steering

Rack and pinion type steering gear.  
Mean over-all reduction: 14:1.  
2 1/4 turns of steering wheel from lock to lock.  
Turning radius: approx 17.4 ft.

### Suspension

Independent front-wheel suspension.  
Rigid, U-shape, tubular rear axle.  
Coil springs front and rear.  
Anti-roll bar at front.  
Double-acting telescopic hydraulic shock absorbers front and rear (lever-type at rear on Station Wagon).

### Wheels and tires

15 in steel disc wheels, 4J × 15 in rims.  
Tires: Sedan 5.00 — 5.20 × 15 in, tubeless; Station Wagon 5.60 × 15 in, tubeless.  
Radial ply tires with inner tubes, 155 × 15 in, optional on both models at extra cost.

### Electric system

12 volt, 44 amp-h battery.  
0.8 hp starter motor.  
Alternator type generator.  
Asymmetric sealed beam headlights.  
Headlight flasher.  
4 lamp hazard warning system.  
Backup lights on Sedan.  
Two-speed wipers.

### Body

Unitized, self-supporting steel construction. Flat floor.  
Automatic, draft-free ventilation with outlets near the rear window.  
Anti-corrosion treatment and undercoating.  
Fuel tank between rear wheels.  
Fuel tank capacity: Sedan 10.5 gallons, Station Wagon 11.3 gallons.  
Trunk space in Sedan: 13 cu-ft.  
Sedan available with sunroof at extra cost.

■ Manufacturer reserves the right to change specifications and equipment at any time, without notice.