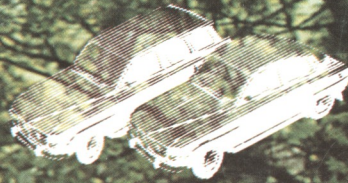


SAAB 95|96

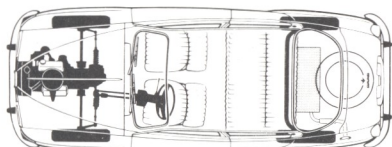


The Car for Today

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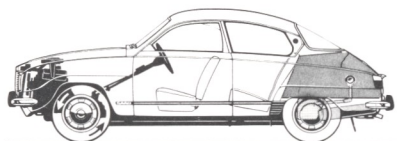
DRIVING today isn't as simple as it used to be. There are more cars, more traffic lights, more high-speed highways and unfortunately more low-speed highways too. In short, you and your car face lots more problems. As a result, you need a car that can do lots of different things well.

The Saab V-4 is that kind of car. It takes you to the supermarket just as well as it takes you cross-country. In fact, it might just be the most practical medium-sized car around. It can cruise at seventy. It's economical. It's incredibly safe. And most important it's designed for the way you really drive today.



Speaking of the way you really drive, the Saab V-4 has proved it can take more punishment than you could ever

put it through. In rough endurance races like the Baja, Saab has won handily when most of the competition didn't even finish. The Saab V-4 is tough because it's built in Sweden, and you remember what that other Swedish car maker has told you about the roads in Sweden.



For more safety the Saab has roll cage construction, two-way safety harness, and a dual diagonal braking system. Even its sporty body is designed to cut down wind resistance and eliminate buffeting from cross winds.

The new 4 cycle V-4 engine means no more mixing oil and gas.

And for better handling the Saab has front wheel drive (the front wheels pull you exactly where you want to go

rather than the rear wheels pushing you where they want to go), rack and pinion steering and better weight distribution.

Today when you never know what problem you might face next on the highway it's nice to know that at least your car is ready.

Saab V4 - 1972. Some Key Data

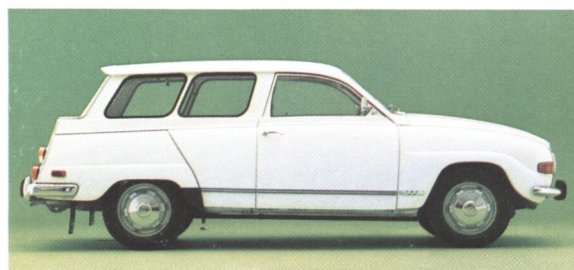
Four cylinder, four-cycle V-4 engine. 65 net horsepower (SAE).

Four forward speeds. Front wheel drive.

Disc brakes front, drum brakes rear.

Power assisted brakes. 15 inch wheels.

Electrically heated driver's seat.







The Shape of Safety

SAFETY ISN'T something you add on to a car like an extra cigarette lighter or a chrome strip, it has to be built in.

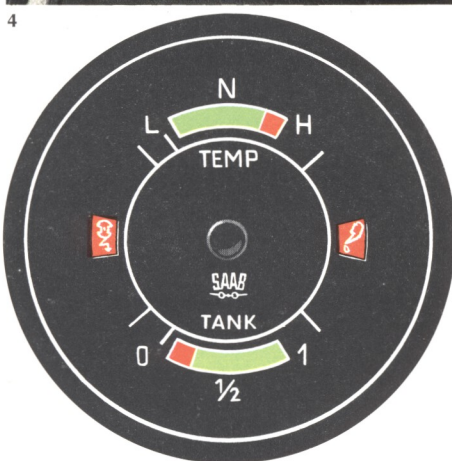
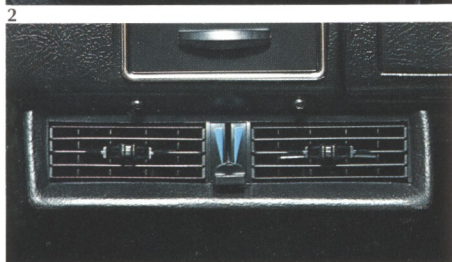
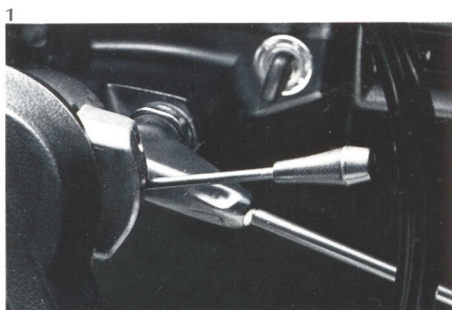
Take our roll cage construction for example. We started underneath the car and built sort of a roll cage around the passenger compartment. It's made up of reinforced beams and stressed panels to protect you in almost any type of accident.

And the outside of the Saab V-4 is just as sturdy as the inside. It has shock-absorbing bumpers front and



rear. And a tough steel body that can really take punishment.

With over 105 million vehicles crowding the road, it's kind of nice to know that you're riding in the safest.



Making Life Easy for the Driver

WE DON'T think you should have to take your eyes off the road while you're driving to search for a light switch or to find the cigarette lighter.

That's why we put our years of aircraft experience to work to design the clearest instrument panel possible.

We've made all of our gauges convenient and easy to read. And we've added a series of colored warning lights to alert you in case of an emergency.

All the controls are large with easy-to-read markings. And they're all within easy reach . . . close enough so you can even reach them while you're strapped into our two-way safety harness.

After all battling with today's traffic is bad enough, you shouldn't have to battle with your car too.

1. The gear shift lever and the levers for windshield wipers and washers, for blinker and high beam are on the steering column. You can reach them all from a normal driving position.

2. You can adjust both the amount of air coming in the through the fresh air intake and the direction of the air.

3. In a Saab V-4 the headlights go off when you turn off the engine. No chance for a dead battery. If you've turned off your engine, you've turned off your lights.

4. On the instrument panel to the left of the driver are warning lights for battery charge, oil pressure, and low fuel level. Plus fuel and temperature gauges. To the right of the driver and the brake warning indicator and indicators for high beams and blinkers.







Sit Back and Relax

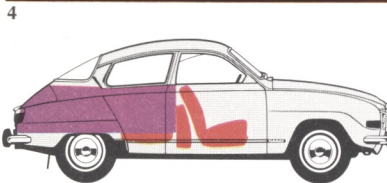
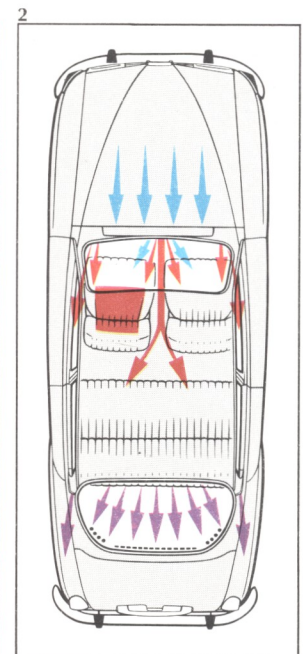
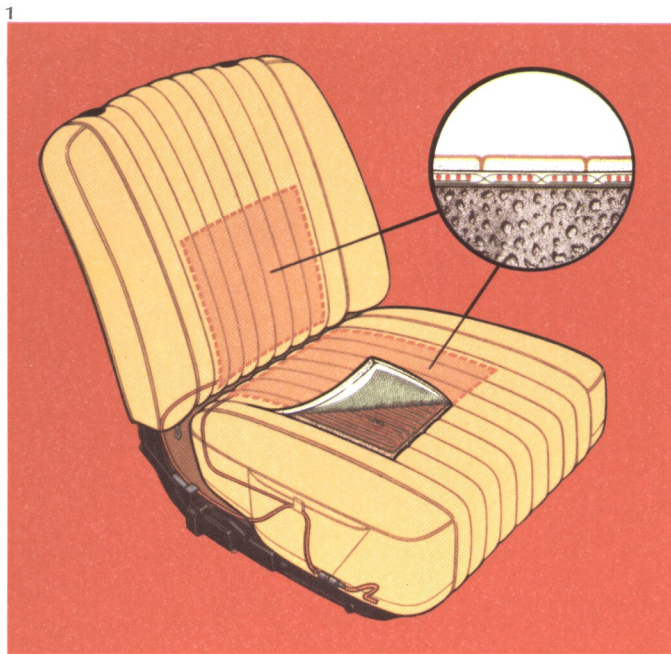
THE WAY today's traffic moves, chances are you're spending more time in your car even if you aren't driving more miles. Therefore, it seems reasonable to suggest that you ought to be more comfortable. And safety tests tell us that the more comfortable you are, the better you drive. So we worked very hard to make the V-4 very comfortable.

We give our drivers more leg room, more head room, and more arm room than you'd ever imagine from looking at the outside of the Saab V-4.

The Saab V-4 also has a 21 duct flow-through ventilation system to keep you comfortable. It changes the air inside your car every 30 seconds, so if you aren't moving at least your air is.

This year we've added a comfort feature that you won't really appreciate until the first cold day of winter. A heated driver's seat. It has a special thermostat that pre-heats the seat to at least 57 degrees so you'll never have to "freeze your tail off" in the winter. It's just one more Saab first.

Even if you can't do anything about today's traffic, with a Saab it's nice to know you'll at least be comfortable while you're stuck in it.



1. The driver's seat has a thermostat-controlled electrical system connected to the ignition. A heat lever controls the temperature from 57 to 82 degrees Fahrenheit.

2. Fresh air ventilation. Fresh air through dashboard inlets; heated air — when you need it — directed towards both front and back seats. Defroster both for the windshield and the front side windows. Air is exhausted through rear openings. Two speed heater fan. Air conditioning is available as an option.

3. Strong and sturdy vinyl on seats and backrests. Reinforcements on all sides and seams. Wall to wall carpeting.

4. Easy to reach trunk. Practical volume 600 cubic feet. Large baggage space with backrest and backseat folded forward. Length of loading space, 60.0 inches. Maximum allowed weight 961 lbs.

The Station Wagon That's Fun to Drive

ALMOST ANY station wagon will carry a big load. Trouble is, that's about all most of them will do. The Saab 95 is different. It goes, stops and handles just like a sedan. And it carries a big load at the same time.

Of course the Saab 95 isn't quite as gigantic as some American station wagons, but that's one of its virtues too. It can hold lots of people and cargo, yet it's small enough to get to the places where you have to load the people and cargo.

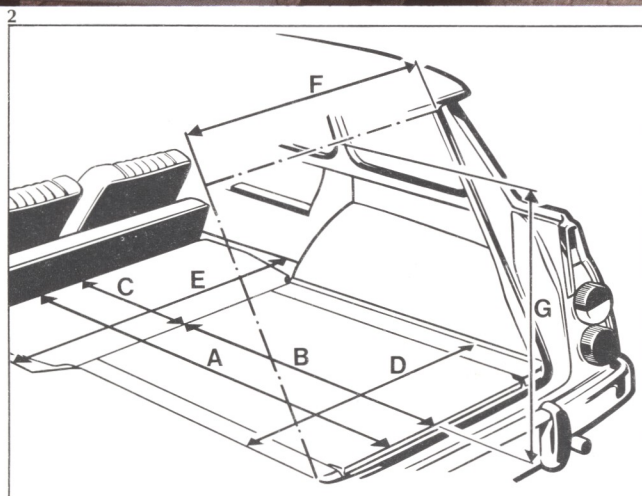
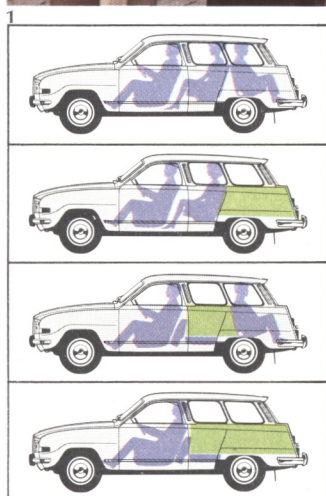


The Saab 95 can carry a half ton without affecting its terrific road holding. That's because of front wheel drive which pulls the car rather than pushing it. You get strong positive control instead of the wallowing we've all come not to love in regular station wagons.

With the Saab 95 it's nice to know you have a station wagon that can do more than just carry a load.







Room for Packing

YOU CAN MAKE the Saab 95 into almost any kind of car you want. The back can become an extra two seats. Or if you fold them down, you have almost 5 1/2 feet of cargo space. (Plus a secret storage space under the floor should you have secret stuff you want to store under the floor.) If you fold the middle seat forward, you have even five more feet of cargo space.

But extra space isn't the only practical thing about the 95. Instead of putting carpeting on the loading floor that will tear up, or paint that will scratch we've put a tough plastic covering that will last the lifetime of the car.

All in all, the 95 is the first station wagon you can make work however you want it to. With the Saab 95, it's nice to know you have a car that will adapt to you instead of you having to adapt to it.

1. Saab 95 offers a wide choice of loading combinations. Passengers in front, middle and rear seats. Passengers in front and middle and cargo in the rear. Passengers in just the front seats and cargo in the rest; or even passengers front and rear, and cargo in between.

2. Saab 95 holds over 42 cubic feet of cargo weighing up to half a ton with just the driver in the car. The dimensions of the luggage area are: A. 34.4 in. B. 65.0 in. C. 43.3 in. D. 98.3 in. E. 169.3 in. F. 39.4 in. G. 58.6 in.

The door opening is 36.6 inches wide. The width of the loading floor is 47.3 in. (at the wheel housings 36.6 in.).

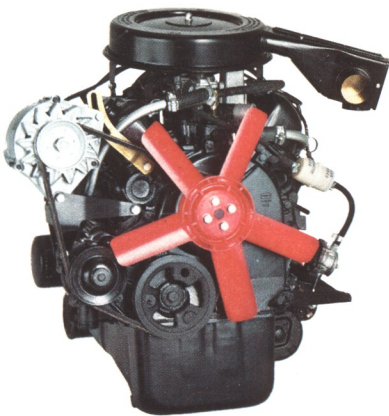
3. The kids usually like it way in the rear where they can look out the back.

4. An extra, safe and out the way storage space is available at the rearmost seat.

5. Keeping the rear window clean in a wagon can be pretty hard. Saab has solved the problem with an "air foil" at the rear edge of the roof. Air is directed downward to counteract the vacuum that usually pulls up road dirt and dust to cover the window.



Rally Tested Power and Brakes



The Saab V4 is powered by a four-cycle 1698 cc (103.6 cu.in) V4 engine. A high-speed durable engine, tested during some of the worst conditions possible – on the international rally circuits, from Africa to Mexico – with low gas consumption, even on regular grade gasoline. It is joined with the clutch, gearbox and differential to form a power-pack that is placed well in front, between and slightly ahead of the driving wheels. The compact design eliminates the need for a heavy and awkward driveshaft or differential. It permits a flat floor and the fuel tank being placed in the safest possible position – between the rear wheels.

The large capacity battery, the de-

sign of the carburetor and the construction of the entire engine “breathing system” guarantee quick and sure starts, both in the heat of the summer and the cold of winter. Since the cooling system only holds 7.5 quarts, the engine will quickly heat up to proper operating temperatures even on the coldest winter morning. This, in turn enables the heating and defrosting system to heat up very soon after the engine is started, regardless of the outside temperatures.

The carburetor is of the down-draft type. It has an automatic choke carefully calibrated to provide a clean exhaust. Since the steel used in the exhaust pipe and muffler is aluminized, the service life of the system has been greatly prolonged.

Saab 95 and 96 are equipped with free-wheel drive that permits down shifting without using the clutch. You simply take your foot off the gas pedal. This is a great assist in city traffic and helps save fuel too. The driveshaft joints are permanently lubricated and need no maintenance. The outer ones are of the Rzeppa constant-velocity type.

The dual diagonal braking system is a unique Saab feature. Instead of being divided between front and rear, the Saab system works with one circuit to one front wheel and the opposite rear wheel, and the other to the other two wheels. If one circuit should get out of order there will still be 50 % of the normal braking power remaining.



The risk for any circuit failure is very slight because of the protected location for hydraulic brake lines, well out of the way of any risk for mechanical or chemical damage. They are placed inside the car, on top of the sillbeam and covered by a metal strip. The braking system is adjusted to prevent the front and rear wheels from locking too early on sudden braking.

1. The international rallies are considered among the most punishing for any car. Run on the worst possible roads or trails, they really can wreak havoc with a car. The tougher the going, though, the better for the Saabs. It's not too likely that you will ever have to maneuver your car in the African Safari or the Mexican Baja 1000 Off-Road Race, but even if you don't it's nice to know that your Saab can take it.

2. The Saab body is designed with as few dirt and corrosion collecting recesses as possible and undergoes a thorough and costly rust proofing process. After phosphating, the body passes through a bath that deposits a rust proofing primer on all surfaces, including hollows and edges. This process is known as the electro-dip method, as the primer is actually applied electrically. The underside of the car and the wheel housings receive a protective and sound proofing undercoat before the finishing paint coat is applied.

3. The footbrake system is provided with a vacuum assist and is diagonally divided. The left front wheel and the right rear are served by one circuit, and the other ones by another. Should one system fail there is little risk for skidding or losing control. The front wheels have disc brakes and the rear wheels drum brakes. The handbrake works mechanically on the rear wheels.

4 – 5. Saab's monocoque body is very stiff and will stand up to great stresses from different directions. But the front and rear ends are designed to deform more easily and thus to absorb impact energy in case of an accident. The passenger compartment is framed with strong steel profiles in the windshield and side pillars and the door sills. Fig. 4 shows the steel profile inside a windshield pillar.

6 – 7. The Saab V4 models are equipped with coil springs and double acting shock absorbers front and rear. The station wagon has lever-type shock absorbers in the rear. The U-shaped rear axle is undivided and has a very low unsprung weight. This design, together with the spring geometry, permits the rear wheels to keep a stable track with the wheels always at right angles to the road – a prerequisite for course stability.

Safety Features and Equipment Details

Front-wheel drive

Weight distribution that gives course stability

Monocoque steel body with great torsional strength

Windscreen and door pillars reinforced with strong steel profiles

Sill beams of heavy-gauge steel

Gas tank between rear wheels

Dual-diagonal braking system. Vacuum servo

Handbrake lever between front seats

Steering gear placed in rear of engine compartment

Jointed and telescoping steering column

Free-wheel drive

Well-protected brakelines

Four-corner warning flashers

Wrap-around flashers

Impact-absorbing padding on top of dash, along window sills, on steering wheel hub, armrests, sunvisors, windshield, and door pillars and rear of front seats

Rubber guard on ignition key

Sunvisors that can be swung to the side

Recessed inside door handles

Safety locks on doors

Reflector on edge of driver's door

Wide-sweep two-speed windshield wipers

Electric windshield washers with large water container

Safety latches on front seat backs

Warning light for soft brake pedal, circuit trouble

Efficient heating and ventilation system

Defrosters for windshield and front side windows

Air foil on station wagon to keep tail-gate clean

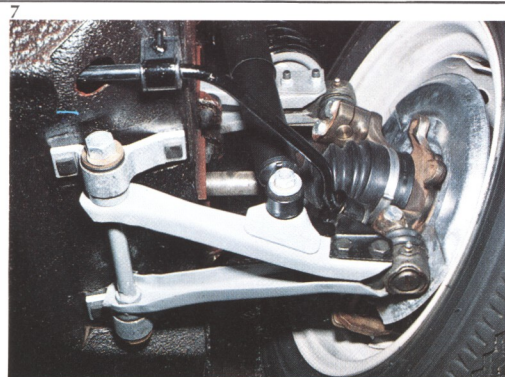
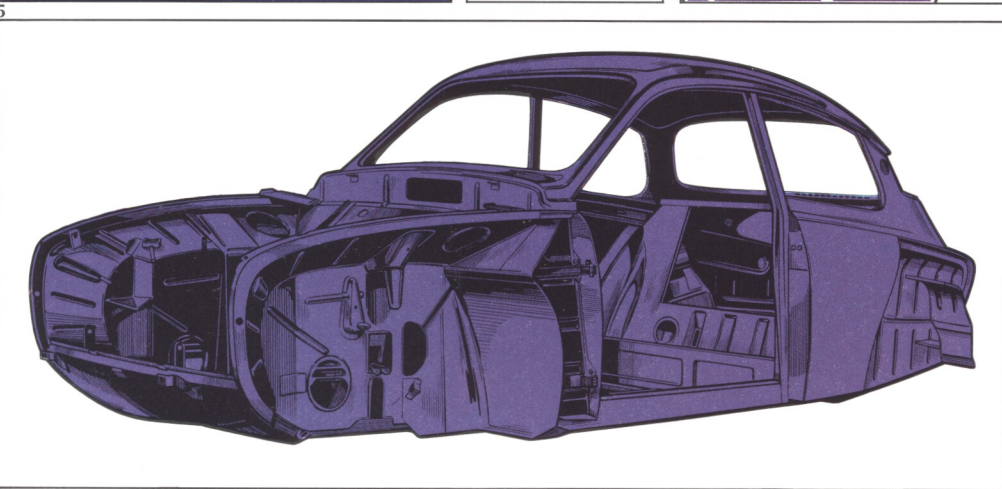
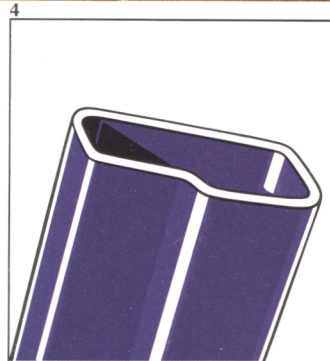
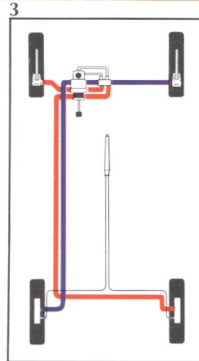
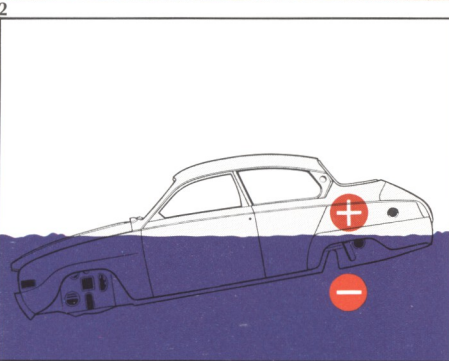
Rubber guards on bumpers

Body shape with no sharp corners

Hood hinged in front

Towing eye bolts front and rear

See-through head restraints



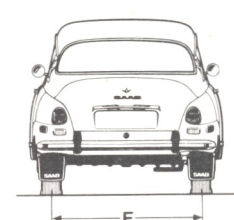
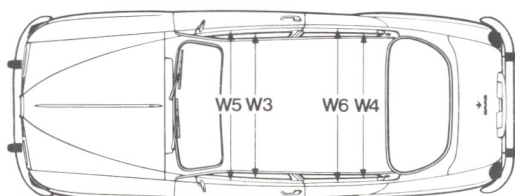
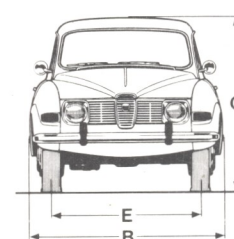
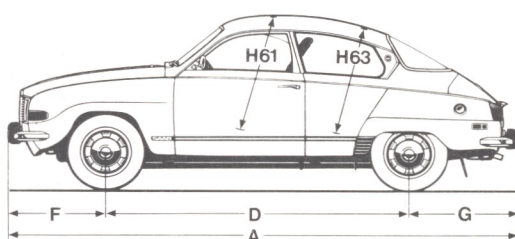
Technical data, Saab 95 Station Wagon and Saab 96 Sedan, 1972

DIMENSIONS AND WEIGHTS

A	Overall length, 95/96.	169.3/165.4 in.
B	Overall width.	62.6 in.
C	Height, unladen, 95/96.	58.7/58 in.
D	Wheelbase.	98.3 in.
E	Track, front and rear.	48 in.
F	Front overhang.	31.3 in.
G	Rear overhang, 95/96.	39.7/35.7 in.
H61	Effective headroom, front.	38.6 in.
H63	Effective headroom, rear, 95/96.	37.3/37.6 in.
W5	Elbow room, front.	50.6 in.
W3	Shoulder room, front.	45.2 in.
W6	Elbow room, rear, 95/96.	49.9/48.2 in.
W4	Shoulder room, rear, 95/96.	48.2/47 in.
	Trunk volume, total, 95/96.	42/13 cu. ft.
	Curb weight, 95/96.	2180/2030 lb. ¹⁾
	Max. loaded vehicle weight, 95/96.	3300/2950 lb.

¹⁾ For factory-installed air condition, add 70 lb.

ENGINE	95 Station Wagon and 96 Sedan V4
Cylinders	V-4
Piston displacement	103.6 cu. in. (1698 c.c.)
Bore	3.54 in. (90 mm.)
Stroke	2.63 in. (66.8 mm.)
Compression ratio	8.0:1
Net horsepower (SAE)	65 @ 4700 r.p.m.
Torque	85 lb. ft. @ 2500 r.p.m.
Camshaft	central, 3 bearings
Camshaft drive	gear
Number of main bearings	3
Carburetion	single down-draft carb.
Battery	12 V/60 Ah.
Alternator	35 A
Cooling system capacity	7.5 qts.
Fuel tank capacity	11.1/9 gals.



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TRANSMISSION

Clutch	single dry plate
Clutch operation	hydraulic
Freewheel	can be engaged or disengaged
Number of forward gears	4
Overall ratios vs. torque multiplication:	
1st	17.0:1
2nd	10.2:1
3rd	6.3:1
4th	4.1:1
Reverse	15.5:1
Final drive ratio	4.88:1

BRAKES, SUSPENSION, STEERING, WHEELS

Footbrake system	two-circuit with vacuum power assist
Wheel brakes front	discs
Wheel brakes rear	drums
Total friction area, front and rear	255 sq. in.
Handbrake	on rear wheels
Steering gear	rack and pinion, 15.5:1 ratio
Steering wheels turns, lock to lock	2.7
Turning circle diameter	35.4 ft.
Front wheel suspension	independent, transverse arms
Rear axle	tubular, with backturned ends
Springs, front and rear	coils
Rims	4J x 15 in.
Tires	5.60 x 15 in.

The manufacturer reserves the right to make changes at any time and without notice.

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SAAB-SCANIA

Automotive Group
Södertälje and Trollhättan, Sweden.