

SAAB



1985

SAAB



TURBO

Good, enthusiastic drivers need cars that answer both emotional and practical needs.

That's why the idea of the sports sedan has been so popular in America and why Saab sales have climbed so dramatically here in recent years. The sports sedan, as it's embodied in the Saab, delivers the power and roadholding performance of a true sports car, along with the comfort and passenger capacity of a family sedan.

When you've combined those virtues with Saab's reliability and attention to safety, you have an eminently practical performance machine. Or a brilliantly performing family sedan, depending entirely on your own point of view.

For 1985, Saab has developed exciting new engine technology and applied it to a thoroughly proven design to create the 16-valve Turbo. Throughout the rest of the model line, both performance and practicality have been steadily improved, so that this year's Saab is one of the finest sports sedans that the world has ever seen.

Saab Turbo 4-door





IF YOU COULD ALWAYS COUNT ON PERFECT DRIVING CONDITIONS, YOU WOULDN'T NEED A CAR THAT HANDLES LIKE A SAAB.

The typical car customer test drives a car in nice weather, by taking it around a few blocks and maybe up on a short stretch of highway. That shows him how comfortable the car is, how easily it pulls away from a stoplight, how it feels.

But if the car is a Saab, it doesn't tell him any of the important things about the car. It doesn't tell him what the Saab is really made for.

The perfect course for test driving a Saab should include a few bumps, a stretch of dirt or gravel roadway, some snow or rain, with maybe a few icy patches, and a series of sweeping curves. When you finish driving a course like that in a Saab, you'll know something about good handling.

For one thing, you'll understand Saab's devotion to front-wheel drive. With most of the car's weight resting on them, the driving wheels are pressed firmly against the surface for a firm grip and sure footing in mud, snow, gravel or ice.

The Saab's utter indifference to bad weather is due largely to that steady grip. The aerodynamic body shape helps, too, by shedding the side winds that make roadholding a chore in other cars.

And it will take only a couple of bumps to show you how well-designed the front suspension is. The front springs are mounted on pivots, so that even on rough surfaces, they deflect and return in a straight line, keeping the wheel firmly in contact with the road surface. So when you hit an unexpected bump, you don't lose control.

Take a series of sweeping turns at speed in the Saab and you'll appreciate the predictability of the car. There is always a slight normal understeer. A slight degree of understeer lets the driver feel what's happening as the car moves gradually into a turn. Oversteer, the tendency of a car to move toward the inside of a turn, makes a car behave abruptly and less predictably.

No matter how you load the Saab, it will retain that slight understeer because of the weight distribution that's built into the Saab. When there's only a driver on board and a full tank of gas, 60% of the car's weight is on the front wheels. Even at full load, though, with much more weight toward the back of the car, more than half of it still rests in the front. If the weight distribution were further to the rear, the car would oversteer and behave less predictably.

Ever since the first Saabs were

introduced, the cars have had consistently excellent handling. The quick, controlled responsiveness of today's Saab reflects more than 30 years' concern with active safety.

Sometime during your road test, try some hard braking. You'll be impressed with the controlled power that pulls your Saab down from highway speeds to a full stop. The Saab 900 is fitted with large 15-inch wheels, which provide plenty of room for larger-than-usual disc brakes on all four wheels.

The brake pads on the front are made of an asbestos-free, semimetallic material. This material lasts longer than most other brake pad materials, resists high temperatures better, and is quieter and less likely to fade during heavy braking. The rear pads are also made of an asbestos-free material.

The hydraulic system that operates the brakes is split diagonally, so that if one braking system is inoperative, the other will work one front brake and the opposite rear brake. The Saab's hand brake manually operates the front brakes, so that it functions as a real emergency brake.



Pivot-mounted front springs



THE ONLY REASON FOR MAKING A CAR THIS COMFORTABLE IS THAT IT MAKES YOU A BETTER DRIVER.



A wonderful thing happens when you turn on your Saab's ignition on a cold morning. In fact, a lot of people who buy Saabs look forward to that first cold day so they can experience it firsthand.

What happens is that your seat warms up. Electric heating elements warm the front seats of the car long before the rest of the passenger compartment has time to reach a comfortable temperature.

Anytime the temperature of the seat cushions drops below 57°F, the heaters automatically turn on and heat the seats to 82°F before shutting off again.

A nice luxury touch, you say? Not at all. Saab didn't make this seat just to coddle you. It was built to make you a better driver.

Think about how you feel in a cold seat on a winter's morning. You're tensed against the cold, maybe even shivering a bit. Your shoulders are tight and your hands are clenched. Even after the car's interior warms up, you still feel chilled and tense.

When you're that uncomfortable, your attention is distracted and your reaction times are down. You're not in the best shape to deal with a sudden emergency.

The heater in your seat only stays on for a few minutes but trouble can arise in those first few minutes just as easily as it can four hours later. The design of the Saab driver's seat, from the heating element to the shape and density of the foam rubber, is to keep you relaxed and alert for all of the time you spend in your car.

The padding in the seat is firm, almost hard. It doesn't feel soft and yielding the way some expensive car seats do. But hours after you start out, you'll still feel comfortable in the Saab. Extra foam behind the shoulders and lumbar region

prevent fatigue. The dished shape of the seat and the back gives the driver strong lateral support, helping him maintain a comfortable and effective driving position for hours.

Long before the heating elements in the seat shut down, the Saab's heating and ventilating system will have warmed the passenger compartment. The same system will keep a steady flow of fresh air moving through the car.

This system is remarkable for its range of control. The driver can select any combination of fan speed, temperature and air inlets to keep the cockpit comfortable and fresh. At maximum fan speed, the system can pull 100 liters per second of fresh air through the car's interior.

Thick glass fiber insulation in the roof helps both to control the interior temperature and to keep down the amount of noise you hear inside the Saab. Long exposure to excessive noise can wear down a driver's energy reserves.

So can eyestrain. So the Saab is fitted with glare-reducing exterior mirrors and a day-night interior mirror, comfortable green lighting for the instrument panel, and large, easy-to-read instruments.



LAST
CHANCE
GAS



THERE'S NO RULE THAT SAYS A HIGH-PERFORMANCE ENGINE HAS TO BE WASTEFUL. IF THERE EVER WAS SUCH A RULE, SAAB'S BROKEN IT.

If Saab engineers were in the habit of following the conventional wisdom, they'd have built a high-performance engine the way most carmakers do. They'd have made a big engine.

The nice thing about a big engine is that it's easy to get quick acceleration and high top speed. The bad thing is that it doesn't work so well in real driving situations.

Even the most enthusiastic driver spends most of his driving time cruising in traffic, negotiating backcountry roads and suburban streets, and driving in the middle of his engine's speed range. Very little time is really spent anywhere near a car's top speed or accelerating from a stop. So the traditional "high-performance" engine is really performing for a tiny portion of its working life.

The rest of the time, it's a fuel-guzzling dinosaur. It's bigger, heavier, thirstier and more expensive than it needs to be.

The engine in the Saab 900 is a lightweight, compact unit. Its two-liter displacement is actually a rather modest size for a high-performance engine. And it uses modest amounts of gasoline.*

Nevertheless, it's a real high-performance engine. There's plenty of power available throughout the car's speed range for getting away from a full stop, passing at high speed, or for hours of fast highway cruising.

When you push down on the Saab's accelerator, you can feel the reserves of power that are there. The response is instantaneous. It's hard not to wonder, looking at that compact engine, just where all that power comes from.

Some of it comes just from the lightness of the engine. It isn't wasting a lot of power just hauling around its own weight. Saab engineers built it with a cylinder head, camshaft cover and intake manifold cast from a lightweight aluminum alloy.

They mounted the camshaft directly over the intake and exhaust valves for tight, precise timing of the engine operations. Fuel is ignited inside the cylinder at exactly the moment that it will deliver the greatest useful power. The Bosch closed-loop fuel injection system maintains an optimum mixture of fuel and air throughout the engine's full range, for maximum efficiency.

The Saab's piston travel (stroke) is only 3.07 inches. Because of that, average piston speeds are moderate even at high

engine speeds. That reduces wear inside the engine and allows the Saab 900 to maintain high cruising speeds for hours on end.

A high-capacity electrical system, designed to power the car in Sweden's subarctic winters, adds to the engine's reliability.

It doesn't take a lot of metal or a lot of fuel to produce high performance. It just takes a lot of thought.

**1985 Saab 900 5-speed: 23 EPA estimated mpg, 36 estimated highway mpg. Use estimated mpg for comparison only. Mileage varies with speed, trip length and weather. Actual highway mileage will probably be less.*



SAAB'S THIRD GENERATION OF TURBOCHARGED ENGINE IS TWO GENERATIONS AHEAD OF EVERYONE ELSE.



The engine in the 1985 Saab Turbo is one of the most efficient turbocharged engines available in a passenger car today. It produces more power without increased fuel consumption and needs less maintenance than earlier Saab Turbos.

One of the most technologically advanced engines in the world, it uses four valves per cylinder instead of two. This represents Saab's third generation of turbocharging, an area of technology where other carmakers have only recently begun to follow us.

The new engine produces 80.0 horsepower per liter (HP/l), far more than any other engine in its class. The Volvo Turbo, for example, produces only 74.8 HP/l and the Audi Turbo only 63.6 HP/l. Even the powerful Nissan 300ZX Turbo is relatively inefficient at 66.7 HP/l.

The first two generations.

In 1977, Saab introduced its first turbocharged gasoline engine for use in a passenger car.

The new technology uses the engine's exhaust gases to drive a tiny compressor. The compressor forces larger amounts of air into the cylinders, so the car could burn more fuel and produce additional power on demand. In that way, the Saab driver can have plenty of power available whenever he wants it, without paying a huge penalty in fuel consumption the rest of the time. Gradually, other manufacturers followed Saab's lead and began offering turbochargers on some of their engines.

In 1981, Saab introduced the Automatic Performance Control (APC) system, the first really effective method of monitoring turbo boost as a function of gasoline octane.

The new microprocessor-based system allowed more efficient turbo-

charged engines to be built, with much higher compression ratios. That's because the APC system provided a reliable and instantaneous way of protecting the engine from damaging knock. For the same reason, it enabled the Saab driver to use whatever fuel was available to him, low-octane or high-octane.

The third generation.

An automobile engine has three major tasks to perform. It has to take a mixture of fuel and air into the cylinders when the intake valves are open. It has to burn the mixture by firing its sparkplugs. And it has to get rid of the burned gases when the exhaust valves are open.

The 16-valve engine in the 1985 Turbo does each of those things more efficiently than any Saab engine ever has.

Using four valves per cylinder instead of two improves the engine's efficiency in two ways. It improves the volumetric efficiency, the way the engine breathes. And it improves the thermal efficiency, the way it burns the fuel-air mixture.

An engine's volumetric efficiency depends mainly on the valve area. The larger the intake valve, the more easily the engine pulls the fuel-air mixture into the cylinders. The larger the exhaust valve, the more effectively the cylinder is cleared after ignition.

An engine's thermal efficiency depends on how quickly and evenly the fuel-air mixture is burned in the cylinder. The closer the spark plug is to the center of the combustion chamber, the more thoroughly the mixture is burned.

Most engines have one intake valve and one exhaust valve mounted above each cylinder. Because there's a limited amount of space, the size of the circular valve openings is very limited. To make valves large enough for reasonable efficiency, most engines have to locate the spark plug somewhere off to the side of the combustion chamber.

Saab engineers gained more total valve area by providing two intake valves and two exhaust valves. Although each individual valve is smaller than those used in a two-valve-per-cylinder engine, the total area is substantially larger.

The four valves are spaced around the edge of the cylinder, so the spark plug can be located in the center of the combustion chamber.

The result of this new efficiency is not only more power, but good fuel efficiency as well. And to make the

engine more reliable, Saab engineers used self-adjusting, hydraulic valve lifters, so the maintenance requirements are reduced, too.

The new engine is equipped with an intercooler, a heat exchanger that cools the air going into the engine. The intercooler increases the air density which produces better acceleration and top speed in the Turbo. At the same time, it protects the engine from knock and allows a higher compression ratio of 9.0:1.

It's also equipped with a new electronic fuel injection system, the Bosch LH system. The system's unique mass flow air meter and integrated Lambda system combine to provide optimum fuel metering under all conditions.

For over 30 years, Saab has been reinventing the automobile, defying the conventional wisdom and going in new directions. The 16-valve Turbo engine is just one more piece of evidence that a new direction can produce dramatic results.



WITH LUCK, YOU'LL NEVER NEED A CAR THIS STRONG. BUT WHY TAKE CHANCES?



Saab designers spend a lot of time thinking about accidents.

They think about how to avoid them, which is why Saabs handle so beautifully. And they think about what happens when you can't avoid them, which is why Saabs are so strong.

The unhappy fact is that accidents happen even to good, cautious drivers in good, agile cars. Of course, the safety of any car depends far more on the prudence and good sense of the driver than on any other factor. It doesn't really matter how good your brakes are if you aren't paying attention to the road. And the best seat belts in the world won't help you if you don't fasten them.

With all of that in mind, Saab built the safest and most protective car we could build. The Saab 900 surrounds the passenger compartment with a steel safety cage. Strong steel uprights alongside the windshield and windows support a steel reinforcement around the edge of the car's roof.

The cage is supported by the doorsills, the crossmembers in the Saab's floor and by the front bulkhead. Steel beams inside the doors help to protect passengers from the force of a collision and help the doors retain their shape, so they can be opened after a crash but won't open during a crash.

The safety cage helps to keep the force of a collision from intruding into the passenger compartment. Some of the force is absorbed, too, by "crumple" zones, areas of designed weakness in the front and back of the car. These areas control the way metal is bent when the Saab is hit at either end, so that the middle of the car suffers the least possible damage.

But strength alone isn't enough. To be as safe as possible, a car has to be gentle

as well as strong. When a car crashes into something, it stops cold. But the driver and passengers don't stop. They keep moving at the car's original speed until they hit something and stop.

The first line of defense, obviously, is the seat belt. The Saab 900 has three-point restraints for both front seat passengers and for two rear seat passengers. The middle position in the rear seat has a lap belt.

If you're wearing your seat belt when you have an accident, your chances of escaping injury are enormously improved. If you aren't wearing your seat belt, it isn't going to do you any good at all.

The most dangerous part of the car's interior, at least from the driver's point of view, is the steering wheel. Because of that, Saab paid a lot of attention to the steering wheel and steering column. The result is one of the safest designs in the world. The center of the wheel is heavily padded to help protect the driver from serious head, neck or chest injury. The column itself will gradually collapse in three sections, under a heavy enough impact, and absorb most of the force of the driver's body.

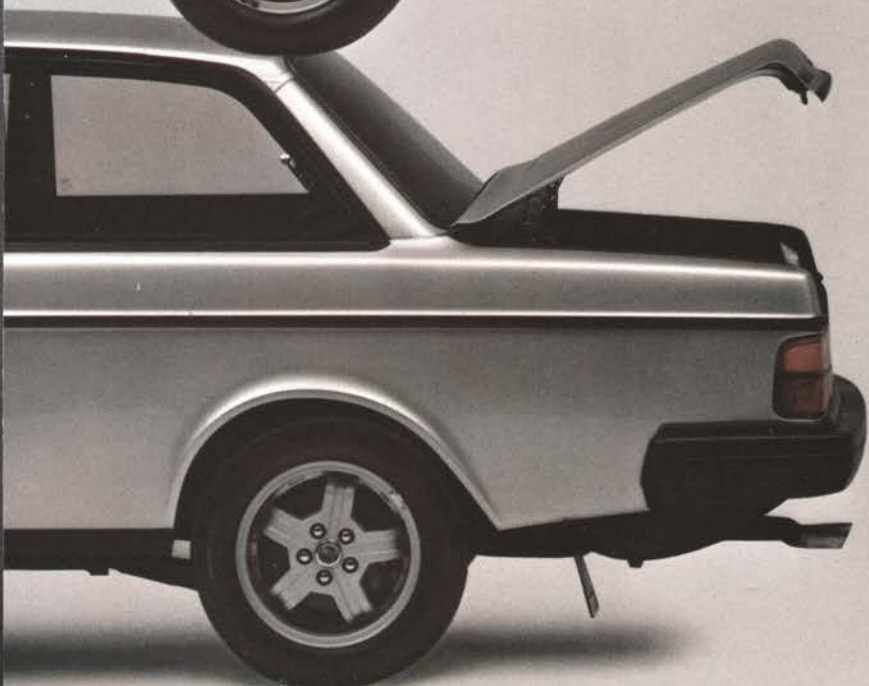
Switches and handles are recessed and there's heavy padding in the roof, roof pillars, and windshield supports. The backs of the front seats and the bottom of the dashboard are well cushioned.

Saab designers have tried to anticipate all of the ways in which you might get hurt. They just hope that you never have to enjoy the full benefit of their work.





turbo



AS MUCH LUGGAGE SPACE AS VOLVO, AUDI AND BMW. COMBINED.

A sports sedan should give you high performance, coupled with a high degree of creature comforts.

The Saab 900 gives you that. It also gives you something that no other sports sedan gives you. Enormous cargo capacity. The 3-door hatchback models have 56.5 cubic feet of cargo space with the rear seat folded.

The BMW 733i, the Volvo GLT Turbo and the Audi 5000 together have 52.4 cubic feet of combined cargo capacity.

Even the Saab 900 sedans have 53.0 cubic feet. Of course, that's with the back seat lowered to make a cargo deck. With the back seat up, the sedan has 21.8 cubic feet, or 14.2 cubic feet SAE, which reflects the amount of standard-size luggage that can fit into the space. The 3-door with the rear seat up has 21.3 cubic feet, or 14.9 cubic feet SAE.

That extra space in the Saab is very handy when you want to pack a lot of sporting gear for a long weekend. Or when you want to provision your boat. Or make an impulsive purchase at a tag sale. It's a lot harder to do those things in any of those other cars.

Of course, only the Saab has a rear seat that folds down, so the others may claim that it has an unfair advantage.

That's right. It does have an unfair advantage.



Saab is the only sports sedan that can carry a full-size sofa in its trunk.



IF WE JUST BUILT CARS, OUR CARS WOULDN'T BE AS GOOD.



Scania 142-series heavy truck

The first Saab automobile appeared in the late 1940's, shortly after the end of World War II.

It didn't look very much like other cars of the period. Actually, it sort of looked like the airplanes of the period. That's because the engineers who built it had, a few years earlier, been building fighter aircraft. The name Saab, in fact, is an acronym for Svenska Aeroplan AB.

When the war ended, the Swedish aircraft manufacturer decided to go into carmaking. But after several years of participation in one of the most dramatic chapters of industrial history, the Saab engineers weren't about to tamely copy someone else's notion of an automobile. Instead, they reinvented the automobile.

They applied their knowledge of aircraft physics to designing a car, and they came up with one that was lightweight and compact when most other cars were large and heavy. Their design had front-wheel drive when virtually everyone else favored rear-wheel drive. Their machine showed a concern with structural strength and aerodynamics when practically no one else at all was paying any attention to those things.

That really didn't worry the Saab engineers. They were applying what they knew from one technical field to another, related endeavor. The result was a design that anticipated much of what later happened to the automobile and that stayed in production for over 30 years.

Today, Saab Scania AB is the only manufacturer in the world simultaneously involved in building cars, trucks, buses and aircraft. In each one of those fields, the company is a major source of technological leadership and innovation.

Saab-Scania's technological edge grows out of the fact that new ideas and

new information flow constantly among the three major divisions. While it's true that each field has grown in its own direction to meet its own needs, each has contributed things that are useful to the others.

The design of your Saab 900, for example, owes a lot to the research that the Aerospace Division has done on aerodynamics and ergonomics. The engine was developed and manufactured in conjunction with the Scania Division, which also builds trucks and buses. The same division brought its years of experience in turbocharging truck engines to bear on the design of the Saab Turbo engine.

Saab-Scania's diversity gives them another important advantage. It gives the corporation a financial stability that few other car builders enjoy today.

While recession has forced other carmakers to slow their research and development programs, Saab has been able to take the risks of introducing better and more sophisticated systems. That financial strength has allowed work to go forward on a new generation of Saab automobiles and on the development of a new, all-purpose military jet, the JAS 39 Gripen.

Technological leadership and financial strength made it possible for Saab-Scania to enter a new kind of international partnership.

The corporation is sharing technical, production and marketing responsibilities with Fairchild Industries in building a 34-passenger airliner. The Saab-Fairchild 340 is the first commercial aircraft ever developed jointly by an American and a European company.

At a time when other manufacturers seem to have suffered a collective loss of

nerve, Saab-Scania has been able to put their faith in the diversity of their products and in their superior ability to solve the transportation problems of the 1980's.



Scania CN112 bus



Saab-Fairchild 340 regional airliner



**SOME PEOPLE EXPRESS THEIR INDIVIDUALITY BY OWNING A SAAB.
SOME LIKE TO GO A STEP FURTHER.**

Saab has always attracted the individualist, the person who insists on having things a little bit more his own way. The new Saab owner is apt to want to make his car a little more useful, a bit sportier, or a touch easier to care for.

In order to be as helpful as possible, your Saab dealer offers accessory equipment like the versatile Thule roof-rack system shown on the opposite page. The easy-on, easy-off system can accommodate ski racks, a bicycle carrier rack, a cargo tray for bulky loads, and a number of other things. Other accessories available from your Saab dealer include:



Protective floor mats color-matched to your Saab's interior. Nylon pile mats can be taken out of the car for convenient shampooing or vacuuming. For protection from harder-than-normal use, your dealer also has rubber and thermoplastic mats for the Saab.



Bosch fog lights improve bad weather visibility enormously and add a sportier look to the front of your Saab. The paired lamps give twice the beam width of regular headlights and have replaceable bulbs.

Saab 900S with ski rack



Shelby sport wheels in silver or gold finish are lightweight and made of high-strength aluminum alloy for improved performance and a more aggressive look.



Hood edge protector is made of black Scotchal.[®] It helps to preserve your Saab's good looks by protecting the front of the hood from stone chips.

Clarion AM/FM stereo cassette player features push-button tuning, auto reverse for continuous tape playing, Dolby* noise reduction and outputs for two front and two rear speakers. Front speakers with ideally matched woofer-tweeter pairs and three-way speakers in the back provide unusually rich sound for an automobile stereo system.

**Trademark Dolby Laboratories*



Of course, these only suggest some of the ways you can add to your Saab. Your dealer has a long list of other accessories to make your new car more exactly the car you want.



**THERE IS NO PERFECT CAR.
BUT THAT'S NO EXCUSE FOR NOT TRYING.**



There are some carmakers who like to claim that their product is "the ultimate" something or other.

That's just arrogant nonsense.

There obviously can't be any "ultimates" in an industry that changes as constantly and rapidly as the automotive business.

Saab engineers have always worked toward building the best car they could for the greatest number of driving styles and driving situations.

But they've never built an "ultimate car" or a "perfect car" because there's no such thing.

What they have done, though, is to constantly refine and modify a sound and versatile design year after year, so that the 1985 Saab you buy today is a better car than any of the Saabs built before.

The introduction this year of the 16-valve turbo engine is a major, dramatic example of that sort of constant growth.

But even in years when there are few obvious changes, engineers and designers have been busy evaluating and upgrading systems to make your Saab more reliable, more comfortable, more economical, better looking, more fun to drive.

The following specifications are the technical description of the most nearly perfect Saabs built so far.

*1985
Technical Specifications,
Saab 900 Series.*

Engine

Four-cylinder, in-line.
Displacement: 121 cu. in./1985 cc.
Cylinder bore: 3.54 in./90mm.
Piston stroke: 3.07 in./78mm.
Fuel tank capacity: 16.6 U.S. gal./63 liters.
Recommended octane: 87-91 AON.

Saab Turbo 3-door

900/900S

Two valves per cylinder, single overhead camshaft, Bosch K-Jetronic mechanical fuel injection.

Compression ratio: 9.25:1.

Max. horsepower, SAE net: 110 HP/81 kw @ 5250 RPM.

Peak torque: 119 ft. lbs./161 NM @ 3500 RPM.

Turbo

Four valves per cylinder, double overhead camshaft, Bosch LH electronic fuel injection, APC, automatic idle control, hydraulic lifters.

Turbocharger with intercooler.

Compression ratio: 9.0:1.

Max. horsepower, SAE net: 160 HP/118kw @ 5500 RPM.

Peak torque: 188 ft. lbs./255 NM @ 3000 RPM.

Electrical

Battery: 12V, 60 AH, maintenance-free.
80A alternator with integral voltage regulator, twin V-belt drive.
Breakerless electronic ignition, Hall-effect.

Drive Train

Front-wheel drive.

Five-speed manual transmission with single dry plate clutch.

Gear ratios: 1st 4.53:1

2nd 2.56:1

3rd 1.72:1

4th 1.24:1

5th 1.00:1

Final drive 3.67:1

Primary ratio . . . 0.78:1 900/900S

0.84:1 Turbo

Three-speed automatic, built by Borg-Warner.

Gear ratios: 1st 2.39:1

2nd 1.45:1

Drive 1.00:1

Final drive 3.67:1

Primary ratio . . . 0.97:1 900/900S

0.93:1 Turbo

Wheels and Tires

Disc brakes with asbestos-free, semi-metallic inner and outer brake pads on front wheels. Asbestos-free disc brakes on rear wheels.

Independent front suspension comprised of transverse wishbones, coil springs and gas-hydraulic telescoping shock absorbers.

Lightweight rigid axle in rear. Coil springs, gas-hydraulic telescoping shock absorbers. Rack-and-pinion steering, 3.65 turns lock-to-lock.

Turning circle: 33.8 ft./10.3 m.

Tires: 185/65 TR 15 on 900 and 900S.

195/60 HR 15 on Turbo.

Curb Weights

900: 2,660-2,695 lbs., 3-door

2,695-2,735 lbs., 4-door

900S: 2,720-2,760 lbs., 3-door

2,770-2,810 lbs., 4-door

Turbo: 2,840-2,885 lbs., 3-door

2,880-2,925 lbs., 4-door





Standard Equipment

All models:

- Halogen headlights
- Cornering lights
- Side-guidance reversing lights
- Tinted glass
- Undercoating and anticorrosion treatment
- Tachometer
- Inside-adjustable side mirrors
- Air conditioning
- Electrically heated reclining front bucket seats with adjustable headrests
- Driver's seat height/tilt adjust
- Fold-down rear seat
- Intermittent windshield wipers
- Dash-mounted speakers
- Power-assisted rack-and-pinion steering
- Power-assisted four-wheel disc brakes
- Gas-hydraulic shock absorbers
- "Self-restoring" bumpers

900S and Turbo:

- Electrically adjustable outside mirrors
- Cruise control
- Power windows
- Central door/trunk locking system
- Electronic AM/FM cassette stereo



- Electric antenna
- Rear-mounted speakers
- Fold-down rear seat armrest
- Deluxe velour upholstery
- Rear seat headrests
- Manual sliding sunroof
- Interior courtesy light delay
- Lightweight alloy wheels

Turbo:

- Front spoiler (rear spoiler on 3-door models)
- Black window surrounds
- Front console
- Seven-band graphic equalizer
- Turbo boost gauge
- Bosch LH electronic fuel injection

Exclusive Appointments Group (available on Turbos only):

- Leather seating surfaces
- Electric sunroof, Fog lights



An important word about this brochure.

We hope you find this brochure helpful, as we have tried to make it as comprehensive and factual as possible. However, since this brochure was printed, some of the information you see within may have been updated. Also, some of the equipment described in the brochure is available at extra cost.

We reserve the right to make changes at any time, without prior notice, in prices, colors, materials, equipment, specifications and models, including the discontinuation of models. Check with your Saab dealer for complete and up-to-date information before ordering.

International and Diplomat Sales (IDS) available. Your dealer can supply information.

1985 Saab body and interior colors, lift opposite page.



Saab Turbo 3-door



Saab Turbo 4-door



Saab 900S 3-door



Saab 900S 4-door



Saab 900 3-door



Saab 900 4-door

1985 SAAB BODY AND INTERIOR COLORS.

Saab 900

Saab 900S, Turbo



Cherry Red/Sierra Tan



Cirrus White/Persian Blue



Cherry Red/Sierra Tan



Cirrus White/Persian Blue



Admiral Blue/Persian Blue



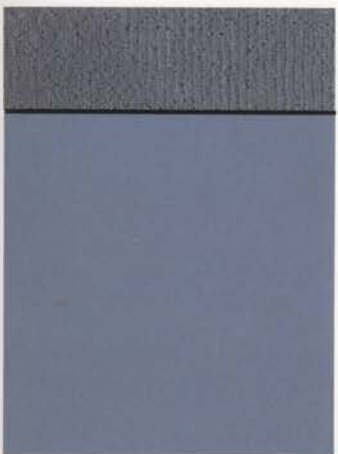
Ivory/Sierra Tan



Black/Bokhara Red



Silver Metallic/Bokhara Red



Azure Blue/Persian Blue



Maroon/Cashmere



Platinum Blue Metallic/
Persian Blue



Slate Blue Metallic/
Sierra Tan

The colors reproduced here are subject to the limitations of the printing process and may therefore vary slightly from the actual exterior and interior colors.

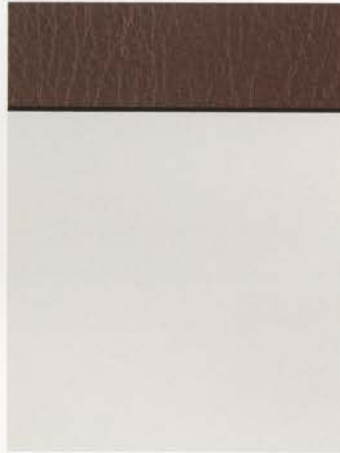
Saab Turbo, EAG Package



Admiral Blue/Persian Blue



Cherry Red/Sierra Leather



Cirrus White/
Colorado Red Leather



Rose Quartz Metallic/
Bokhara Red



Black/Sierra Leather



Silver Metallic/
Colorado Red Leather



Pine Green Metallic/
Sierra Tan



Rose Quartz Metallic/
Colorado Red Leather



Slate Blue Metallic/
Sierra Leather



