

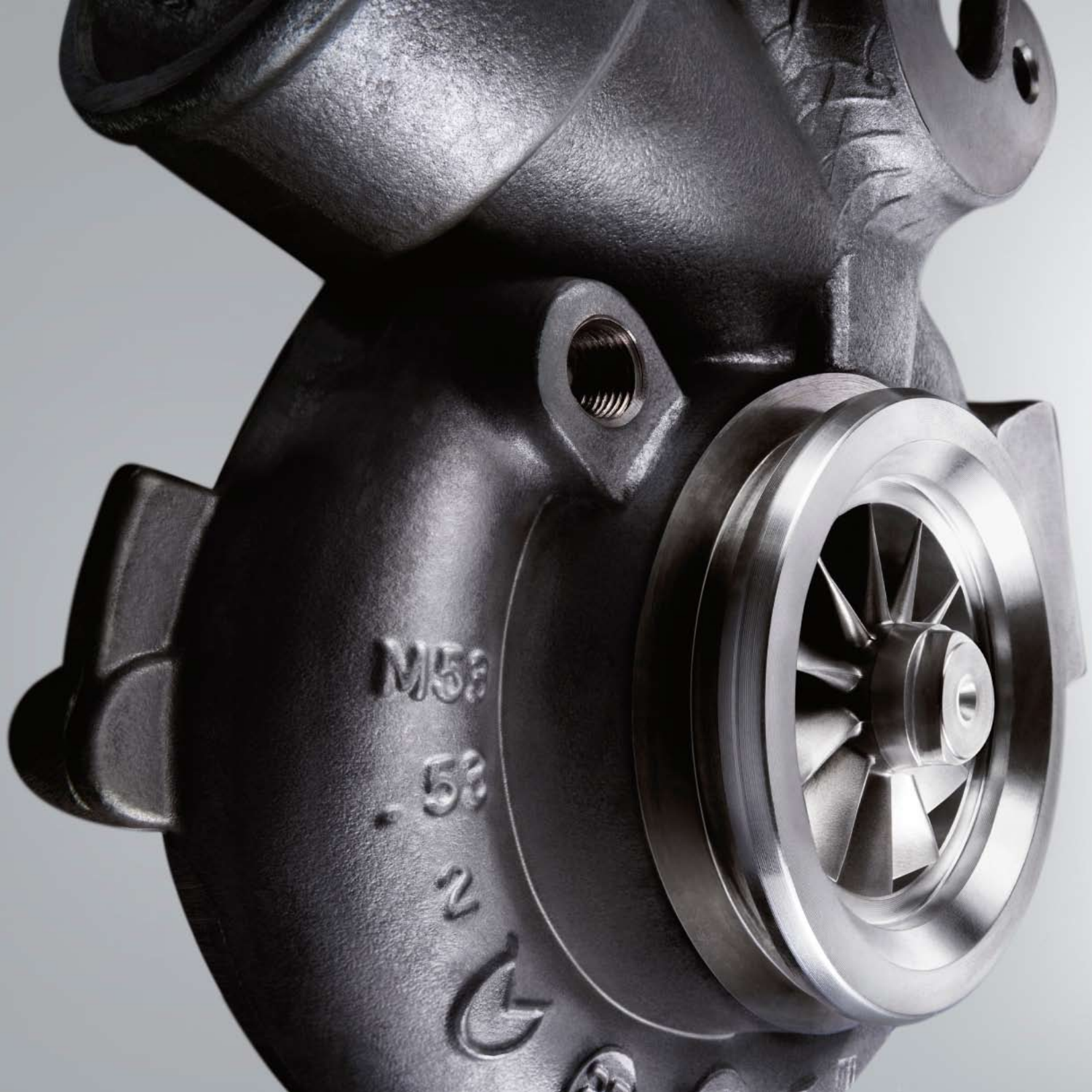
Black is back. Thirty years ago, Saab stunned the automotive world by revealing its first turbocharged model. Now, with the Saab Turbo X, Saab for the first time unleashes its jet-inspired turbo power through Saab XWD. It's not just all-wheel drive, it's an innovative cross-wheel drive system. Thanks to "rightsizing", the 280 bhp, 24-valve, 2.8 V6 turbo engine has the characteristics of a V8 engine: 295 lbs-ft of torque and an acceleration of 0–62 mph in 5.7 seconds. As if this wasn't enough, the sport-tuned chassis, brakes and electronic control system combine to give you the ride of your life. The Saab Turbo X is the true heir to the classic Saab Turbos of the 70s and 80s. It is available in a limited edition and only comes in jet black as an homage to the original Saab 900 Turbo. So take a good look, a car like this only comes around every thirty years.



Saab 99 Turbo – 1977



Saab 900 Aero Turbo 16 – 1984



The most powerful Saab ever.

The jet black limited-edition Saab Turbo X is the extreme performer of the new Saab 9-3 range. Descended from the iconic Saab 900 Turbo, it introduces Saab's innovative XWD technology that delivers an impressive level of driver involvement and dynamic chassis control never seen before from Saab.

Quite simply, the Turbo X is Saab's ultimate driving experience.

We lowered the sport-tuned chassis by 10 mm and optimized the springs and dampers to minimize body movement. Larger internally ventilated disc brakes at the front and externally ventilated rear discs increase stopping power.

30 years in 5.7 seconds

The heart of the Saab Turbo X is, of course, the engine.

A 24-valve, 2.8 liter V6 turbo

powerhouse that generates 295 lbs-ft of torque between 2,150 and 4,500 rpm and maximum power of 280 bhp at 5,500 rpm. Press the pedal and it takes you from 0–62 mph in 5.7 seconds. Just like that, Saab's 30 years of turbocharging experience flashes by. This has to be the fastest history lesson ever. And the most enjoyable.



1X6=8

Hats off to Per Gillbrand, our own Mr. Turbo, and his fellow engineers. In the 1970s, they developed the turbo for series-production cars, and made it more reliable and manageable. They gave Saab a head start that has kept us at the forefront of turbo technology. The latest proof of this is the Saab Turbo X.

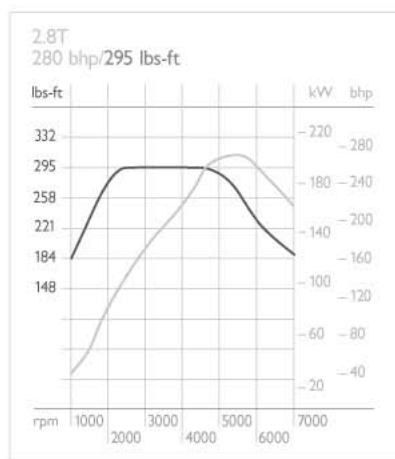
The advantages of turbocharging are even more seductive today than they were 30 years ago. It is the key to “rightsizing”, which gives us more from less. The driver can enjoy all the performance characteristics of a larger engine without the increased cost, weight, complexity and fuel consumption. A turbo-charged engine is lighter, smaller and more fuel-efficient than a comparable non-turbo engine.

It also produces more power by harnessing the energy from the engine's exhaust flow.

Today, as we strive to conserve energy and improve efficiency, Saab's turbocharging is more vital than ever. Through “rightsizing” we make the engine more efficient without sacrificing performance. With the Saab Turbo X, you get all the power of a V8 from a more economic V6 engine. So fasten your seat belt and drive more responsibly.

“We knew we could achieve the same results as a V8, with a smaller, more efficient turbo-charged engine.”

PER GILLBRAND, MR. TURBO



Once you've built jets, you don't build just another car.

It might seem strange that Sweden gave birth to a company renowned for aircraft heritage and innovative thinking that results in building cars that are both fun to drive, yet surprisingly practical. But in fact it makes perfect sense. In a country where snow and ice are a fact of life for at least six months of the year, and where small

communities are scattered far apart, you need a highly functional and reliable car. And in winter, when the sun sets at 2.30 pm and the cold creeps in, you want to get to your destination quickly and safely. The stage is set for the Saab Turbo X with XWD all-wheel-drive system.





Optimise your propulsion.

A swimmer uses all four limbs to get maximum power and control. The Saab Turbo X uses XWD, a cutting-edge all-wheel-drive system. Electronic control distributes driving torque to where it's needed – not only between the two axles but also between the rear wheels. The amount of drive torque distributed between the front and rear varies continuously. This counteracts unwanted oversteer, understeer and instability. The result is better handling,

improved stability, and a sportier driving experience in all conditions. Driver control is taken a step further by eLSD. This electronically-controlled, rear limited slip differential transfers up to 40% of torque between the drive shafts to enhance the driving performance. For instance, when cornering hard, the rear outer wheel gets more power, so the car turns quicker and more easily. Giving you all the permission you need to drive the way the Saab Turbo X is meant to be driven.





Perfection is in the details.

V6 turbo

The Saab Turbo X has a 24-valve, 2.8 liter V6 turbo engine. It is a lightweight, all-aluminium construction with a 60 degree angle between the cylinder banks for perfect balance, variable inlet valve timing, and twin-scroll turbocharging.

Intelligent Saab XWD

Saab XWD is an active Haldex Generation 4 all-wheel-drive system designed to optimize vehicle handling and stability in all driving conditions. It's a fully automatic, on-demand system capable of instantly sending torque to the rear wheels, in response to driving conditions. This means that torque distribution is always optimized in front and rear.

eLSD (electronically-controlled, rear limited slip differential)

The Saab Turbo X is the first model in its market segment to have electronically-controlled, rear limited slip differential. It uses input from the XWD system to transfer up to 40% torque between the rear wheels, making the car turn quicker and more easily.

Sport-tuned chassis

To fully exploit the benefits of Saab XWD, the chassis of the Saab Turbo X has been lowered by

10 mm, and the springs and dampers optimized to minimize body movement. Self-levelling dampers are fitted in the rear to maintain a constant ride height irrespective of load.

Saab performance brakes

Stopping power improves with larger disc brakes: internally ventilated 13.6 in in front and externally ventilated 11.5 in at the rear.

Aerodynamic efficiency

Distinctive styling additions are designed to improve aerodynamic efficiency and performance. At the front, a deeper lip spoiler and integrated air intake reduce drag while increasing air flow to the engine and intercooler. At the rear, the re-profiled bumper and insert panel reduce drag and assist high-speed stability.

Alloy wheels

The Saab Turbo X has unique, 18-inch alloy wheels with a titanium-like finish influenced by Saab's classic three-spoke design.

Sport exhaust system with rhomboid tailpipes

The Saab Turbo X has a carefully tuned sport exhaust system that gives the car a powerful sound.

Its distinctive twin, rhomboid-shaped tailpipes make it easy to recognize.

Sport Sedan and SportCombi

The Saab Turbo X is available in Sport Sedan and SportCombi body styles. Both have a unique design with the iconic appeal of the classic Saab Turbo 900. Naturally, the Saab Turbo X is only available in Jet Black metallic.

Sporty interior

The black turbo theme continues throughout the interior of the Saab Turbo X. The sport seating, with additional bolstering, is upholstered entirely in black appointed-leather. The door inserts, glove box and gear lever console all have a unique carbon-fiber finish. The Turbo X also has a thick-rimmed, soft-grip leather steering wheel.

Classic turbo display

In recognition of Saab's turbo heritage, the Saab Turbo X boost gauge is a replica of the original 900 Turbo display. Owners enjoy a personalised greeting when they get behind the wheel. A unique "All systems go" message appears on the instrument display.



BORN FROM JETS



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