

Saab 900

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SAAB

When Saab builds a new automobile,
they take the long road home.

All that Saab has learned
about building automobiles
can now be found in one
place: the new Saab 900.



Saab engineers never set out to see how quickly they can design a new car, but rather how well that new car can be designed.

This patient approach has led to many design breakthroughs that eventually

became industry standards. Front-wheel drive with transverse-mounted engines, a unitized body with an integrated chassis, and the introduction of turbocharging to the family sedan, are just a few of the engineering achievements credited to Saab.

With the introduction of the new Saab 900, we expect that list of achievements to grow considerably longer.

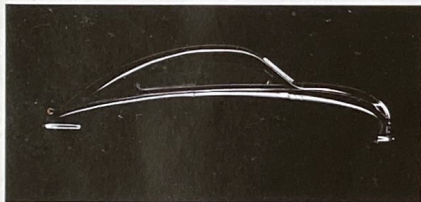


Many materials used to build the new Saab 900 are recyclable. That's a fact that can be appreciated the world over.



New aerodynamics make the new Saab 900
a pleasure to drive and a joy to look at.

The first Saab, built in 1946,
had a remarkably low drag
coefficient for that or any
other time.



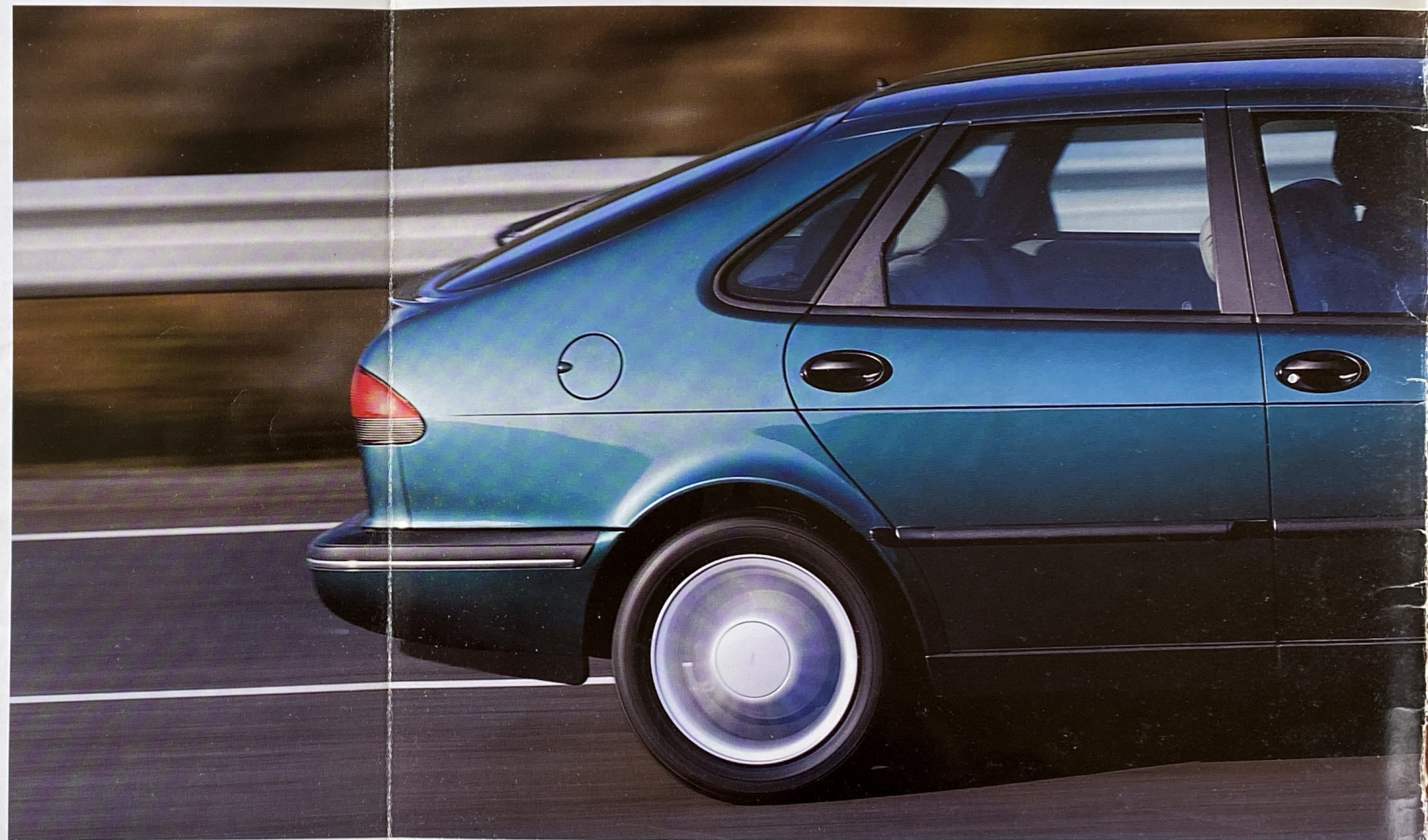
The automobile industry's feverish pursuit of a more efficient aerodynamic design has delivered a rash of cookie-cutter cars to the highways of the world. Unfortunately, the minor improvements made in drag coefficients sacrificed major points in style and grace.

Saab engineers knew there was a better

way. And it's been realized in the new Saab 900. Sculpted to cheat the wind, this 900 does not cheat

the senses. Instead, it features a sublime but aggressive profile that balances a steeply raked hood against a higher rear end. This "counterpoint" design provides improvements in both drag coefficient and handling characteristics.

So whether you have an eye on performance or aesthetics, the one car to focus on is the new Saab 900.





After 2,300,000 hours of engineering and 806,000 miles of road-testing, the new Saab 900 is ready. We think you'll agree it was worth the wait.

You don't look like everyone else.
Why should your car?

The new Saab 900 looks like nothing else on the road. This is quite refreshing in these days of look-alike cars.

The new 900 5-door comes with a 2.3-liter 16-valve engine as standard, or an optional 2.5-liter 24-valve V6.



Perfected from thousands of hours of computer-aided design and wind-tunnel testing, the new 900 is as individualistic as those who will drive it. And the many who do will be impressed with how well this sports sedan balances its power. Rather than stacking engine power at the high end, the 2.3-liter and V6 engines

offer high torque at the low and middle ranges. This provides you with on-demand power that can help you escape quickly from precarious positions and to rapidly

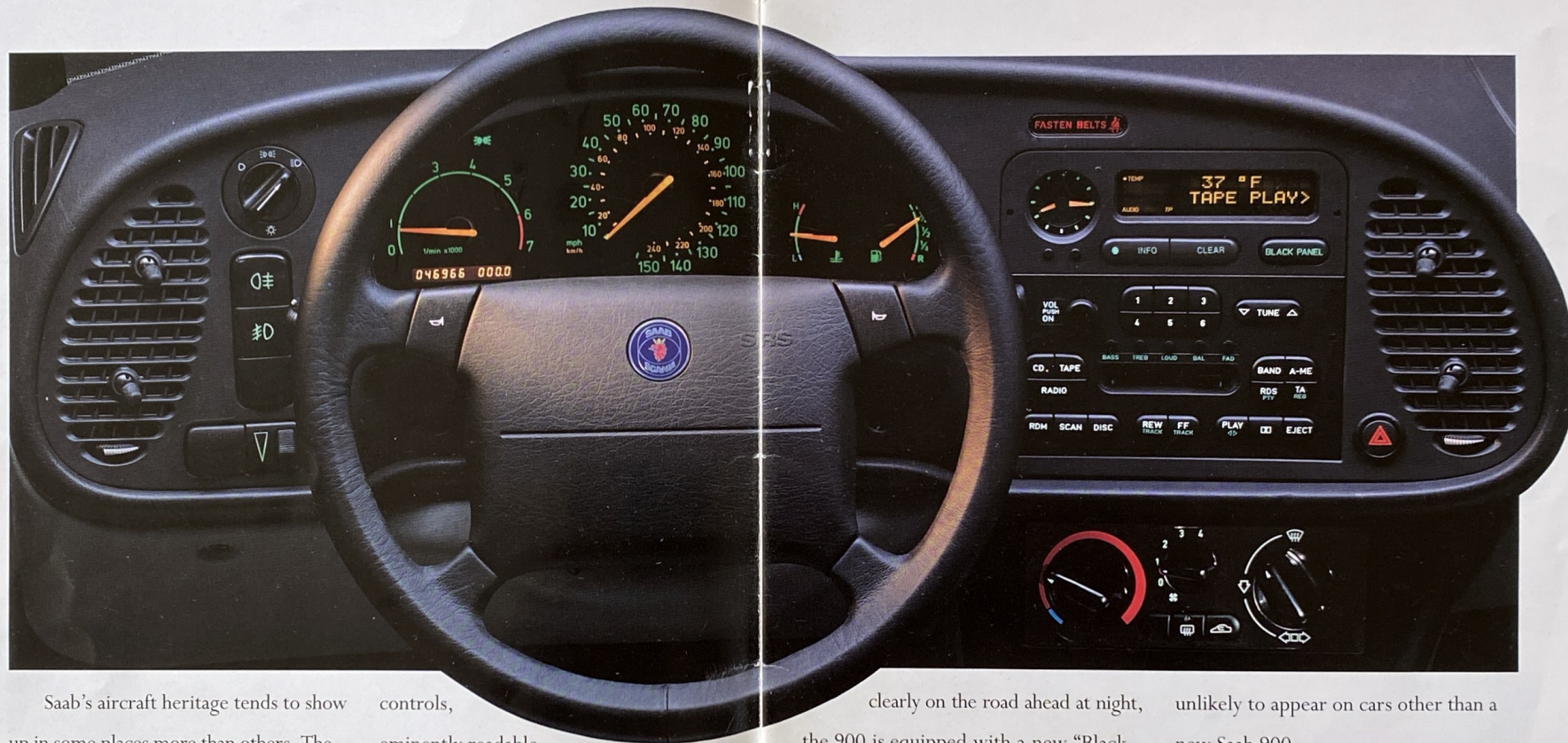
execute passing maneuvers. It's the quintessential Saab experience. And one you can experience every day once you own the new 900.



The new 900 is a great city car. But its heart, and yours, will beat a little quicker on the open road.

Any resemblance to what you see here and a jet cockpit is purely intentional.

The steering wheel adjusts for reach.



Saab's aircraft heritage tends to show up in some places more than others. The cockpit-like environs of the new Saab 900 are a perfect case in point. Here you'll find logically placed



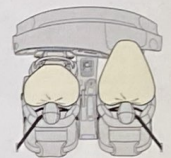
The "Black Panel" feature improves driving at night by turning out all instrumentation lights except the speedometer. System warning lights, however, will illuminate when warranted.

controls, eminently readable instruments, a steering wheel that adjusts for reach, and a seat that holds the driver in a relaxed and ready posture.

To allow you to focus more

clearly on the road ahead at night, the 900 is equipped with a new "Black Panel" feature that at the push of a button turns off all instrumentation lights except the speedometer. While a similar feature may appear on some jets, it's

unlikely to appear on cars other than a new Saab 900.



For added safety, driver- and passenger-side air bags are standard.



To provide extra security, the 900 transmission will only unlock by turning the key in the ignition which you'll find, of course, in the center console.



A luxury interior you'll enjoy
for a wealth of reasons.

Trim on the outside, the spacious interior of the new Saab 900 provides ample proof why the EPA has classified it as a "Mid-Size" car.



And those reasons are: a climate control system that's CFC-free and traps so many particles it's nearly dust- and pollen-free; integrated anti-theft alarm; heated front seats; cruise control; a reading lamp that lights the way for the front passenger without distracting the driver; the option of two integrated child booster seats in the rear; honest seating for five adults and enough storage space to carry their personal belongings.

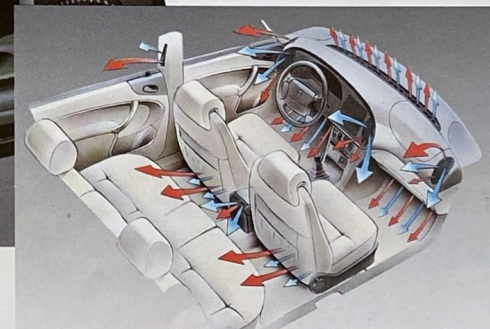
Creating luxury with practicality is a necessity for those who designed the new Saab 900 interior.



New ergonomic controls can be seen right down to the center console.



To help keep the interior cool, heat-absorbing glass on the new Saab 900 screens out 50% of the sun's radiated heat. This also allows for more efficient use of the climate control system.



The new Saab 900 is ventilated in a way that assures both the front and rear occupants ride in comfort.

We talk about our handling as an ongoing dialogue with the road.



The Saab 900 handles as deftly through twists and turns as it does on the straightaway.



The new four-speed electronically-controlled automatic gearbox allows you to adjust to changing driving conditions by offering Sport, Winter or Normal settings.

Most luxury cars are missing one essential amenity: exceptional handling. Don't count the new Saab 900 among the missing. With a taut new chassis

design that keeps in touch with the road, communications between car and driver are uninterrupted. To respond to those communiqués, the driver is pro-

vided with rack-and-pinion steering that's power-assisted, MacPherson struts and stabilizer bars, front and rear.

For superior traction, Saab's front-

wheel-drive system balances the majority of the car's weight over the driven wheels. The new Saab 900. The luxury car that speaks to your need for handling.

There are so many reasons to own a Saab 900 sedan. We'd like to call out a few.

The new Saab 900 is a modern, high-tech design which retains traditional Saab virtues.

All engines have four valves per cylinder

Front headlamp wiper/washer system

Headlamp with courtesy delay function

Automatic transmission with three shift modes—Normal, Sport and Winter (optional)

Foam-core bumpers (made in a CFC-free process) which revert to their original shape after minor bumps at up to 5 mph

ABS brakes on all four wheels (with asbestos-free pads)

Front-wheel drive (with TCS on V6-equipped models)

Side-mounted direction indicator lights

Telescopic steering wheel

"Anti-submarining" shaped plates in front and rear seats to stop occupants from sliding under the safety belt in a severe impact

Integrated in-car sound system

Electrically adjustable and heated door mirrors

Instrument cluster with "Black Panel" function

Defroster outlets for rear side windows

Center armrest in rear seat folds down to accommodate long objects

Head restraints at all outboard seating positions (optional at rear center position)

Three-point inertia-reel safety belts in all five seating positions

Split/fold backrest with sturdy reinforcement beam

Heat-absorbing glass all around

Flexible luggage area with low loading sill

Child safety locks in rear doors

Two integrated child booster seats in backrest (optional)

Energy-absorbing side-impact protection which already meets 1997 USA legislation

Central locking with extra anti-theft protection (deadlock function and alarm system)

Optional electrically adjustable front seats with memory function for driver's seat

Front safety belt tensioners

Air bags for both driver and front passenger

Engines should produce an abundance of power without an abundance of waste.

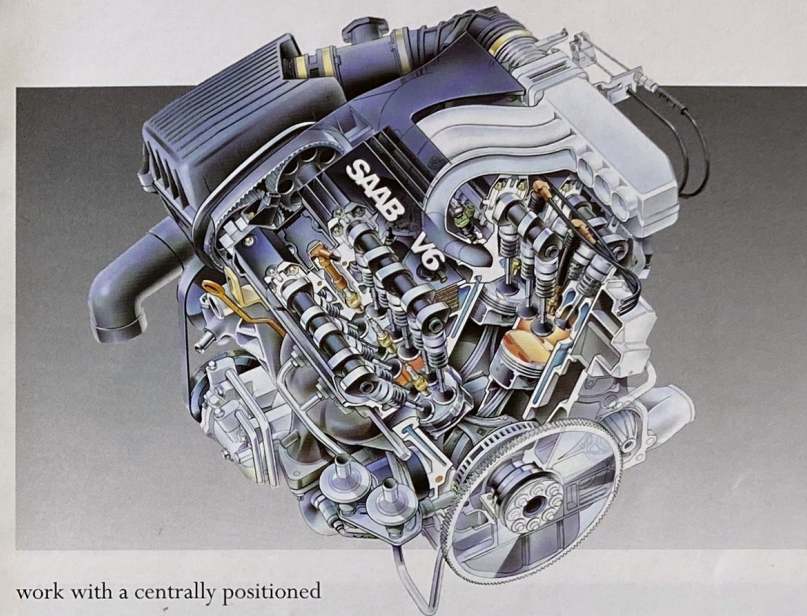
The new 2.5-liter 24-valve V6 engine available in the new Saab 900 doesn't need to burn a lot of fuel to generate a lot of power.

The reason: Unlike engines that waste energy by delivering power at the high end, this engine delivers power where it's used and needed most — at the low and middle ranges. This high torque design proves that fuel conservation and performance can indeed live

under the same hood.

Or if you prefer the 2.3-liter 16-valve engine, you will find it equally adept at balancing a driver's need for powerful performance and the world's need for conservation.

To accomplish this engineering feat, Saab begins with a modest-size block and a cylinder head made of aluminum alloy. The combustion chambers have four valves instead of two that



work with a centrally positioned spark plug, an arrangement that helps maximize performance while minimizing exhaust emissions.

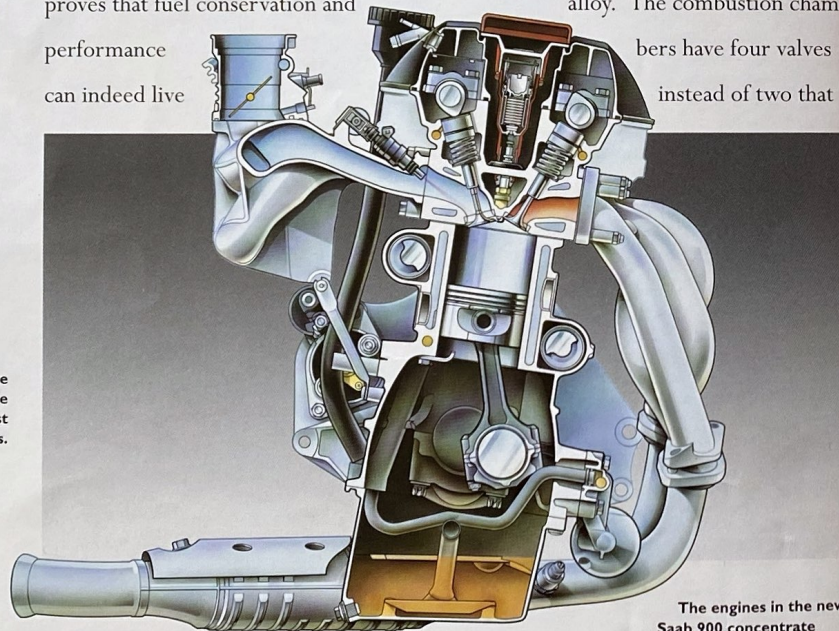
Saab engineering: Proving that power can be used without being abused.



The Saab emission control system not only reduces emissions, it improves fuel efficiency. And that helps provide cleaner air on both counts.



From the engine to the exterior, the new 900 embodies Saab's long-standing commitment to environmental preservation.



A new all-metal core in the catalytic converter heats more quickly to emit cleaner exhaust during engine start-ups.

The engines in the new Saab 900 concentrate their power in the areas where a driver accelerates most often: the low and middle ranges.

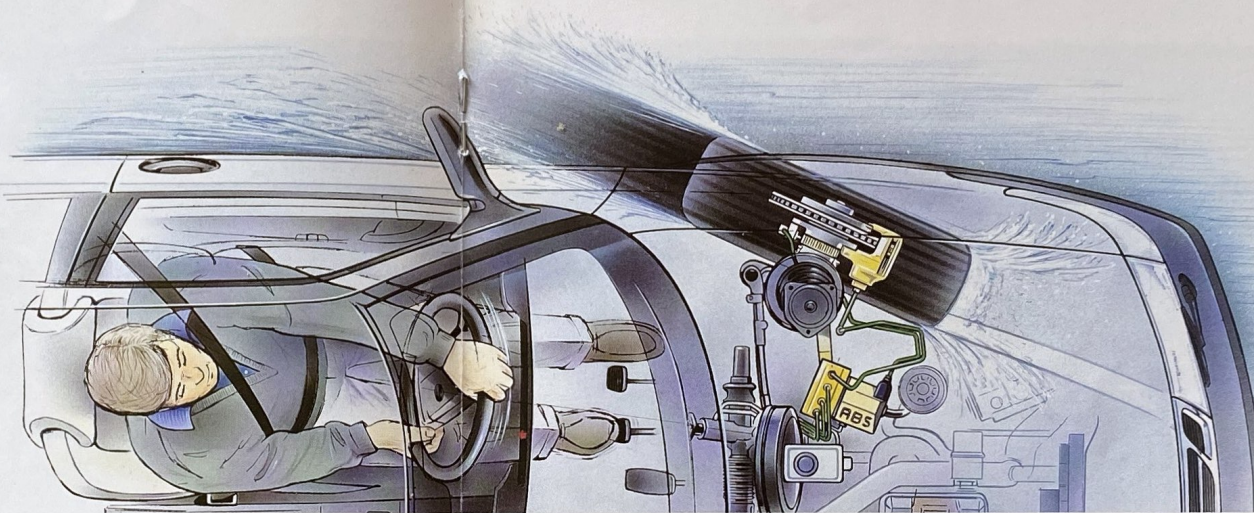


How a Saab 900 sedan helps you avoid the unavoidable.

Steering clear of an accident requires more than a steering wheel. It requires an entire automobile engineered around the principle of "active safety," whereby the car – and the driver – must be equipped to avoid an accident.

To accomplish that, Saab engineered the new 900 chassis and suspension system to constantly feed the driver information about the road. Supplementing that knowledge is the superior traction

With the majority of the car's weight balanced over the front-wheel-drive system, the new 900 provides the driver with superior traction.



which comes from a design that places the majority of the car's weight above the front-wheel-drive system.

Equally clever is an Anti-lock Braking System capable of making instantaneous adjustments in the braking pressure applied to the wheels, helping to prevent skids and allowing the car to be steered past obstacles even during panic stops. And when those obstacles are four-wheeled and moving, the new 900 is well equipped

for evasive action. Whether it's the 2.3-liter or the V6, the engines available in the new Saab 900 will help you outrun trouble, and the precise steering combined with the aforementioned chassis and suspension, will help you outmaneuver it.

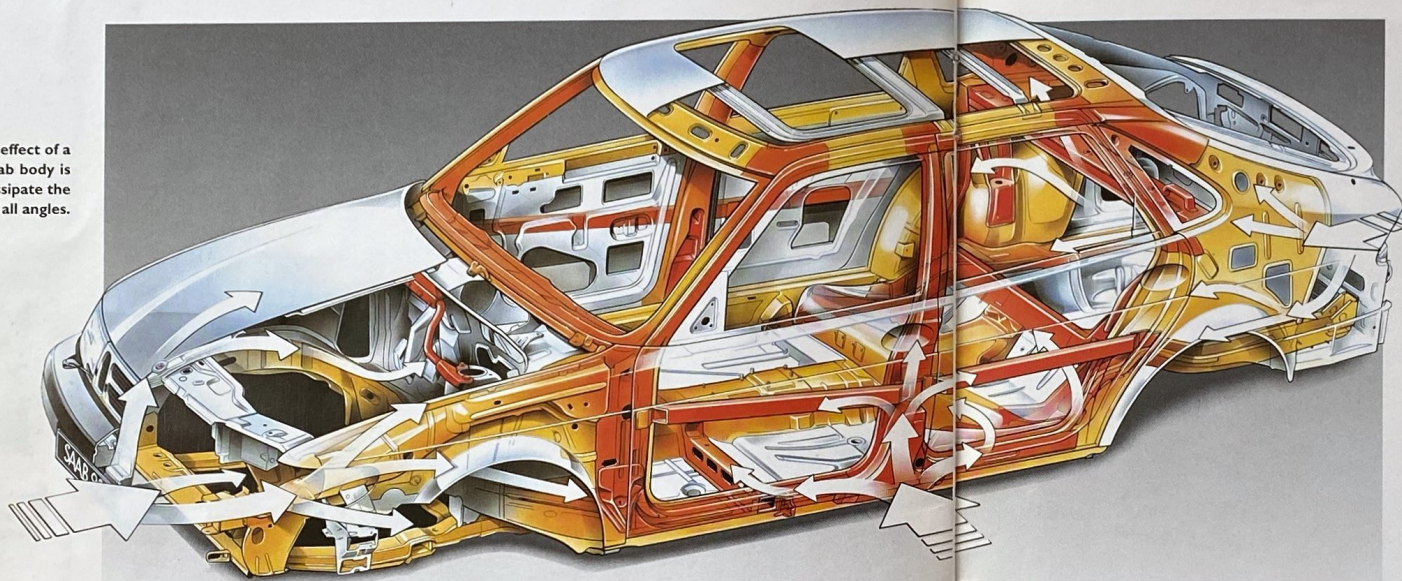
So with Saab, active safety systems improve both your response time and that of the car. When it comes to helping you avoid an accident, we can think of no response more appropriate.



The new Saab 900 chassis design is strong yet supple enough to give you great feel for the road without harshness in the ride.

The new Saab 900 safety features are as complete as the car itself.

To minimize the effect of a collision, the Saab body is engineered to dissipate the force of impact from all angles.



In designing safety features for the new Saab 900, little was left to chance. This explains why the new 900 is equipped with so many occupant-protection features.

In both the front and rear, crumple zones provide a vital buffer in a collision, absorbing the forces of impact as they fold inward.

To further protect the passenger

compartment, Saab engineered its safety cage to be a rigid system of reinforced steel pillars, bulkheads and beams.

Of course, the new Saab 900 is equipped with driver- and passenger-side air bags. And air bags are most effective when used as a supplement to an advanced safety-belt system like the one found in the new Saab 900. Front safety belts, for

instance, are firmly anchored to the seats and to the steel side pillars that are a strong part of the Saab safety cage. This arrangement maximizes safety as well as occupant comfort. And in the rear, Saab engineers

created an ingenious solution that provides 3-point safety-belt protection for all three rear passengers.

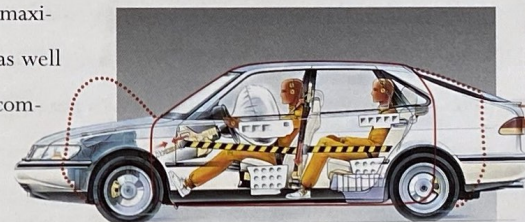
At Saab, our philosophy on safety engineering is simple: We'll stop making our cars safer when accidents stop happening.



Dual integrated child booster seats in the rear for children 50-80 lbs., or more than three years of age, are an option worth considering.



In a frontal collision, Saab safety-belt tensioners automatically remove any slack in the belt, thereby reducing forward movement.



Front and rear crumple zones are designed to fold inward in a collision to absorb the forces of impact.

The Saab 900 is a great way of conveyance and convenience.

By designing the rear seat with a new cross-member, all three rear-seat positions now provide passengers with 3-point safety belts. The rear center head restraint is optional.



Saab engineers have delivered practical features to Saab owners for the 45 years they've been building Saabs.

1994 is no exception to this commitment. In fact, it greatly builds on it. The new Saab 900, for instance, offers a rear-seat feature that proves its practicality

in not one, or two, but three separate ways. Combining a rear-seat split with the added advantage of folding the entire seat down, the new Saab 900 is the perfect vehicle for carrying passengers with cargo, or just cargo alone.

In the new 900, the versatility of

Saab continues to show itself in unexpected places. All five-door models have a rear-seat hatch hidden behind a foldable armrest. Longer items, like skis, feel as at home here as they do on the slopes.

The new 900 offers a bumper-low



The split design of the rear seat and the rear hidden pass-through gives the new 900 immense versatility in the cargo area.



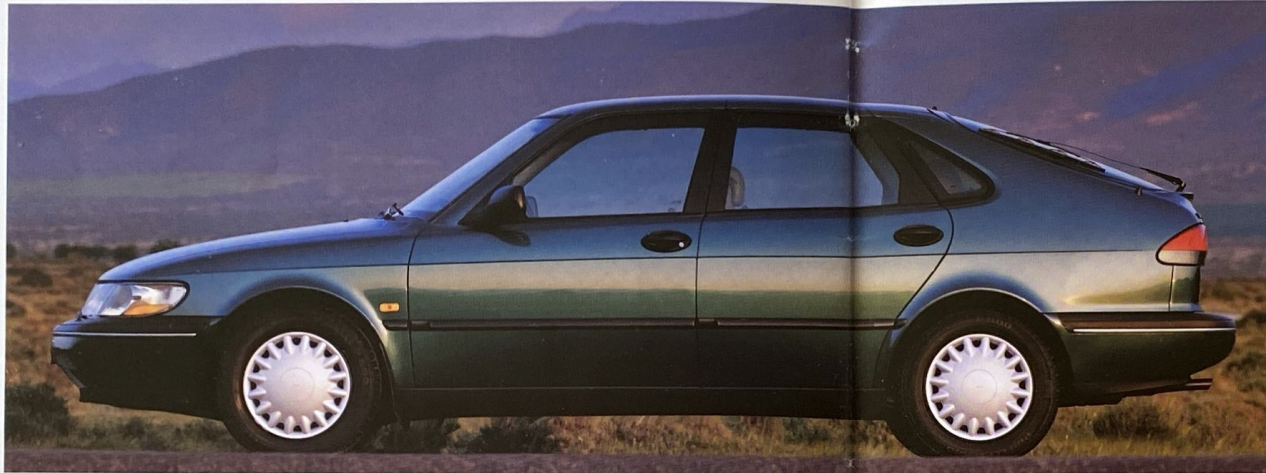
With the rear seat folded down, the new 900 has over 5 feet in capacious length.

sill for easy loading. After all, what good would all this space be if you couldn't get into it.

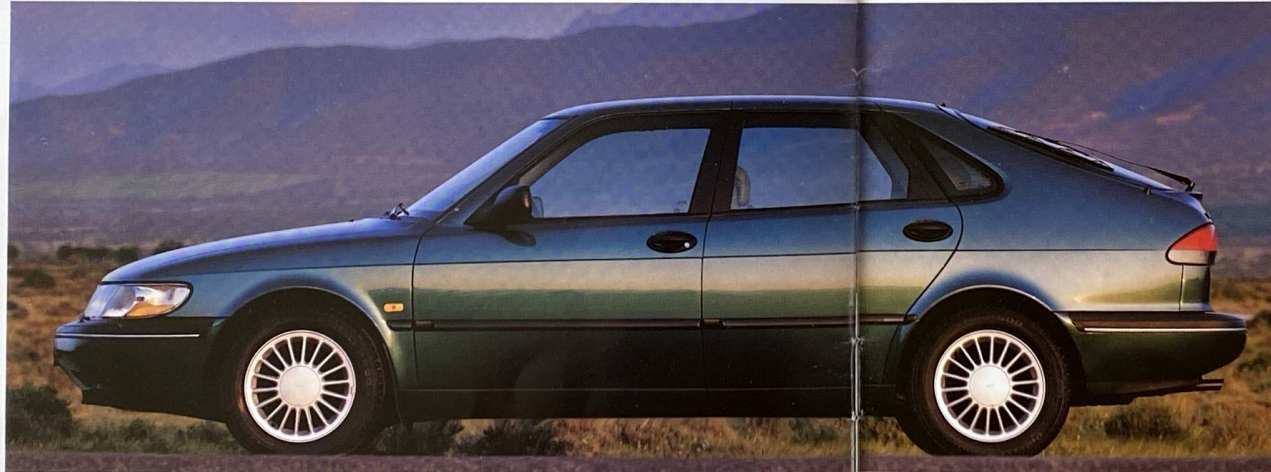


In the new 900, we give
you two ways to go.

The Saab 900 5-door with
2.3-liter engine.

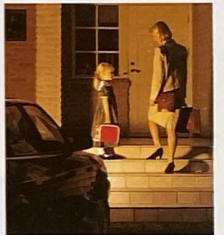


The Saab 900 5-door with
2.5-liter V6 and alloy wheels.



The new 900 5-door is available with a 2.3-liter engine as standard or an optional V6. In both cases, this car offers a wide range of standard equipment to enhance safety, luxury and performance. Below, some of the more salient features are recounted.

The 900 5-door comes standard with: Driver- and passenger-side air bags. Integrated anti-theft alarm. Telescopic steering wheel. Cruise control. Front and rear fog lights. Central locking with dead-lock feature. Automatic front safety-belt tensioners. Four-wheel disc brakes with ABS. 3-point safety belts for all passengers. Electric windows. Heated front seats and sideview mirrors. In addition to the above, options available are: 2.5-liter V6 engine. Alloy wheels. Electric tilt/slide glass sunroof. Leather seating surfaces. Dual power seats with driver's-side memory.



When selected, headlamps
will remain on for 30 seconds
after you leave your car.

Extensive warranties and services are guaranteed with the purchase of every Saab.

The strength and durability of Saabs are reflected in the 6-year/80,000-mile* limited warranty that accompanies all 1994 models. This warranty includes bumper-to-bumper coverage for 3 years or 40,000 miles*, excluding certain wear items. Tires, of course, are warranted separately by their manufacturer. Major systems—the engine, transmission, electronic control units and safety components—are covered for 6 years or 80,000 miles*. Again, whichever comes first.

ROADSIDE ASSISTANCE

Along with the Saab warranty, every owner of a 1994 Saab is automatically enrolled in Saab Roadside Assistance. This service provides around-the-clock emergency assistance anywhere in the United States. Just dial the toll-free number and help is on the way.

*Whichever comes first. See your Saab dealer for details.

DEDICATED DELIVERY

The Saab Dedicated Delivery System® assures that you and your Saab get off to a good start. Once your new car is thoroughly cleaned, prepared and inspected, your dealer will ask you to set aside an hour for a guided tour.

It's time well spent as Saab's exclusive features, warranties and maintenance schedules are explained in full detail.



EUROPEAN DELIVERY

If you're planning a European vacation, picking up your new Saab on the other side of the Atlantic could be the perfect way to go. It's simple to arrange through your dealer and the savings can be substantial when you consider the cost of an expensive European car rental.

And when you're ready to return home, you can drop off your Saab at

one of the 28 return shipment locations throughout Europe. Your car will be shipped home and Saab will pay for U.S. Customs duty, marine transportation, terminal charges and up to five days of port storage.

The Saab 900. The reasons to own one go well beyond the car.



Technical specifications Saab 900, 1994.

Engine

Four-cylinder engine: Transversely mounted four-cylinder, in-line engine. Cast iron engine block and light-alloy cylinder head of cross-flow type. Dual counter-rotating balance shafts equipped with eccentrically mounted balance weights. Dome-shaped combustion chambers with centrally placed spark plugs. Double overhead, chain-driven camshafts. Self-adjusting hydraulic (maintenance-free) valve lifters. Four valves per cylinder.

Six-cylinder engine: Transversely mounted, six-cylinder engine with the cylinders arranged in V-shape at an angle of 54 degrees. Cast iron engine block, light-alloy cylinder heads. Each cylinder head equipped with double overhead camshafts. Self-adjusting hydraulic (maintenance-free) valve lifters. Four valves per cylinder.

Engine management and emission control

Motronic electronic fuel injection and ignition. Three-way catalytic converter and oxygen sensor.

Cooling system

Electric motor-driven, thermostatically controlled radiator fan.

Fuel tank capacity

18.0 gallons (68 liters).

Electrical system

Alternator: Four-cylinder engine: 1215 W, 90 A.

Battery: 12 V, 60 Ah (maintenance free).

Transmission

Front-wheel drive with fully synchronized, five-speed manual gearbox. Optional four-speed, electro-

hydraulically controlled automatic transmission with three shifting modes, and direct mechanical lock-up in third/fourth gear. Compact, transversely mounted gearbox integrated with the engine and differential.

Steering

Power-assisted rack-and-pinion steering. Impact-collapsible steering column. Telescopically adjustable steering wheel.

Brakes

Anti-lock braking system (ABS). Power-assisted disc brakes all around, ventilated in front. Self-adjusting, single piston system with floating brake caliper. Asbestos-free pads. Mechanical action of handbrake on rear wheel discs.

Suspension

Front: MacPherson struts with direct acting gas shock absorbers and stabilizer bar. Split lower wishbones in forged aluminum. Integrated wheel bearings.

Rear: H-formed, semi-rigid rear axle with inner and outer stabilizer bars. Coil springs and gas shock absorbers.

Luggage compartment

Completely foldable back seat or 40% foldable. Long articles can also be placed through a pass-through hatch behind the rear center armrest. Length with the back seat in position, 3 ft. 2 in. (973 mm). Length with the entire back seat folded down, 5 ft. 6 in. (1,690 mm). Capacity: EPA Cargo Volume Index with the back seat raised, 24 cu.ft. (680 liters). Total Cargo Space with back seat folded down, 49.8 cu.ft. (1,410 liters).

Weights*

Weight distribution: 60% front, 40% rear.

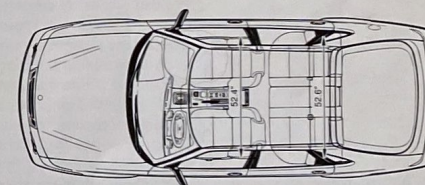
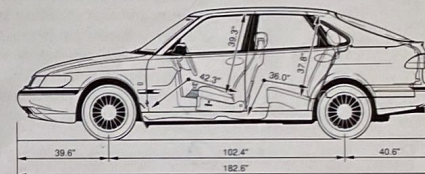
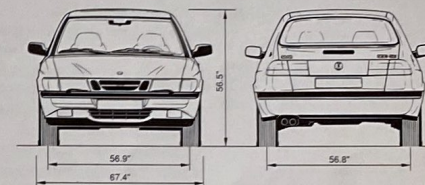
Maximum permissible trailer weight: Trailer with brakes 2,000 lbs. (900 kg); Trailer without brakes 1,000 lbs (450 kg).

Maximum permissible load on the roof: 220 lbs (100 kg).

Curb weight: 2,895–3,110 lbs. (1,313–1,411 kg).

Gross vehicle weight rating (GVWR): 3,800–4,015 lbs. (1,724–1,821 kg).

* Base curb weight with standard equipment.



	NATURALLY ASPIRATED ENGINE 2.5-LITER V6	NATURALLY ASPIRATED ENGINE 2.3-LITER
Displacement	152.4 cu.in. (2,498 cc)	139.7 cu.in. (2,290 cc)
Bore/stroke	3.21/3.13 in. (81.6/79.6 mm)	3.54/3.54 in. (90/90 mm)
Horsepower rating	170 hp at 5,900 rpm	150 hp at 5,700 rpm
Peak torque	166.9 ft.lb. at 4,200 rpm	154.4 ft.lb. at 4,300 rpm
Compression ratio	10.8:1	10.5:1
Recommended octane rating, unleaded only	Min. 87 AON	Min. 87 AON

Equipment Saab 900, 1994.

		900S
ENGINES	2.5-liter V6, 170 hp	Opt
	2.3-liter naturally aspirated, 150 hp	Std
PERFORMANCE	Double overhead camshaft 2.3-liter engine	Std
	Double overhead camshaft 2.5-liter V6 engine	Opt
	Light-alloy cylinder head with 4 valves per cylinder	Std
	Electronic fuel injection	Std
	Knock detector	Std
	Saab Traction Control System (TCS)	Opt
	Four-wheel, power-assisted disc brakes with ABS	Std
	Ventilated front discs	Std
	Power-assisted rack-and-pinion steering	Std
	Independent front suspension with MacPherson struts	Std
	Front and rear stabilizer bars	Std
	Steel-belted radial tires	Std
	Steel wheels with wheel covers	Std
	Light-alloy wheels	Opt
	5-speed manual transmission	Std
	4-speed automatic transmission with 3 shift modes	Opt
SAFETY	Saab Supplemental Restraint System (SRS)	Std
	Driver's-side air bag	Std
	Passenger's-side air bag	Std
	Belt tensioner system for front seat occupants	Std
	3-point safety belts for all occupants	Std
	Welded unit-body construction	Std
	Designed in front and rear crumple zones	Std
	Side impact protection system	Std
	Well-isolated fuel tank location	Std
	Collapsible steering column	Std
	Dual integrated child booster seats	Opt
	Manually activated "childproof" rear door locks	Std
	Lock-out switch for rear door power window switches	Std
	Saab Anti-lock Braking System (ABS)	Std
	Dual microprocessor control unit	Std
	Self-diagnostic capabilities	Std
	Two separate hydraulic circuits	Std
	Mechanically activated rear-wheel hand brake	Std
	Headlamp wiper and washer system	Std
	Pre-wired for daytime running lights	Std
	Rear window wiper and washer system	Std
EXTERIOR	Electric tilt/slide tinted-glass sunroof with interior ventilated sunshade	Opt
	Color-keyed bumpers and black window trim	Std
	"Self-restoring" front and rear bumpers	Std
	Protective body side moldings	Std
	Aerodynamic headlamps with flush lenses	Std
	Replaceable halogen headlamp bulbs	Std
	Cornering lights	Std
	Side guidance reversing lights	Std
	Side-mounted direction indicator lights	Std
	Front fog lights	Std
	Rear fog light	Std
	Front spoiler	Std
	Undercoating and anti-corrosion treatment	Std

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900S

COMFORT AND
CONVENIENCE

Air-conditioning (CFC free)	Std
Interior air-filtration system	Std
Electrically heated, reclining front bucket seats	Std
Heated front seats with individual control switches	Std
Power, 8-way adjustable front seats with driver's side memory	Opt
Central locking for doors and trunk with emergency unlock feature	Std
Telescopic steering wheel	Std
Power windows with "One touch" opening for front windows	Std
Electronic speed control with "Cruise On" indicator light	Std
Electrically adjustable and heated sideview mirrors	Std
Windshield wiper/washer system with interval wipe and clean sweep feature	Std
Head restraints at front and rear outboard seating positions	Std
Two-position fold-down back seat	Std
Fold-down rear center armrest	Std
Pass-through opening from trunk to back seat behind center armrest	Std
Courtesy headlamp delay feature	Std
Automatic headlamp shutoff	Std
Vanity mirrors in sun visors, illuminated from above	Std
Interior courtesy light delay feature	Std
Luggage compartment light	Std
Built-in tool kit	Std
Tinted/heat-absorbant glass all-around	Std
Electric rear window demister	Std
Two-tone luxury velour upholstery	Std
Leather seating surfaces	Opt
Leather-wrapped steering wheel	Opt
Adjustable front safety belt guide loops	Std
Rear side window demisters	Std
Deadlock security system	Std
Saab anti-theft alarm	Std
Front and rear plush carpet floor mats	Std

AUDIO SYSTEM

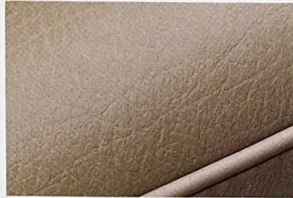
AM/FM stereo/cassette with CD changer controls	Std
Anti-theft lock-out code	Std
Front/rear fader control	Std
Electronic tuning, with programmable AM/FM pre-sets	Std
Seek, up and down tuning	Std
Auto-reverse cassette with Dolby® noise reduction	Std
Full-logic cassette transport with head and roller release	Std
Automatic electric antenna	Std
Six acoustically engineered speakers in four locations	Std

INSTRUMENTATION

Analog speedometer	Std
Analog tachometer	Std
Digital odometer and trip meter	Std
Fuel and temperature gauges	Std
Dashboard "Black Panel" feature with integrated warning system	Std
Quartz analog clock	Std
Warning lights for:	
Traction Control System (TCS)	Opt
Supplemental Restraint System (SRS)	Std
Anti-lock Braking System (ABS)	Std
Low fuel, oil pressure, battery and brake fluid	Std
Indicator lamps for rear demister, hand brake, high beam, open door and rear fog light	Std

Interior and exterior colors.

Interior colors



Taupe



Light Grey



Charcoal

Two-tone velour



Taupe



Light Grey



Charcoal

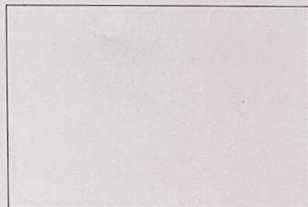


The hides used in all Saab leather upholstery are hand-selected for quality, texture and feel.

The new 900 S comes equipped with two-tone velour seating. Leather seating surfaces are available as an option. Check with your Saab dealer on color combinations and availability in your area.



Black



Cirrus White

Solid colors



Citrin Beige

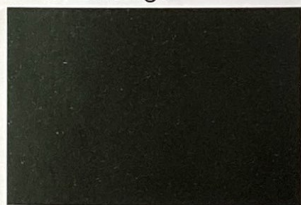


Le Mans Blue



Ruby Red

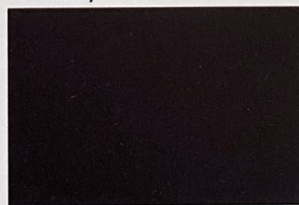
Metallic colors



Scarabe Green



Eucalyptus Green



Aubergine



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**Individual strength through
combined technology**

Saab Automobile AB was formed on January 1, 1990, when Saab-Scania AB entered into a 50/50 joint venture with General Motors (Europe) AG. The alliance called for far-reaching technical cooperation between Saab Automobile AB and GM's Technical Development Centers.

One example of such synergy is the V6 engine-which supplements Saab's popular four-cylinder engine family-available in the all-new Saab 900. Saab's special expertise in four-valve technology, testing procedures and emission control systems played an important role in the development of this engine. Produced by GM Europe, this engine benefits from GM's sophisticated production capabilities. Such shared technologies and cooperative engineering endeavors allow Saab to better serve the needs of its customers.

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