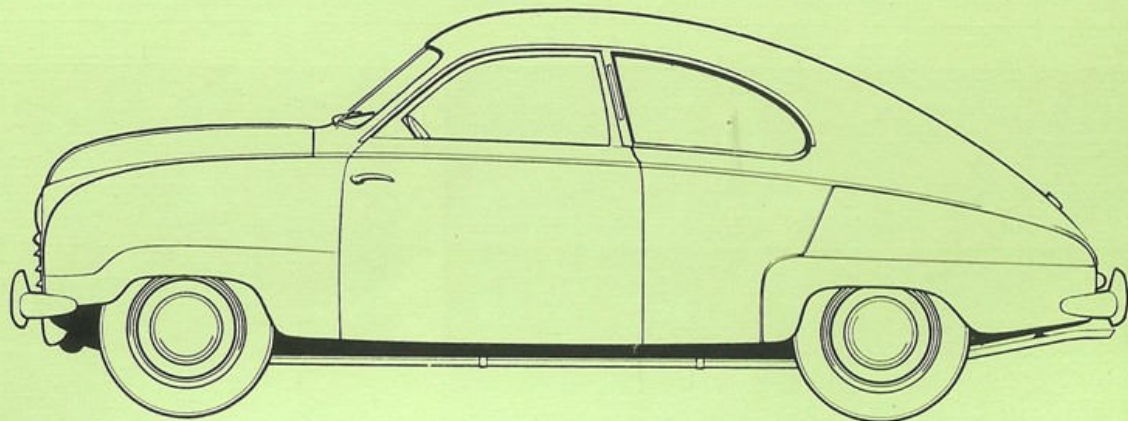




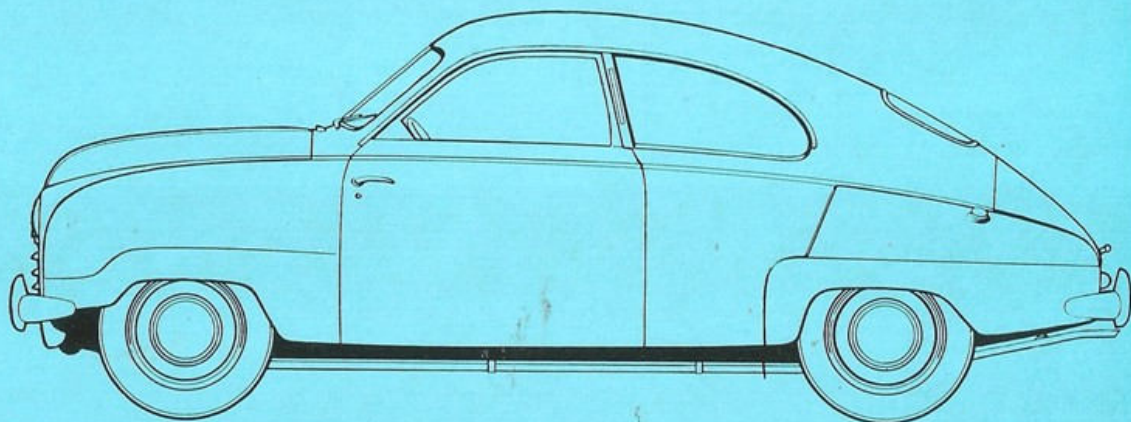
SAAB Continuous design refinement ■ *The first Saab, the Saab 92, made its appearance in 1950. Compared with the latest model and even with those during the intervening years there are many details which have been modified, added or removed. There have likewise been various modifications to the design, which is natural enough, but the changes have never been revolutionary. The design of the first Saab was carefully conceived and over the course of 16 years the fundamental principles of this initial design have proved sound.*

SAAB 92 — the first model of a new make



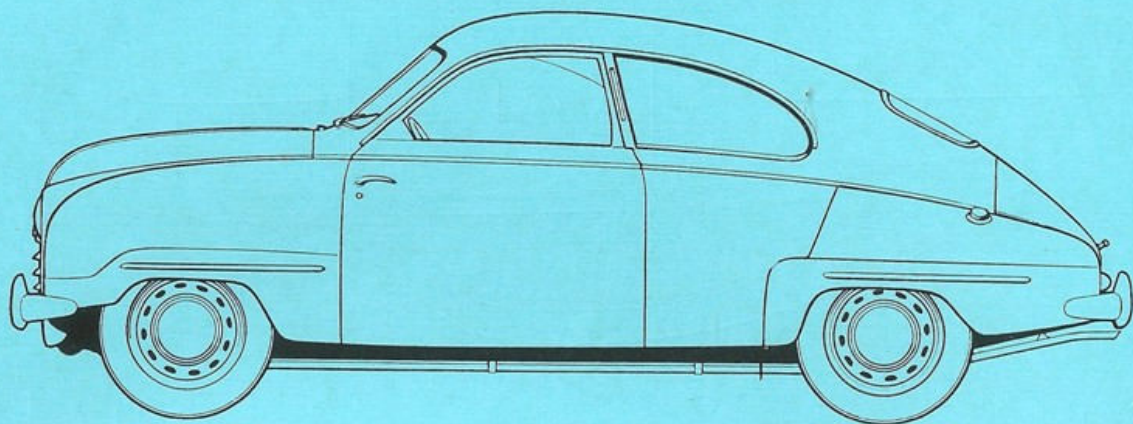
1950—1952 ■ Self-supporting all-steel body with low air resistance ■ 764 c.c., 2-cylinder, 2-stroke engine, 25 b.h.p. ■ Front-wheel drive ■ Flat floor ■ Low centre of gravity ■ Petrol tank and luggage boot at rear ■ Extra strong windscreen and side pillars, with steel tube reinforcements ■ Outstanding road behaviour ■ Factory-applied undercoating

SAAB 92



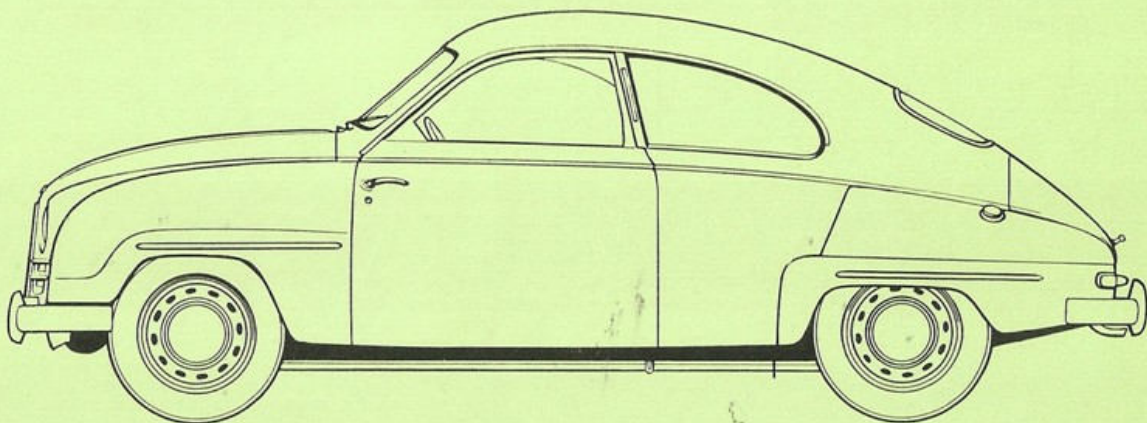
1953 News: ■ Larger rear window ■ More luggage space, boot accessible from outside ■ Battery moved from luggage boot to engine compartment ■ Repositioned petrol tank, filler tube through left rear wing ■ More luxurious inside fittings, foam rubber cushions, contoured front seat backs ■ Rear seat easily removable — to give extra loading space

SAAB 92 B



1954 News: ■ Engine output increased 12 per cent to 28 b.h.p. (net) ■ Improved fresh-air heater ■ Draught-protecting panes at door windows ■ Detail improvements on facia ■ New wheels, with ventilation holes ■ Bright strips above wheel openings ■ Synthetic lacquer ■ More elegant interior. Ashtray for rear-seat passengers

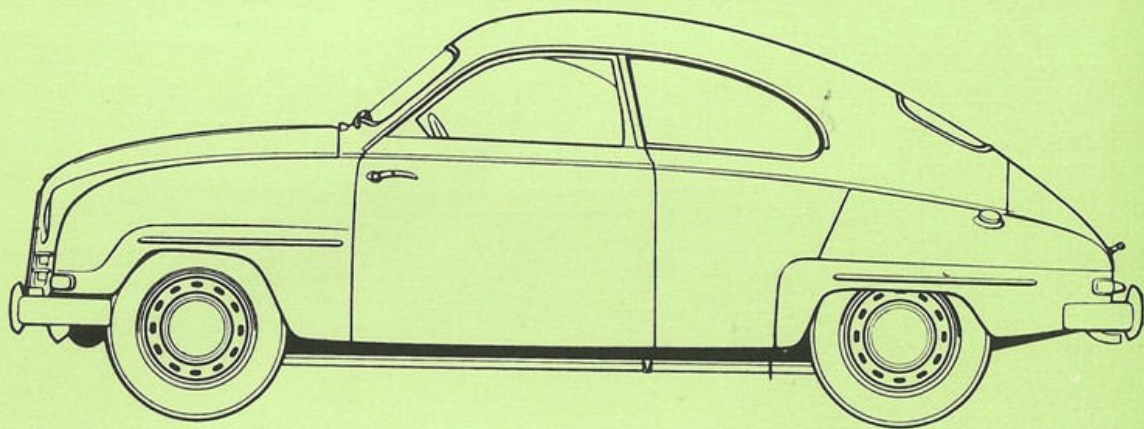
SAAB 93



1956 News: ■ More powerful engine; 3 cylinders, 748 c.c. 33 b.h.p. (DIN). Improved cooling. Pre-heating device for engine air ■ New transmission ■ New suspension front and rear — coil springs instead of torsion bars ■ New rear axle — tubular, in U-form ■ Slightly increased track and wheelbase ■ New facia ■ New bumpers ■ New front end design

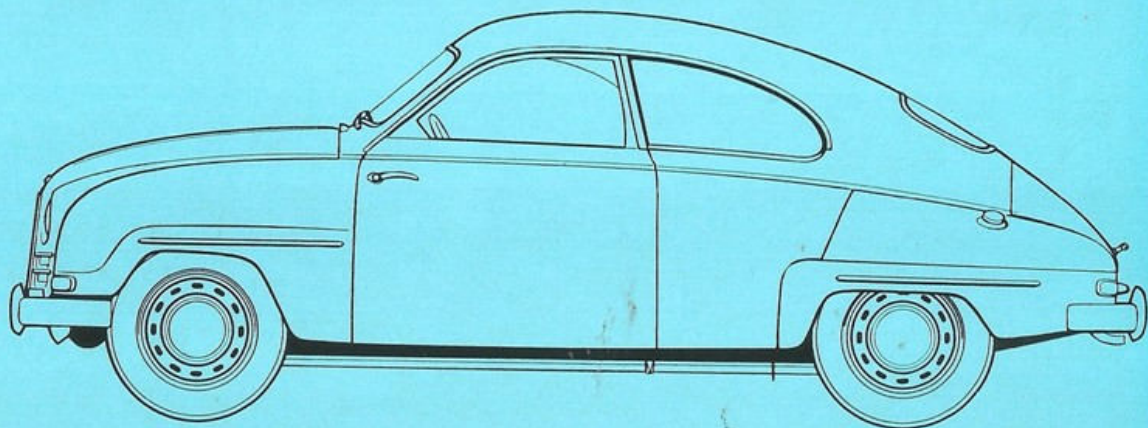
SAAB 93 B

(Granturismo 750 high performance export model introduced.)



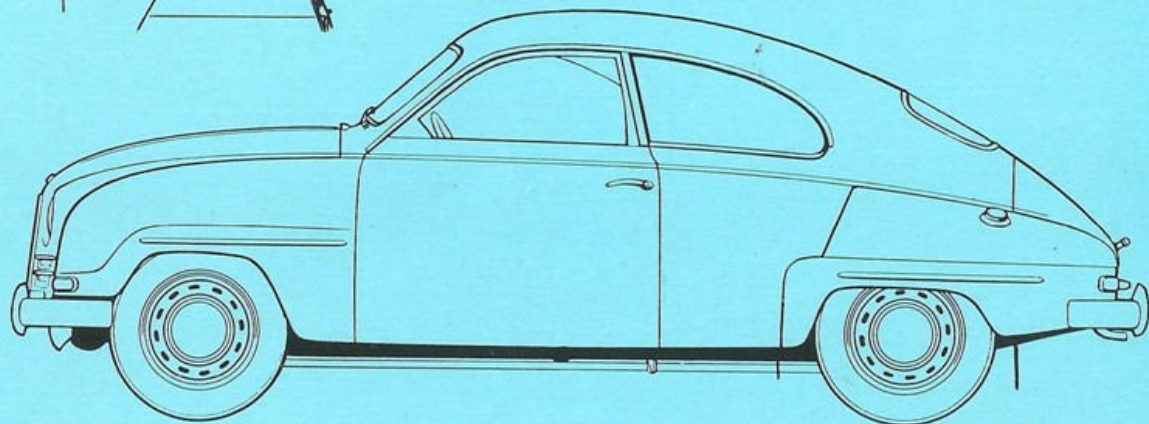
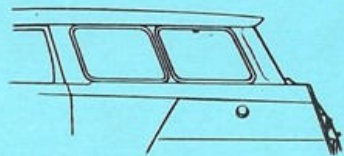
1958 News: ■ One-piece curved windscreen. New wipers, cleaning 43 per cent larger area ■ Flashing direction indicators ■ Anti-theft device—armoured cable from ignition switch to coil ■ Self-mixing petrol tank. Percentage of oil in petrol reduced from 4 to 3 ■ Anchorage points for safety belts ■ Adjustable rear seat bench, three height positions ■ Door safety latches ■ Improved electrical system

SAAB 93 B



1959 News: ■ Improved brakes. Front drum diameter increased from 8 to 9 inches. Total brake lining area up 16.4 per cent to 105 sq. in. ■ Windscreen washer ■ Padded sun vizors ■ Asymmetric dipped beam headlights standard equipment ■ Improved engine air cleaner ■ Lockable glovebox ■ Adjustable front seat backs, seven positions

SAAB 93 F

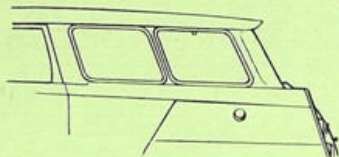


1959

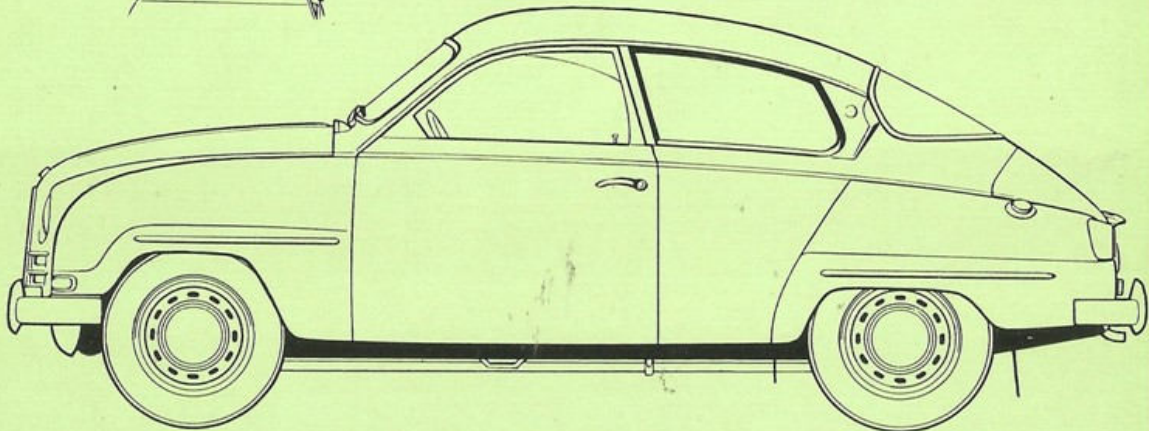
News: ■ Front-hinged doors ■ Increased cooling-system capacity ■ Armrests on inside of doors ■ Splash protectors behind rear wheels

Saab 95 Station Wagon introduced

SAAB 96



Various improvements during 1961 and 1962: Ignition-key operated starter ■ Longer mud flaps ■ Safety belts standard equipment on new Saabs in Sweden ■ Vacuum- (and centrifugally-) controlled ignition timing ■ New upholstery ■ Device (roof air slot) to keep station wagon rear window free from dirt.

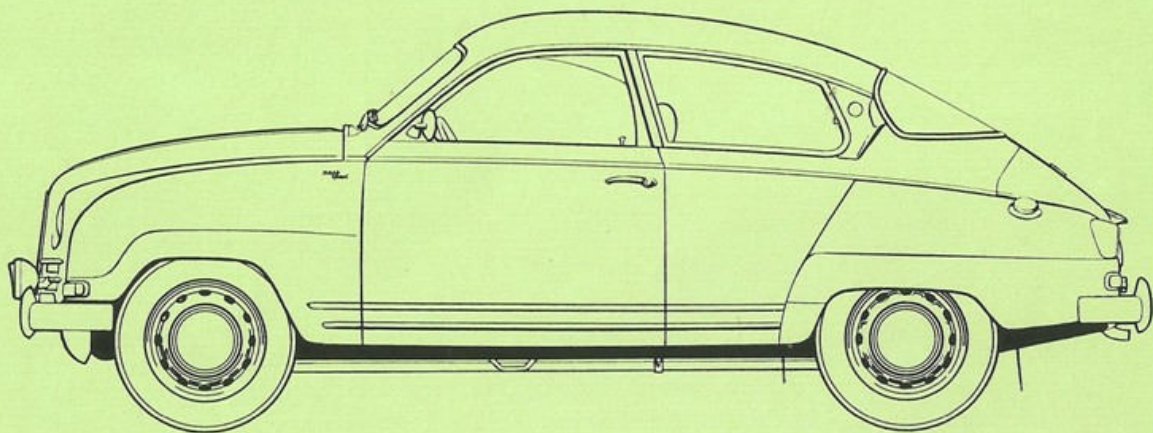


1960

News: ■ Bigger and more powerful engine — 841 c.c. 38 b.h.p. (DIN) ■ More elegant facia, safety padding on top ■ Large wrap-around rear window ■ Wider rear seat, more headroom. Car seats five persons ■ Completely redesigned body rear end ■ Draught-free ventilation system. Outlets at rear window ■ More spacious luggage boot ■ Bigger petrol tank ■ New tail lights.

SAAB SPORT

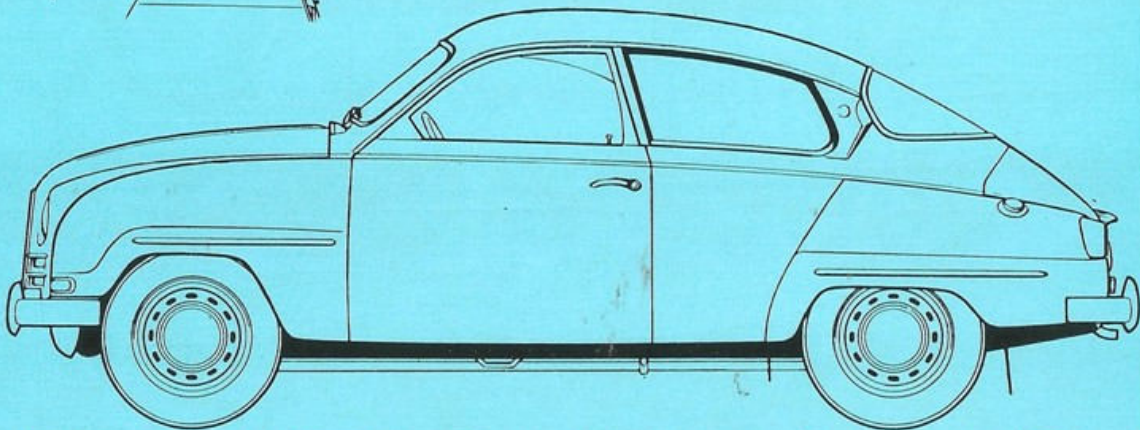
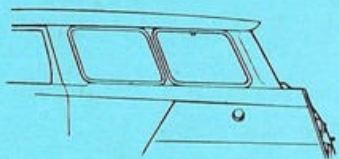
High performance luxury model



1962

News: ■ 52 b.h.p. high compression engine with three carburetors and separate lubrication system ■ Fully synchronized 4-speed transmission ■ Front disc brakes ■ Comprehensive instrument set-up, with rev.-counter ■ Racing type steering wheel ■ Fully reclinable front seats, head rest on passenger side ■ Competition type tyres. Wheel embellishers ■ Fog- and spotlights ■ Opening rear side windows

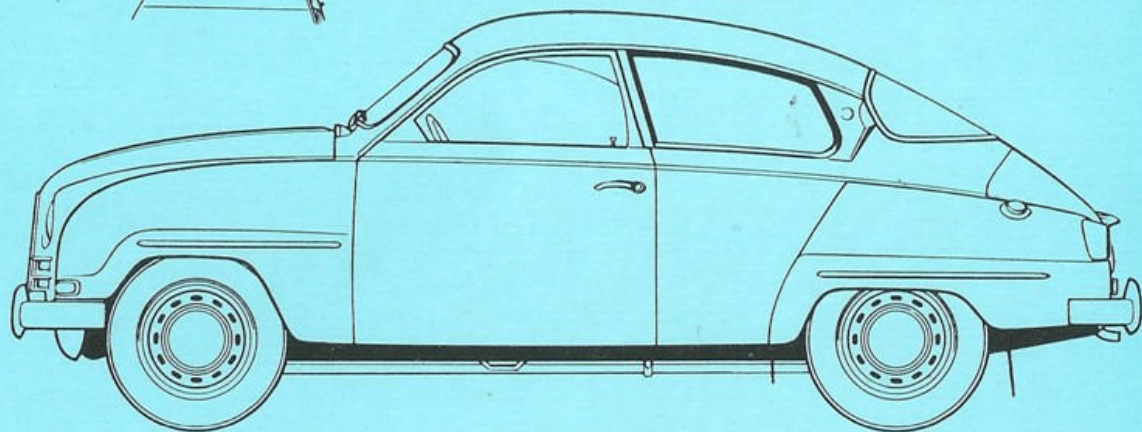
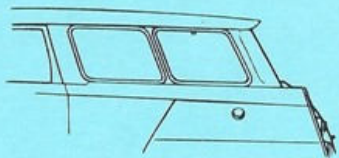
SAAB



1963

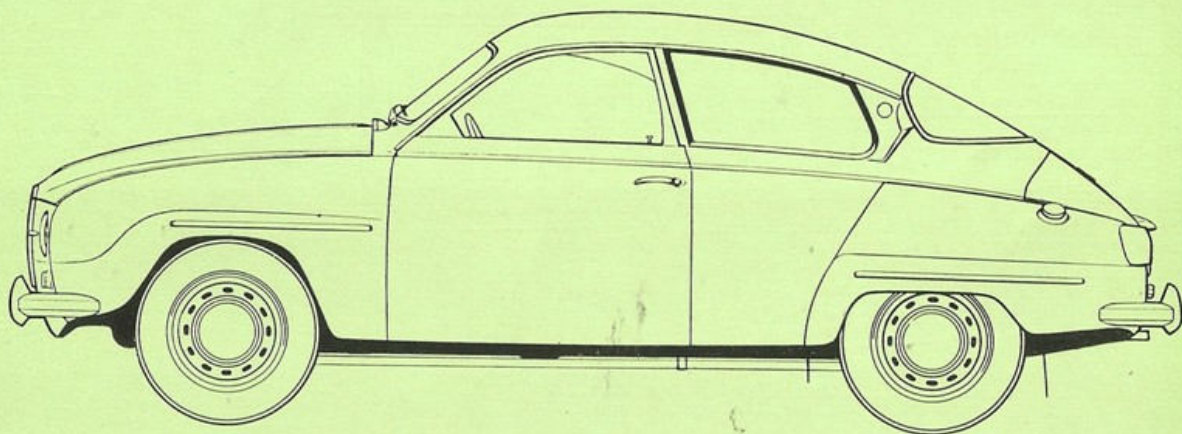
News: ■ Improved heater, thermostatically controlled ■ Larger ventilation-air outlet ■ Front seats heightened — driver gets better visibility ■ Enlarged rear view mirror. ■ Lighting in luggage boot ■ Plastic fabric roof lining ■ Adjustable arm rests ■ Horn ring on the steering wheel ■ Saab emblem in front grille pattern

SAAB



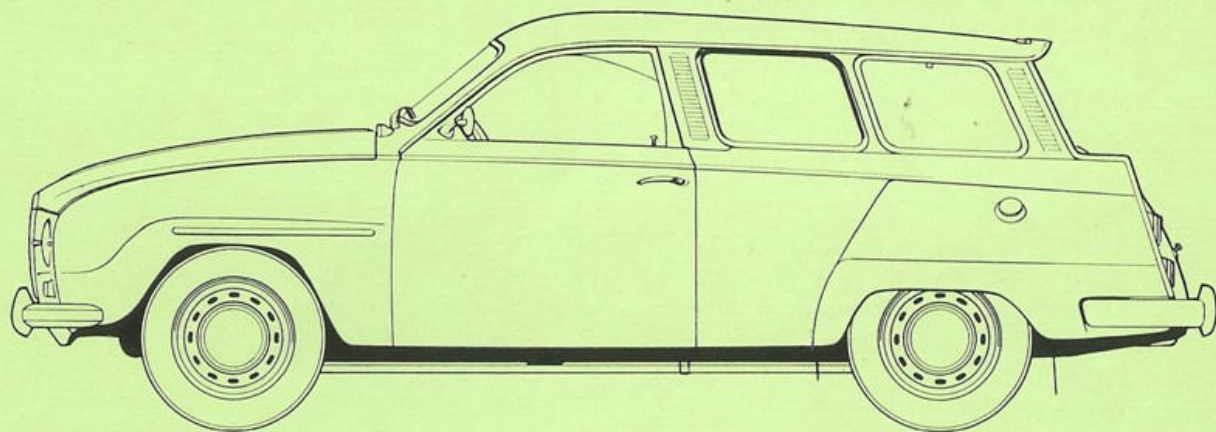
1964 Re-grouped and redesigned instruments (on 96 and 95) ■ Improved brakes — Hydraulic system with two separate circuits. Self-adjusting front brakes on Saab 95 and 96 ■ Four-speed gearbox available also on Saab 96 ■ Improved electrical system ■ Anchorage points also for 3-point safety belts ■ Gear change lever lock ■ Longer lubrication intervals ■ New drive shafts and outer joints on the Saab Sport

SAAB 2-door Sedan



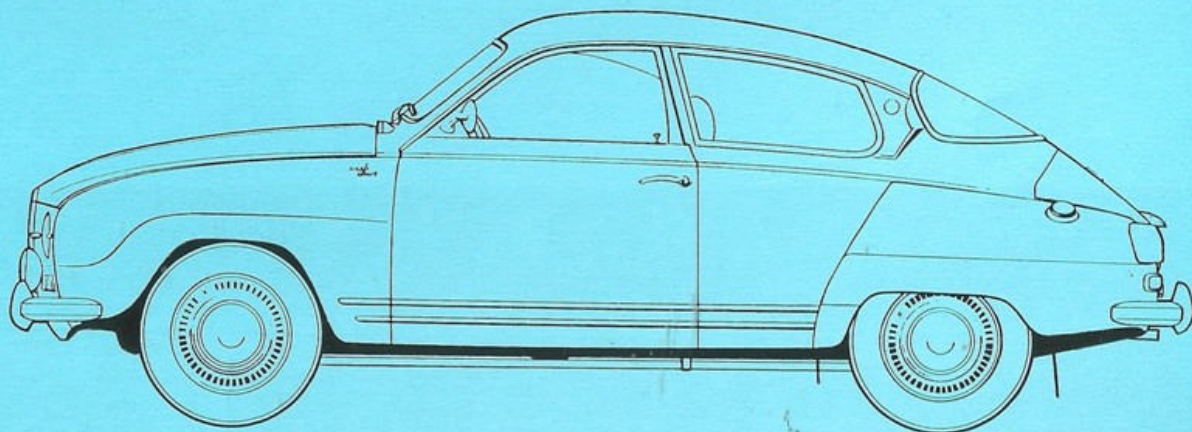
1965 News: ■ Redesigned front end ■ New bumpers ■ Radiator in front of engine, reduced water capacity, shorter warming-up period ■ New and highly efficient fresh-air heater ■ Engine refinements. Output increased to 40 b.h.p. (DIN) ■ More silent exhaust system ■ Pendant pedals, hydraulically operated clutch ■ Longer lubrication intervals ■ New outer drive shaft joints, smaller turning radius ■ New tail lights

SAAB Station Wagon

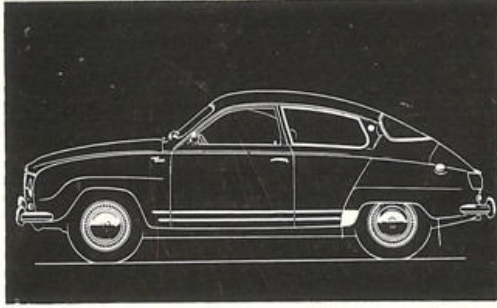
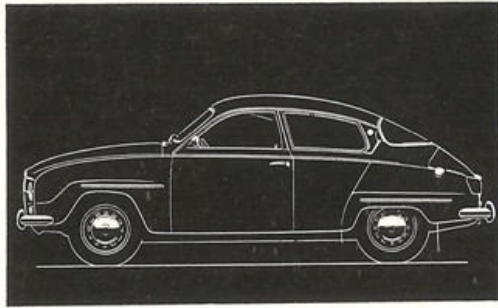
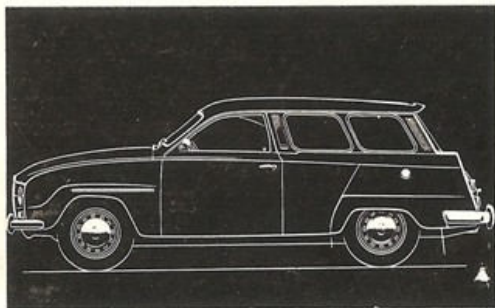


1965 News: ■ Redesigned front end ■ Radiator in front of engine, reduced water capacity, shorter warming-up period ■ More efficient fresh-air heater ■ Ventilation outlets through roof air slot ■ Engine refinements. Output increased to 40 b.h.p. (DIN) ■ More silent exhaust system ■ Pendant pedals, hydraulically operated clutch ■ Longer lubrication intervals ■ New outer drive shaft joints, smaller turning radius

SAAB SPORT



1965 News: ■ Redesigned front end ■ Radiator in front of engine, reduced water capacity, shorter warming-up period ■ More efficient fresh-air heater ■ Engine output increased to 55 b.h.p. (DIN). New air cleaner. Triple-mounted carburetors ■ New and more silent exhaust system ■ Pendant pedals, hydraulically operated clutch ■ Longer lubrication intervals ■ New inner drive shaft joints ■ New tail lights.



1966 News: Triple carburetors on sedan and station wagon. Higher compression ratio and other engine refinements. Output increased to 42 b.h.p. (DIN) ■ Modified ignition lock. New coil and distributor. ■ Headlamp flasher. ■ Improved door locks. ■ New hub caps of stainless steel. ■ SAAB Sport nominated for Monte-Carlo 850. ■ Alternator on Monte-Carlo 850. ■ New colours.