



**SAAB 900 L  
COMBI COUPÉ  
1975**





As a rule, an "ordinary" car is called a saloon. It has two or four doors, space for four or five people, and often has the luggage compartment separate from the passenger compartment.

If it has sleeker lines, a steeply sloping rear window, accommodation limited to two people, or perhaps more if there is an extra seat in the rear—then it is called a coupé.

If the roof line of a saloon is extended rearwards, the rear seat designed to fold down and the rear end cut off square and fitted with a door and window, then it is called an estate car.

If you now imagine that we build a car by taking the best features from each type of car described above, then a basically new and unconventional type of car will be obtained—a combi

coupé. It has the good load-carrying ability of a conventional estate car but not its usually heavy, oversized bodywork. It has the typical lines of a coupé but offers the passenger space of a saloon and first-rate comfort.

At the present time there is only one car that justifies the name of combi coupé—and that is the Saab 99 L Combi Coupé.

#### **The 1975 Saab 99 L Combi Coupé.**

Body: 3 doors.

Engine: 2-litre, 100 hp DIN (73 kW) or 118 hp DIN (87 kW).

Gearbox: 4-speed manual gearbox or 3-speed automatic gearbox.

*The complete 99 model range also includes the Saab 99, the Saab 99 L in 2-door and 4-door versions and the Saab 99 EMS, which are described in separate brochures.*





**We have surprised the world with an estate car that does not look like an estate car.**







pearance which many people find unattractive. With the Saab 99 L Combi Coupé you can still carry an estate car load in what to outward appearances is a regular saloon car.

**Plenty of room. Excellent ride.**

Passenger space in the Saab 99 L Combi Coupé is exceptionally large for the size of the car. This is a basic principle we have followed consistently ever since the 99 series was first planned. The Saab 99 L Combi Coupé is wide enough to provide plenty of elbow room, even when sitting three abreast in the rear seat. Ride comfort is just as good as in the saloon model.

**On good terms with aerodynamics.**

Estate cars with a squared-off rear end have a tendency to collect road dirt on the rear window. This is less likely on the Saab 99 L Combi Coupé, because the entire rear end is of a more suitable aerodynamic shape. Even during long drives in heavy rain, the slip-stream keeps the rear window dry and free from dirt.

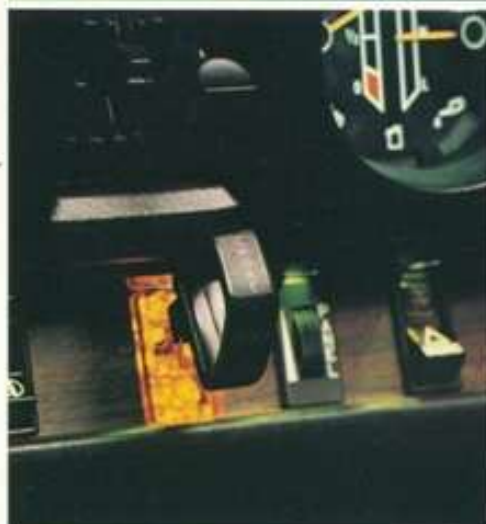
The clean lines of the body, the large, deeply curved and raked windscreen, the low frontal aspect—all are designed to offer minimum resistance to the air.

*Faced with the choice of either giving the car a squared-off rear-end treatment with a more or less vertical tailgate, or blending the rear-end lines smoothly into the existing bodywork—we chose the latter alternative. For several reasons and on good grounds. Even had it been easier to follow conventional estate car practice.*

**A saloon with the load-carrying facilities of an estate car.**

In a conventional estate car, the space at the extreme rear below the roof is very seldom utilized.

That is why we have retained the same roof line as on the other Saab 99 versions and have given the car a large, sloping rear window. This has avoided the cumbersome van-like ap-



# A handsome body shape.





Saab 99 L Combi Coupé









Firstly, the load space floor is only 53 cm above ground. In other cars, 60—70 cm is more usual. Secondly, there is no rear sill. Thirdly, you can utilize the rubber-covered bumper as a support when loading heavy items. Fourthly, you can reach the contents even from the side, owing to the favourable shape of the rear end. These are advantages which confirm the impression that the idea of the Saab 99 L Combi Coupé was a stroke of near-genius.



#### Accommodate the space to the load.

The regular boot in a Saab 99 L Combi Coupé is 119 cm long and has a capacity of 381 litres measured by the SAE standard. Added to this is a space under the floor at the extreme rear with a maximum capacity of 90 litres. Here and in the regular boot your belongings are concealed from prying eyes.

The distance from the floor of the boot to the parcel shelf is 45 cm. Should this not be sufficient, you can remove the shelf. The space thus obtained is ideal for a carry-cot, a dog, or anything else you wish to keep in view.

And should you need even more space, you can obtain a 1.84 metre long load floor by folding the rear seat forward. You can easily do this in less than half a minute and without tools. Total capacity of the load space is 1.5 m<sup>3</sup>.

#### Easy-opening tailgate.

The tailgate of the Saab 99 L Combi Coupé extends from the roof right down to the bumper. Gas-filled struts automatically lift it from the horizontal to the fully open position—with a head clearance of 180 cm.

#### Exclusive yet practical.

A fitted nylon carpet with plastic edging covers the flat floor. The sides are lined by compression-moulded panels of an impact-absorbing material which also provides insulation against cold, heat and noise. They are covered in tough vinyl sheeting.



## Combi Coupé advantages at every turn.









*We know the demands made on driver and car in the most diverse situations. That is why the basic design of our car is a product of extensive development and rigorous testing. Where safety is carried further than present-day automotive engineering has progressed.*

#### **The front wheels drive and steer.**

The Saab 99 L Combi Coupé has a front-mounted engine and front-wheel drive. Most of the weight of the car is carried by the front wheels. This gives them the best road grip.

Since the rear axle does not have to transmit any driving power it can be made extremely light. The rear wheels are then better able to absorb irregularities in the road surface without transmitting their movements to the body. This design confers a high degree of comfort and a large measure of safety.

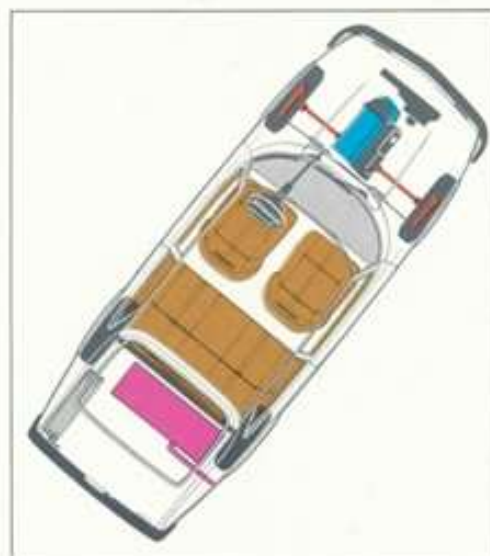
On the Saab 99 L Combi Coupé the rear wheels do not push the car ahead of them. Instead, the front wheels pull the car along and also steer it. Good roadholding and good directional stability are safety factors which make their presence felt, particularly when driving on curving roads and poor surfaces.

#### **Good visibility, handy controls.**

Much praise has come our way for the layout of the "cockpit" in the Saab 99's. Leading international motor-ing magazines refer to it time and again as a commendable example.

Saab engineers have set their sights on five main requirements.

1. Good view of the road and immediate surroundings.
2. Easy-to-read instruments.



3. Ready-to-hand controls, even for small persons.

4. Comfortable seating with a wide range of adjustment.

5. Practical stowage space.

You can easily see for yourself that these requirements have been amply satisfied.

#### **Modern engine design.**

The 2-litre engine developing 100 hp DIN (73 kW) or 118 hp DIN (87 kW) is of up-to-date design with a single overhead camshaft and light alloy cylinder head. The more powerful version of the engine is equipped with a system of mechanical fuel injection. Both engines have excellent torque characteristics and continue to pull strongly at high engine speeds. In spite of their high performance, these engines are economical, quiet and have exceptionally clean exhaust emission.

#### **High-efficiency brakes.**

All 1975 Saab 99 models have a completely new brake system. The hand brake now acts on the front discs, using the same brake pads as the foot brake. As a result, the hand brake can never get out of adjustment. The successful practical application of a good idea is automatic adjustment of the hand brake as the pads wear down. Brake pads are also much larger in order to withstand long, hard applications without fading and also to last longer. Servo assistance has been increased by almost 30%.

# Even in the worst driving conditions the Combi Coupé excels.



*It is obvious that comfort differs from one car to another. But exactly which is best, and why—that is a matter for personal preference. Here we can only tell you what we have done to make comfort more than just a word.*

### **The driver's seat is a masterpiece.**

You'll understand why, when you have sat in it for a few hours—generally without feeling any fatigue—in thighs, spine or legs. The contoured dished seat cushion and backrest, combined with an elastic lumbar pad, provide restful support for the entire body. The seat can be raised, lowered and inclined at different angles—according to the requirements and preferences of the driver.

### **Warm and snug in the driver's seat.**

At temperatures below +14°C the electric heating elements in the driver's seat are automatically switched on when the car ignition key is turned. No matter how icily cold it is, the seat will begin to feel warm after only a few minutes. A thermostat ensures that the heating elements are switched off at a comfortable temperature of +27°C.

### **Inertia reel seat belts.**

The inertia reel seat belts at front seats are of smooth-strap type. On the Saab 99 L Combi Coupé the belt is fastened by means of a catch located on a fixture between the seats.

### **Try the rear seat for a change.**

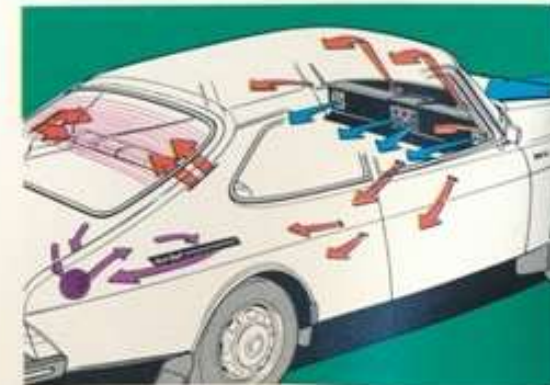
Convince yourself that we have done everything possible for your seating comfort—even in the rear seat. Some people prefer to sit in the rear of a Saab 99 L Combi Coupé—for reasons of comfort.

### **Nice and cosy.**

Seat coverings are soft and nice-to-the-touch nylon velour which does not feel so hot in the summer nor so cold in the winter. All interior trim is fire-retardant. Side panels consist of a compression-moulded impact-absorbing material covered with hard-wearing vinyl sheet. Carpets are 100% nylon. And all interior trim is fully colour-co-ordinated.

### **Efficient heating, plenty of fresh air.**

The adjacent drawing shows how the heating and ventilation system, with its 14 outlets, works. Note in particular that the Saab 99 L Combi Coupé also has outlets at the rear footwells. And that the rear seat passengers can regulate their own "climate" by means of controls at the rear of the centre console. For rapid demisting of the large rear window, demisting nozzles are provided in addition to electric heating.



# **We have tried to achieve what comfort really means.**







"Self-repairing" rubber-covered bumpers.

Front and rear sections designed as energy-absorbing impact zones.

Halogen H4 headlamps.

Headlamp wipers and washers.

Large washer fluid reservoir—5 litres.

Headlamps interlocked with ignition switch.

Hazard warning.

Plug-in system for checking the ignition settings.

Diagonal dual-circuit brake system.

9-inch brake servo. Low pedal pressure.

Disc brakes all round. Large brake pads.

Self-adjusting hand brake, acting directly on the front discs.

Large wheels—15" radial tyres.

Pivoted front springs.

Rack and pinion steering. Articulated and telescopic steering column.

Steering box at rear of engine compartment.

Well-protected brake lines.

Door sills of extra thick sheet steel.



Protective steel beams inside the doors.

Door and side panels of energy-absorbing material.

Pockets on inside of front doors.

Cigarette lighter.

Large clock.

Map-reading lamp.

Indication lamps: brake function, low fuel level, choke, low oil pressure, weak charge, hazard flasher, direction indicators, high beam, heated rear window, fasten seat belts.

Glove box lighting.

Impact-absorbing padding on top of fascia, on windscreen pillars and door pillars, along lower edge of side windows, at rear of front seat backrests and in centre of steering wheel.

Indirectly illuminated controls with clear markings.

Collapsible, dipping interior rearview mirror.

Anti-glare external rear view mirrors.

Electric windscreen washer. Two-speed wipers.

Deeply curved laminated windscreen.

Demister for windscreen, front side windows and rear window, which is also electrically heated.

Impact-absorbing inner roof of moulded glassfibre.

Automatic no-draught through-flow ventilation.

Thermostatically-controlled temperature level.

Doors fitted with safety locks.

Inertia reel seat belts at front seats.

Extruded steel sections in windscreen pillars. Reinforcing steel rail round edge of roof.

Fully adjustable driver's seat.

Driver's seat with automatic heating.

Reflector mounted on trailing edge of driver's door.

Lightweight one-piece rear axle.

Fuel tank in safest possible position—between the rear wheels.

Rear section designed to accommodate towing attachment.

Reversing lamps.



### Engine.

The Saab 99 L Combi Coupé is equipped with a 4-cylinder water-cooled, two-litre engine with overhead camshaft. The cylinders are inclined 45° to the right. Five-bearing crankshaft and camshaft. The engine has a full-flow oil filter, closed-circuit crankcase ventilation, crossflow radiator with separate expansion tank and a thermostatically-controlled electric cooling fan.

### Manual gearbox.

Drive from engine to gearbox is via a dry plate clutch. The gearbox is designed for front wheel drive and is located underneath the engine, where it forms a unit with the differential and inboard universal joints.

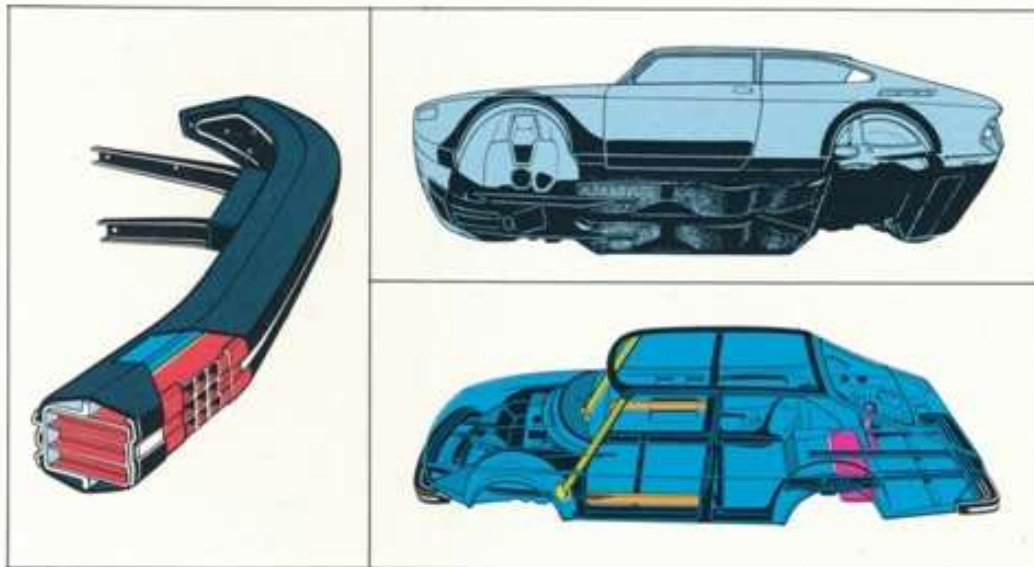
Overall gear ratios: First gear 13.37:1, second gear 8.06:1, third gear 5.41:1, fourth gear 3.89:1, reverse 14.70:1. Final drive 3.89:1.

### Automatic gearbox.

On the Saab 99 L Combi Coupé Automatic, drive from the engine is via a hydraulic torque converter, the ratio of which varies between 1.91:1 and 1:1. A chain drive transmits engine output from the torque converter to the smooth-working Borg-Warner automatic gearbox. Transmission gearing between engine and wheels: Drive 17.29—3.79, second 17.29—5.49, first 17.29—9.04. Reverse 15.13—7.92. Final drive 3.89:1.

### Engine Specification

	Carburettor engine	Injection engine
Cylinder bore	90 mm	90 mm
Stroke	78 mm	78 mm
Capacity	1985 cc.	1985 cc.
Max. power, DIN	100 hp (73 kW) at 5200 r.p.m.	118 hp (87 kW) at 5500 r.p.m.
Max. torque, DIN	16.5 kpm (162 Nm) at 3500 r.p.m.	17.0 kpm (167 Nm) at 3700 r.p.m.
Compression ratio	9.2:1	9.2:1
Carburettor/injection system	Zenith-Stromberg 175 CD-2S(E)	Bosch, system CI
Min. octane requirements	97 RON	97 RON
Fuel tank capacity	55 litres	55 litres
Cooling system capacity	8 litres	8 litres
Oil capacity	3.5 litres	3.5 litres
Battery	12 V/60 Ah	12 V/60 Ah
Max. charging current	55 A	55 A
Starter motor	1.0 hp (0.74 kW)	1.0 hp (0.74 kW)



### Steering.

Rack and pinion steering is featured on the Saab 99 L Combi Coupé. The steering box is oil-filled and, for reasons of safety, located well back in the engine compartment. The steering col-

umn is provided with two universal joints and is also telescopically collapsible. The turning circle is 10.5 metres and the number of steering wheel turns from lock to lock is 4.1.

### Brake system.

The hydraulic brake system is split diagonally into two independent circuits. Servo-assisted disc brakes act on all four wheels. All brakes, including the hand brake, are self-adjusting. The hand brake acts directly on the front discs. Total swept area of brakes is 2448 cm<sup>2</sup>.

### Wheels.

The Saab 99 L Combi Coupé is equipped with pressed steel wheels of rim size 4½ J FHA × 15" and tubeless steel-braced radial tyres. Tyre size is 165 SR 15.

### Suspension.

Front wheel suspension consists of V-shaped swing arms and pivoted coil springs. Owing to their pivoted mounting, the springs are always straight. Rubber suspension stops are fitted both front and rear. The one-piece rear axle is entirely free from heavy car transmission components. It is guided longitudinally by two leading and two trailing arms and transversely by a Panhard rod. Double-acting telescopic dampers are fitted all round.

### Safety body.

The all-welded steel body of unit construction has a high degree of torsional rigidity. The windscreen pillars conceal extremely strong, extruded steel sections about one metre long extending down to the wheel arches, to which they are welded. Door sills and side pillars are also of immense strength. Extra protective beams are welded into the doors. A reinforcing steel rail runs round the edge of the roof. Front and rear body sections are designed as impact-absorbing deformation zones.

# Specifications and technical description, Saab 99 L Combi Coupé, 1975.



### Electrophoresis priming of body.

Priming is carried out by electrophoresis, the body being lowered into a bath of primer paint which penetrates into all corners and cavities and is induced by an electric current into adhering to all metal surfaces. To provide further corrosion protection, all exposed parts and cavities—doors, sills, etc.—are sprayed with corrosion-inhibiting oil. This oil treatment embraces some 30 points on the body as well as the entire underside of the car, where the oil adds to the protection given by the underbody compound.

### Headlamp wipers and washers.

The Saab 99 L Combi Coupé is equipped with headlamp wipers and washers as standard. In addition to this, the headlamps are fitted with H4 Halogen bulbs.

### Impact-absorbing bumpers.

The Saab 99 L Combi Coupé has bumpers which protect the car in low-speed collisions. Impacts are absorbed by resilient cellular plastic blocks inside the rubber-covered bumper.

### Compression-moulded inner roof lining.

The Saab 99 L Combi Coupé has a glassfibre inner roof lining. Moulded in one piece, it affords excellent impact-absorbing protection and extends right down over the reinforcement beams round the edge of the roof. It also provides insulation against heat, cold and noise.

### External dimensions.

Overall length: 4530 mm.  
Overall width: 1690 mm.  
Height, unladen: 1440 mm.  
Wheelbase: 2473 mm.  
Track, front: 1390 mm.  
Track, rear: 1410 mm.

### Internal dimensions.

Seat to roof, front: 975 mm.  
Seat to roof, rear: 958 mm.  
Elbow width, front: 1370 mm.  
Elbow width, rear: 1540 mm.  
Maximum length of load space floor: 1840 mm.  
Width of load space floor behind wheel arches (with spare wheel): 1050 mm.  
(without spare wheel): 1300 mm.  
Width of load space floor between wheel arches: 1010 mm.  
Width of load space floor in front of wheel arches: 1300 mm.

Floor length in regular boot: 1190 mm.  
Horizontal distance from top of rear seat backrest to rear door (parcel shelf removed): 620 mm.  
Maximum width of tailgate opening: 1170 mm.  
Minimum width of tailgate opening: 950 mm.  
Maximum height of load space: 920 mm.  
Height of tailgate opening: 810 mm.  
Maximum load capacity: 1500 litres.  
Capacity of regular boot, SAE: 381 litres.



### Weights

	Carburettor engine, manual gearbox	Carburettor engine, automatic gearbox	Fuel injection engine, automatic gearbox
Approx. kerb weight	1180 kg	1190 kg	1210 kg
Total weight	1640 kg	1650 kg	1670 kg

### Range of colours.

(Colour charts are presented on the reverse side of the brochure in the following order: paintwork, seats, side trim, carpets.)

BODY	INTERIOR	Manila brown	Green	Lion yellow	Blue
		●●○	●○	●●○	●●○
1. Indian yellow		●●○			
2. Sienna brown		●○		●	
3. Emerald green			●●○		
4. Orchid white				●●○	
5. Caroliner blue					●●○
6. Cinnabar red		●●○			
7. Sepia metallic		○		●●	

● = Seat   ● = Side trim   ○ = Carpet

■ Illustrations in this brochure show left-hand steering cars equipped according to standard on the Swedish market. Certain features, such as rear seat belts, are not standard on all markets. Cars delivered outside of Denmark, Finland, Iceland, Norway and Sweden are mostly fitted with rear side windows, which can be opened, as standard equipment. Saab 99 L Combi Coupé can be delivered with right-hand steering.

The manufacturer reserves the right to change specifications and equipment without notice.

**SAAB-SCANIA**

Saab Car Division · Nyköping, Sweden





Saab 99 L Combi Coupé





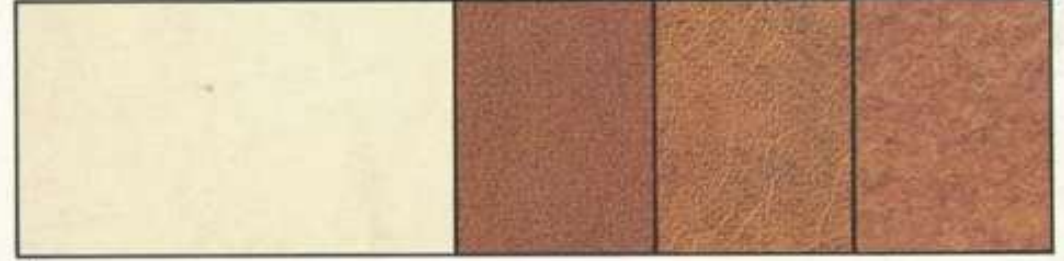
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