



**SAAB V4**  
**95/96**





There must be a reason why so many Saab V4 models are seen on the roads in Scandinavia.

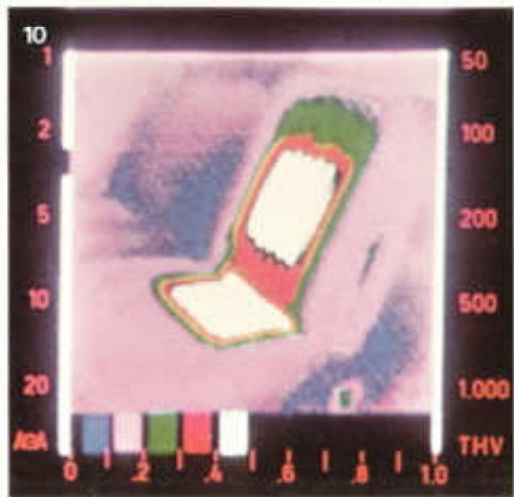
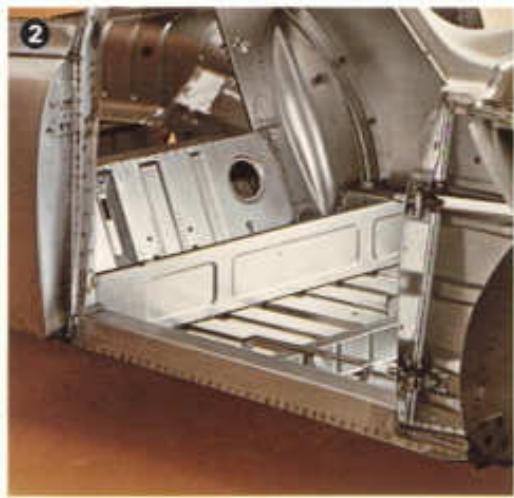
Scandinavians have always been fond of driving. They drive a lot and they take pleasure in it. Consequently, there are many cars to be seen on the streets and highways. At the present time there is an average of one car for every 3.9 inhabitants of Scandinavia—a figure making it an area having one of the highest car densities in the world.

At the same time, Scandinavians are extremely quality conscious—out of physical necessity and perhaps out of self-preservation. And they are very critical when buying a car.

The climate in Scandinavia is such that cars are exposed for long periods to the corrosive action of damp, cold and salt on the roads. During certain times of the year, road conditions are the worst imaginable and extremely treacherous. Drivers spend much of their time on the road under conditions of darkness. As you will have realized, Scandinavia is quite inimical to motoring.

These, then, are the conditions in which the Saab V4 germinated. It was designed to survive the rigours of the Scandinavian climate and Scandinavian roads.

Out of this emerged two workaday cars incorporating advanced engineering and safety features. Robust and of proven worth. Competition versions of these cars have surprised experts by their numerous successes in the world's toughest rallies. But the everyday motorist has scarcely lost anything by this—whether in safety, comfort or economy. It is an extra plus point on top of all the others.



1 Sturdy, extruded steel beams are built into the windscreen pillars.

2 Due to its extensive reinforcement and strong welded joints, the Saab body is outstandingly rigid.

3 Numerous meritorious rally victories won by Saab are due to its exceptionally good roadholding and high degree of reliability.

4 Concealed beneath the final coat of high-gloss finish paint are three other coats of paint.

5 The assembly line consists of a number of zones, each with stations where quality is continuously controlled.

6 Driving through a trough of water consisting of 4% brine with a pH-value of 3.5, is part of the extensive test programme.

7 The underside of the body and the wheel arches are covered with a thick layer of underseal to protect from the effects of road salt.

8 The underbody and all cavities are mist sprayed with corrosion-inhibiting oil —so are the joints between wheel arches and wings.

9 Starting tests in arctic temperatures are conducted in the cold chamber of the laboratory.

10 In 1971, Saab was the first car manufacturer in the world to introduce the heated driver's seat with automatic heating elements built into seat cushion and backrest.

11 Saab has always been renowned for brakes that act evenly on all four wheels without fade, even when being used continuously.

12 The measuring bridge is an advanced item of apparatus for measuring wheel angle variations and roll stiffness under the widest variety of driving conditions.

### **A likeable family car, a rugged rally winner.**

The Saab V4 is a car with a style all its own — both technically and in its appearance. An easy-to-drive and pleasant family car. But also a rugged and relentless contender when it comes to rallying.

The Saab 96 and 95 are built on the basis of some very definite ideas as to how a medium-sized, practical, sure-footed and economical car should be designed. Front-wheel drive, well-balanced weight distribution, diagonally-divided dual cir-

cuit brake system, rack-and-pinion steering, a robust body shell — these are some of the ingredients of the engineering philosophy that has guided our designers over the years. And that has made the Saab V4 what it is today — an ideal, dependable, middle-market car.

### **Thoroughly tested and vastly experienced.**

Right from the outset, the Saab had characteristics and traits which were regarded, even by automotive engineers,

as a little unorthodox, a little before their time. But this scepticism soon turned into enthusiasm when the car was given a chance to show what it could do — on slippery, serpentine roads, in slushy snow, in blustering side winds, etc.

### **Inherently economical.**

The Saab V4 is renowned for its excellent running economy — primarily due to its low fuel consumption. This, in turn, is partly due to the aerodynamic body shape. And, of course, also to the free-wheel which allows the engine to run at idling speed when the car rolls along under its own impetus. The ruggedness of the engine and bodywork is also in keeping with today's driving conditions.

### **Saab has always held a commanding lead.**

In many cases, Saab has introduced design features and items of equipment — long before the other major motor manufacturers — which have obviously helped to push developments a step further in the right direction towards safer and better cars.

Here are a few examples: The diagonally split dual-circuit brake system which was introduced in 1963. The headlamp wipers, standard at an early stage in certain markets. The driver's seat with a built-in electric heating element. Others will come to light if you study the car a little more closely.



# The secret is a sound basic design and meticulous attention to details.





*The intricately balanced interplay between the various components of a car is an outstanding characteristic of the Saab 96 and 95. Its behaviour on the road is something you will certainly appreciate as an extremely favourable factor. It does not roll when cornering, it does not nosedive when braking hard, it traverses the road steadily and surely, while absorbing irregularities in the surface gently and without fuss. Rack-and-pinion steering also plays a major part in the handling precision of the car.*



**The front wheels drive—and steer.**

The Saab V4 is a front-wheel drive car. Most of the weight of the car is carried by the front wheels and 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.

**Front disc brakes of ample dimensions.**

Because it is at the front where the largest and smoothest braking force must be applied. A vacuum servo naturally forms part of the brake system, which is split into two completely independent circuits. The right-hand front and the left-hand rear brakes are actuated by one circuit; the brakes on the other two wheels by the opposing circuit.



Since one front wheel and one rear wheel are free to turn in the event of brake failure of one of the circuits, the risk of skidding and loss of steering control is reduced to a minimum. In such a situation at least 50% of the braking power is retained. Added to this is the hand brake.

**As long as nothing happens, safety may not seem very important.**

Car manufacturers with a sense of responsibility, however, can never neglect it.



By means of crash testing and by consistently analysing traffic accidents Saab engineers reached a clear understanding of the importance of far-reaching "built-in" safety. That is why heavy-duty, extruded steel sections are incorporated in the windscreen pillars. That is why the torsionally rigid body has energy-absorbing zones at front and rear. That is why the door sills are of such generous dimensions. That is why the steering column is telescopically collapsible.

**Shape has several functions.**

The Saab 96 has a smooth body shape which offers little resistance to the air through which it passes. The lower the air resistance of a car, the lower is its fuel consumption. Less wind noise will be heard inside. This is a rule without exception. Saab owners have learned to appreciate this.

**Operating economy is mostly affected by the engine.**

A car which returns about 7 litres of petrol per 100 km of normal touring (40 m.p.g.) is cheap to run. However, test consumption figures for Saab going down to as little as 5 litres per 100 km (48 m.p.g.) have been obtained. But then of course the circumstances have been particularly favourable—providing many opportunities to use the free-wheel.

**Directional stability and good roadholding cannot be too highly valued.**



*One of our most important tasks was to provide the driver with a functional control layout — an "office" designed with a thought to the huge responsibility the driver has on the road.*

**Everything important at arm's length — and clearly visible.**

Since levers and minor controls are within arm's reach, driving is made easier. The large instruments with their crisp clear figures and symbols are easy to read. Visibility is good in all directions.

**Easy to drive and responsive.**

The Saab V4 runs quietly and smoothly, the controls are light in operation and the car is utterly predictable. It responds at once to the throttle and the slightest movement of the steering wheel. It dis-

plays understeer when cornering and this, together with front-wheel drive and rack-and-pinion steering, is why it feels so sure-footed. Changing down rapidly without declutching, as permitted by the free-wheel, is a refinement which further accentuates the driving safety of the Saab V4. It might even be called a kind of semi-automatic transmission. The free-wheel lever is located under the fascia. When this lever is pulled out, engine braking is available just as on all other cars. When it is pushed in, the free-wheel is engaged — and this is when you can drive with extremely low fuel consumption.

**Inertia reel seat belts.**

The inertia reel seat belts at the front seats are of smooth-strap type. The belt is locked by means of a catch located on a fixture between the seats.

**A heated seat. Nice and warm in your back.**

For several years Saab drivers have had the privilege of sitting in a heated seat. The seat begins to warm up shortly after the ignition is switched on — if the seat temperature is lower than +14°C. With the introduction of the heated seat, Saab was the first car manufacturer in the world to declare war on motoring backaches.



Saab has given a lot of thought to the driver and his huge responsibility.









*You ride in a car which runs quietly, with very little engine noise, bump-thump, or wind noise. You ride in comfort even when the road twists and turns and the surface is far from smooth. You sit more comfortably in the front seats than in many ordinary chairs at home. You have excellent facilities for controlling the "climate" to your liking by a highly-sophisticated heating and ventilation system. And should you need to carry slightly longer objects you can easily convert half of the interior space in the car into a single extensive luggage compartment.*

#### **Practical and snug.**

The front seats in the Saab V4 are designed to keep tiredness in legs and back at bay even during long journeys. The backrests can be adjusted to seven different angles of rake. And fore-and-aft adjustment of the seats is a generous 17,5 cm (over 7 inches).

All seats are covered with nylon fabric which feels warm in winter and cool in summer. A thick nylon carpet on the almost flat floor is nothing unusual. But two wastepaper baskets as part of the standard equipment is certainly a rare feature. And practical, of course.



#### **Extra luggage space — when it is needed.**

The regular boot of the Saab 96 is approximately one metre long and easily loaded. There is no high sill at the rear to form an obstruction. And the space is commendably free from projecting parts. Should you wish to carry items of somewhat greater length you can easily fold down the rear seat cushion and backrest without tools. This gives you a load space that is all of 154 cm in length (over 5 feet).

#### **Thermostatically-controlled heating for the Scandinavian climate.**

On cold winter days with cutting winds you appreciate the indoor warmth of a Saab V4. Not least on account of the high output of the heater and the simple yet unusual feature of hot air outlets at the rear footwells. Another feature of equal simplicity and ingenuity that Saab has had for many years — defroster nozzles for the front side windows.

In summertime the high capacity of the ventilation system is of course used to fill the passenger compartment with fresh air. The large vent at the front which only admits fresh air is particularly welcome on hot days when the sun is getting a little too oppressive. The volume of air admitted and its direction of flow can be controlled by this vent.

# In the Saab V4 you ride in comfort—for many reasons.





*Perhaps you want to carry large, long, heavy things one day. Give friends and acquaintances a lift the next day. And fetch supplies from the supermarket on the third day. To have a car which can easily be "rebuilt" as the situation demands is of course an ideal solution.*

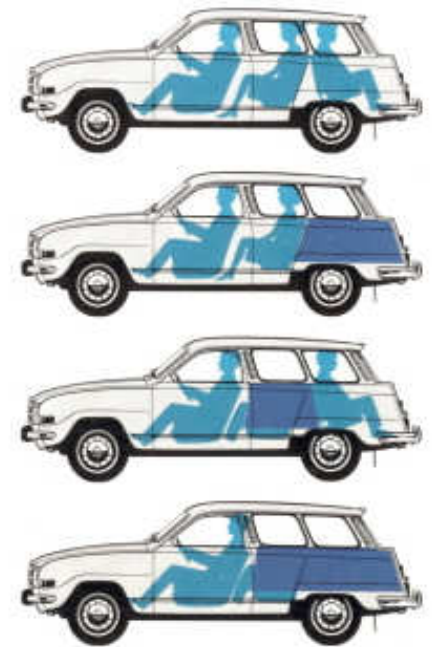
**No fewer than four different accommodation arrangements.**

The Saab 95 can accommodate passengers in the front seat and centre seats and a 200 kg (440.5 lbs.) load at the rear of the car. Or a load of about half a ton if the driver is the sole occupant. The Saab 95 can carry a heavier load than is usual for cars of this class. This is largely due to its robust design. In addition to its five regular seats, the Saab 95 has an extra bench seat at the extreme rear of the car for two people. The centre section may be used as a load space when the extra rear seat is raised.

And now an extra refinement. The footwell for the extra seat at the rear can be utilized as additional storage space for things you value and do not want to leave inside the car where they can be seen.

**Rugged, hard-wearing load space.**

Load space trim is of a material which plays a large part in making the car outstandingly practical for everyday usage. The floor at the rear of the load space is fitted with a tough plastic scuff-resistant covering which is easy to keep clean.



And which can still look like new even after years of continual use.

**Some load space dimensions.**

- Maximum length of load space floor: 165 cm (65 in.).
- Length of rear section of load space floor: 110 cm (43 in.).
- Width of load space floor, front sections: 120 cm (47 in.).
- Width of tailgate opening: 93 cm (36½ in.).
- Height of tailgate opening, vertical: 75 cm (30 in.).
- Maximum height from load space floor to roof: 90 cm (33½ in.).

**Seven persons or a half-ton load make the Saab 95 an interesting exception.**

## Technical data Saab 95/96 V4.

### Engine.

Type: 4 cylinders in Vee, 60°.

Capacity: 1498 cc.

Cylinder bore: 90.00 mm (3.54 in.).

Stroke: 58.86 mm (2.32 in.).

Compression ratio: 9.0:1.

Max. power, DIN: 65 hp (48 kW) at 4700 r.p.m.

Max. torque, DIN: 11.7 kpm (115 Nm) at 2500 r.p.m.

Single downdraught carburettor with automatic choke.

Battery: 12 V/60 Ah.

Alternator: 35 A

Starter: 1 hp (0.74 kW).

Plug-in system for checking the ignition settings.

Engine oil, capacity, incl. filter: 3.3 litres.

Cooling system capacity: 6.8 litres.

Fuel tank capacity, 95/96: 42/38 litres.

### Transmission.

4-speed gearbox and dry plate clutch.

Gear ratios: 1st 17.0:1, 2nd 10.2:1,

3rd 6.3:1, 4th 4.1:1. Reverse 15.5:1.

Final drive ratio: 4.88:1.

### Steering.

Rack-and-pinion steering with steering box located well back in the engine compartment for reasons of safety. The steering column is articulated and telescopically collapsible. The turning circle is approx. 11 metres (36 ft.) and the number of steering wheel turns from lock to lock is 2.6.

### Brakes.

The hydraulic servo-assisted brake system is split diagonally into two independent circuits. Self-adjusting disc brakes at front (10½"), drum brakes at rear (8").

Total swept area of brakes is 1650cm<sup>2</sup> (255 sq.in.). The hand brake acts mechanically on the rear wheels.

### Wheels.

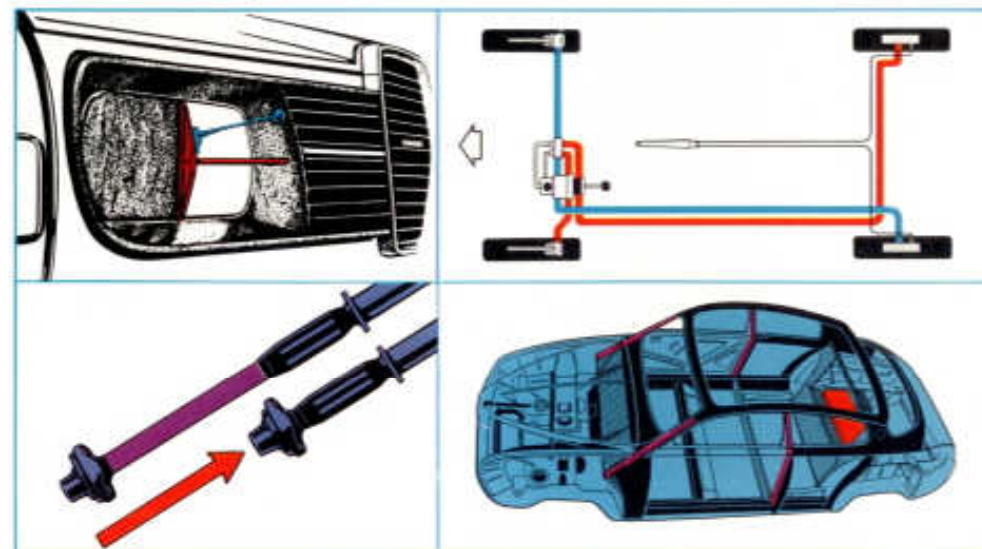
"Wide base" disc wheels with safety rim. Rim size: 4 J×15". Tubeless radial tyres, size 155 SR 15.

### Suspension.

Coil springs front and rear. Double-acting telescopic dampers. The rear dampers are of lever type on the estate car. Lightweight, one-piece rear axle.

### Electrophoresis priming of body.

The body is lowered into a bath of primer paint which penetrates into all corners



and cavities and is induced by an electrical current into adhering to all metal surfaces. To provide further corrosion protection, all cavities, doors, sill members, etc. are sprayed with corrosion inhibiting oil. Furthermore the entire underside of the car, where the oil adds to the protection provided by the underbody compound.

### Safety body.

The windscreen pillars conceal strong steel sections about one metre long extending down and welded to the wheel arches. Door sills and side pillars are also immensely strong. Front and rear sections of the car are designed as impact-absorbing deformation zones.

### Dimensions.

Overall length, 95/96: 4300/4200 mm (14 ft. 1.3 in./13 ft. 9.4 in.).

Overall width: 1590 mm (5 ft. 2.6 in.).

Height, unladen, 95/96: 1490/1470 mm (4 ft. 10.7 in./4 ft. 9.9 in.).

Wheelbase: 2498 mm (8 ft. 2.3 in.).

Track, front: 1228 mm (4 ft. 0.4 in.).

Track, rear: 1220 mm (4 ft.).

Headroom, front: 980 mm (3 ft. 2.6 in.).

Headroom, rear, 95/96: 947/955 mm (3 ft. 1.3 in./3 ft. 1.6 in.).

Hip width, front: 1285 mm (4 ft. 2.6 in.).

Shoulder width, front: 1148 mm (3 ft. 9.9 in.).

Hip width, rear 95/96: 1267/1225 mm (4 ft. 1.9 in./4 ft. 0.2 in.).

Shoulder width, rear 95/96: 1224/1195 mm (4 ft. 0.2 in./3 ft. 11 in.).

### Weights.

Kerb weight, 95/96: approx. 970/910 kg (2140/2005 lb.).

Max. weight, 95/96: 1540/1350 kg (3395/2975 lb.).

### 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		●●○			

● = Seat   ● = Side trim   ○ = Carpet

■ The manufacturer reserves the right to change specifications and equipment without notice. Illustrations in this brochure show left-hand steering cars equipped according to standard on the Swedish market. Certain features, such as rear seat belts, headlamp wipers, separate head restraints, etc. are not standard on all markets. ■ Cars delivered outside of Scandinavia are fitted with rear side windows, which can be opened, as standard equipment. ■ Can be delivered with right-hand steering.

# SAAB-SCANIA

Saab Car Division · Nyköping, Sweden



*In more than 20 years of rallying Saab has notched up innumerable national and international successes. Some notable victories are the Monte Carlo Rally twice, the RAC Rally five times, the Finnish Arctic Rally nine times, the Norway Winter Rally five times and the Swedish Rally three times in succession – 1971, 1972 and 1973. Frequently against cars with far more powerful engines.*

*Saab drivers like Erik Carlsson, Pat Moss-Carlsson, Tom Trana, Simo Lampinen and Stig Blomqvist (left) are too well known to need any further introduction.*

#### **Rallying attracts more adherents.**

In recent years the Saab-Scania Spare Parts Department has stocked a large number of parts and items of equipment designed for Saab owners who wish to go rallying with their car or just improve its performance a little. All parts are tested by the Saab Competition Department in actual racing events. They are sold by Saab dealers under the collective brand name of "Saab Sport & Rally".

#### **Saab 1500 cc and 1700 cc tuning kits.**

For those wishing to increase the engine power from the standard 65 hp DIN (48 kW) to 80 hp DIN (59 kW), a tuning kit is available containing a double-choke carburetter, air cleaner, induction pipes,



camshaft, heavier valve springs, exhaust system and mounting components. In spite of the increase in power, the fuel consumption is not noticeably higher. With the 1700 cc tuning kit, the engine power is increased to 90 hp DIN (66 kW). In addition to the parts in the 1500 cc kit, the 1700 cc kit contains four complete pistons with connecting rods and crankshaft.

#### **Interior equipment.**

Competition seats, tachometer and leather-rim steering wheel are also included in the Saab Sport & Rally range of accessories.

#### **Exterior equipment.**

Aluminium wheels, stick-on stripes and auxiliary lamps are just a few examples of the accessories available for your Saab V4 to give it a sportier look.

# Give your Saab V4 a sportier look.



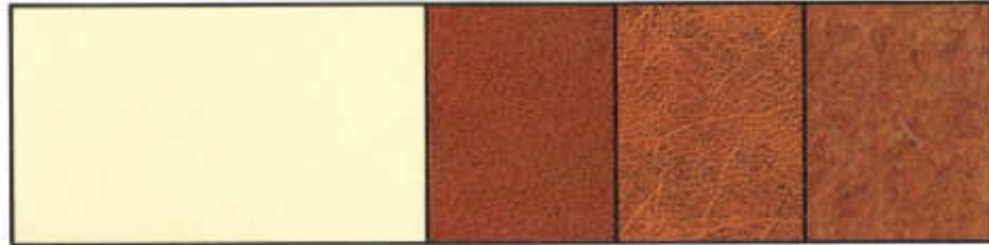
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# SAAB