The Saab 96 — the car for him — for you, who seek a practical and economical car with first-rate roadability. Take a close look at the Saab 96 — it can stand critical examination. Sit behind the wheel, feel the comfort of your position, note how easily you reach the handbrake and all other controls, even if you are wearing a safety belt. Drive on twisting, uneven roads and mark the car's stability, the willing way it pulls itself through curves, how unperturbed it is by bumps and potholes.

Front-wheel drive and ideal weight distribution afford unexcelled roadholding and directional stability. Note especially the smoothness of the engine, the precision of the rack-and-pinion steering, the ease with which you can change gear. Sense the security of effective brakes, with dual hydraulic systems for extra safety. Remember, too, that the body has low wind resistance resulting in low noise level — and you know some of the many reasons why the Saab is a car that inspires enthusiasm in its owners.

- The 3-cylinder 2-stroke engine in the Saab 96 is well-tested and reliable. It is combined with clutch, transmission and differential to form an integral power unit requiring little space and affording a carefully assessed loading on the front-driving wheels.
- The smart instrument panel features easy-to-read circular instrument dials and clearly marked controls. The top of the facia is padded for safety and prevents instrument lighting being reflected in the windscreen. The windscreen wipers are electric and operated by the same control as the washers.

- The Saab 96 has highly reliable brakes, designed for heavy duty and hard punishment. A big safety feature is the division of the hydraulics into twin systems. Each system acts on one front wheel and the diagonally opposite rear wheel. Damage to one system leaves the other in full working condition and the diagonal configuration minimises the risk of skidding.
- The standard 96 has 3-speed transmission, but a fully synchronesh 4-speed transmission is available as an optional extra. This special transmission offers greater acceleration in the lower gears and lower engine speed for a given road speed in top gear. It is therefore particularly suitable for motorway driving.
- One of the basic reasons for the Saab's renowned roadability is its excellent suspension. The unsprung weight is low, at both front and rear. The front wheels have independent suspension and the U-form tubular rear axle is light, freed as it is from all heavy transmission components.
The Saab 96 — the car for her — hailed to match her conception of what a car should be!

The Saab 96 is spacious inside yet has compact overall dimensions. Nimble and easy to drive in busy towns, its handiness is also appreciated on twisting country lanes. And it's easy to park, even where the space is restricted! The wide doors make for comfortable access. The interior is light, airy and inviting and is finished in attractively harmonised colours. Whether you drive or are driven, you will appreciate the good visibility in all directions and praise the dust- and waterproofing of the re-inforced bodywork. The Saab 96 is built to withstand arctic cold as well as tropical heat. The rubber-mat covered floor is flat, resulting in plenty of foot room, even for backseat passengers.

Get to know the Saab 96, check off the items on your private list of "musts". You'll learn that this is a likeable and safe quality car, as well suited to shopping expeditions as it is to long journeys for business or pleasure.

- In a Saab 96 you have a good view of the road and other road users: more than 95% clear visibility in the plane of the driver's eyes.
- Upholstery in the Saab 96 is both practical and elegant. Blue, red or brown wool fabric is matched with light-grey plasticized cloth edge trimmings. The roof lining is also of grey plastic. The chart on the right indicates the various combinations of body finish and upholstery colouring.
The Saab 96 — the car for the family — built with aircraft quality and with safety ever in mind. When you choose a Saab 96, you choose quality and safety; and you get a generously equipped car with comfortable seating for five adults and room for all their luggage. This car has been planned down to the last detail. Note, for example, such refinements as the adjustable back-rests of the front seat and the adjustable height of the armrests on the doors. Even the back seat can be regulated for height — how the children appreciate being able to see out properly. And when you want to transport those awkward long bits of luggage, just remove the rear-set squab and you have temporarily extended the luggage compartment beyond its regular i-yard length. Catches prevent the front seats jack-knifing in the event of sudden braking. The windshield has a safety zone in front of the driver. Sturdy integral steel sections lend outstanding strength to the slim windshield pillars.

Your choice of a Saab 96 is a wise one: a choice on which you and your family will congratulate yourselves many times during the thousands of miles of happy driving ahead.

Safety belts can easily be fitted in the Saab. Attachment points are provided suitable for the diagonal type as well as 3-point (lap and diagonal).

The heating (heater is standard in Europe and on certain other markets) and ventilation system is generously dimensioned and affords draught-free fresh-air circulation without open windows. The fresh-air intake is placed high in order to avoid as far as possible the exhaust gases from other vehicles. Extract is through apertures below the rear window bottom edge. Special defroster outlets direct air streams over the front side windows. Heating is thermostat controlled.

The dished-back front seats can be adjusted individually for both leg-room and rake. The driver sits in real comfort, with full support for the entire body.

The capacious luggage compartment is fitted with interior lighting and the flat floor is covered with a mat. Spare wheel, jack and tool kit are stored in a special compartment under the luggage space. The fuel tank is placed where it is most protected — between the rear wheels.
### Technical data

**Engine**
- Three-cylinder, two-stroke, Bore 70 mm, (2.76 in.), Stroke 72.9 mm, (2.87 in.). Cubic capacity 841 cc, (51.3 cu. in.). Compression ratio 7.3:1.
- Gross b.h.p. (SAE) 42 at 5,000 r.p.m. B.h.p., DIN-rating 38 at 4,250 r.p.m. Torque 63 ft. lbs. (SAE) at 2,800 r.p.m., 59 ft. lbs. (DIN) at 3,000 r.p.m.
- Lubrication: Engine lubricated by oil added to fuel. Oil-petrol ratio, run-in engine, 1:33 (3%).

**Transmission**
- Engine, clutch, gear-box and differential are assembled to a unit, mounted between the driving wheels. Front wheel drive. Free-wheel.
- 4-speed gearbox, available at extra cost. All forward speeds synchronized. Overall gear ratios: Top 4.5:1, 2nd 7.0:1, 1st 11.4:1, 4th 19.3:1, reverse 17.6:1.
- Steering column gear shift lever.
- Differential: Final drive ratio 5.43:1.

**Optional extra equipment:**
- Sunroof
- Saxomat automatic clutch — only on Saab 96 with left-hand drive and three-speed gearbox.

**Suspension**

**Wheels and tyres**
- Wide-base artillery-type disc wheels. Rim size 4.5 x 15", Tubecless tyres 5.50 - 15", 5.20 - 15".
- Electrical system: 12-volt, 33 amp. hr. battery. 0.5 hp starter. 300 W generator. Maximum output 25 amp. Vacuum- and centrifugally-controlled ignition timing.

**Body**

**Dimensions**
- Overall length incl. bumpers: 13 ft. 2 in. (4,015 mm)
- Overall width: 5 ft. 1.8 in. (1,570 mm)
- Overall height (unladen): 4 ft. 10 in. (1,475 mm)
- Ground clearance: 7.5 in. (190 mm)
- Track, front and rear: 4 ft. 1.220 mm
- Wheelbase: 8 ft. 2 in. (2,468 mm)
- Turning radius: 18 ft. (5.5 m)

**Weights**
- Unladen weight, including fuel, water, tools and spare wheel (kerb weight): approx. 1,815 lbs. Front/rear distribution of unladen weight 58/42%.

**Standard equipment**
- Head lamps with asymmetric beam
- Lighting in trunk
- Self-cancelling, flashing direction indicators
- Double windscreen wipers
- Windscreen washer
- Two padded sun-visors
- Ashtrays
- Double horn
- Splash protectors
- Undercoating
- Instrument dials: Speedometer, coolant thermometer, fuel gauge, electric clock

**Brakes**
- Lockheed dual hydraulic system foot-brakes (two independent hydraulic systems, each actuating one front and one rear wheel diagonally). Lining: 9 x 0.14" from, 8 x 0.15" rear. Total friction area: 105 sq. in. Mechanical hand-brake, actung on rear wheels.

**Steering**
- Rack and pinion type. Steering gear ratio 14:1 (average). Torns of steering wheel from kick to lock 2°.

**Oil capacity**
- Gearbox and differential (same housing) approx. 0.3 Imp. gallon. Speed at 1,000 r.p.m. top gear, wheel radius 10.9 ft: 140 m.p.h. with 3-speed, 157 m.p.h. with 4-speed gearbox.

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The manufacturers reserve the right to make modifications without notice.