The SAABs with the V4 engines get together down at the beach for a little people-watching. Top left, counter-clockwise: SAAB Standard Sedan... SAAB Deluxe Sedan... SAAB Station Wagon... SAAB Sonett II. See your dealer for a test drive.
Let's call a small car a small car.

SAAB is a small car.

But SAAB is not an ordinary small car.

SAAB is out of the ordinary because it was designed by Swedish aircraft designers.

Because SAAB has true aerodynamic design the faster it goes, the easier it is to handle. The tighter it hugs the road. Wind tunnel tests helped the designers work out the profile that gives SAAB minimum air drag and maximum down-thrust of on rushing air.

(Sweden's leading manufacturer of aircraft, SAAB Aktiebolaget, makes the SAAB cars as well as computers, guided missiles and supersonic jets.)

SAAB is out of the ordinary because it has free wheel drive.

Because SAAB has free wheel drive, the engine has no braking effect. So if you release the accelerator the car can maintain its speed (for a period) while the engine is idling. This saves gas, as well as engine wear, and lets you shift gears without touching the clutch. (When driving downhill in mountainous country, you can cut out SAAB's free wheel drive by pulling out a handle to get the benefit of the braking action of the engine.)

SAAB is out of the ordinary because it has safety built into it. Not added on.

For instance: The SAAB body is a reinforced all-steel framework that can best be described as a practically uncrushable shell. It's an apt description, you'll agree, when we point out for one thing that inside the windshield pillars are steel tubes, which amount to built-in roll bars. The same principle used to protect racing car drivers.

And should skids occur, particularly on wet or icy pavements, the front-wheel drive SAAB will follow its front wheels and straighten out as soon as you take your foot off the gas.

Another small, maybe, but important point: With front-wheel drive there is no transmission hump on the floor which gives more leg room and comfort for all.

Now, what about the engine that comes with the world's safest small car?

The SAAB 4-cylinder, V4 engine is a powerhouse. You can go from zero to 50 in ten seconds flat. And you can do over 90, if you can find a place to do it. (Even at top speeds you can expect to get 30 miles to a gallon of gas.)

And we've got an extraordinary guarantee on the engine with our out-of-the-ordinary car. As an optional extra, on the V4 engine we give you a lifetime guarantee.

SAAB's V4 engine is guaranteed against defects for the lifetime of the car, as long as the car is with the original owner. Your SAAB dealer will replace defective parts at no cost, except for labor. And for the first 24 months or 24,000 miles, there's no charge for labor.

A lifetime can be a long time when you stop to think that in Sweden owners have been known to drive their SAABs for 180,000 miles.

When are you going to get started?
Put a SAAB through its paces and you'll know what we mean. No other small car is even in its class. It corners with ease on rugged roads and it goes about its business in a smooth, quiet manner. It's flexible in heavy traffic, responds to acceleration without a miss or a shudder. Above all, this racy Sedan is fun to drive.

It does things other small cars shouldn't do.

14 percent larger windshield of laminated glass.

Flat trunk floor: spare tire stowed underneath.

Free wheeling makes changing gears child's play.
The Station Wagon performs on the road the same as the Sedan.

Door swings up and stays, clear of the roof top.

It's big for a small Station Wagon.

The SAAB V4 Station Wagon is not like ordinary small Station Wagons. It may look small on the outside (like the rest), but it's not small on the inside. It's big and full of room. Room for people. Elbow room. Leg room. Head room. And loads of room for loads. Loads of over half a ton. Or no load at all plus lots of people (two in a rearward-facing rear seat).
There's no reason why a beautifully-engineered small car, even in this price range, shouldn't be beautiful to be in. And on the inside, SAAB is. See for yourself. The handsome fabrics on the seats and backrests come in harmonizing colors with the non-reflecting, padded dashboard and the durable plastic material on the side panels. What's more, the SAAB interiors are as safe as they are comfortable. (No unnecessary clutter; no sharp projections.)
You can drive it like a big car.
When all is said and done, SAAB gives you one thing ordinary small cars don't: That big car feeling. Whether it's performance, comfort or safety, SAAB gives you more than you would expect from a small car. So make a date to test drive a SAAB. And drive it like a big car.

SAAB is no johnnie-come-lately to safety considerations. It has a long and proven history of safety features, many of them below. Study them carefully.
SPECIFICATIONS Saab 95 Sedan and Saab 95 Station Wagon, 1968 (The Saab Sonett coupé is not described in this brochure).

Dimensions and weights
Overall length: Sedan 194 in, Station Wagon 198 in.
Overall width: 63 in.
Height, unladen: approx. 58 in.
Ground clearance, unladen: 3.0 cyl. models. approx. 7.5 in. 4-cyl. engine models. approx. 7.8 in.
Wheelbase: 95.8 in (2434 mm).
Track, front and rear: 44 in.
Curb weight (with fuel and water): Sedan 3-cyl. 1640 lb., Station Wagon, 4-cyl. 1899 lb., Sedan 4-cyl. 1940 lb., Station Wagon V 2036 lb.
Max. weight, fully loaded: Sedan 2685 lb. (1215 kg); Station Wagon 3075 lb. (1400 kg).

Engine
146 c.c., four-stroke V-type
Number of cylinders: 4 (in Vee, 60°).
Bore: 3.54 in. (90 mm).
Stroke: 2.32 in. (59.66 mm).
Piston displacement: 22.4 cu.in. (1400 cm³).
Compression ratio: 8.5:1.
Max. output: 73 b.h.p. SAE at 5000 r.p.m., 55 b.h.p.
DIN at 4700 r.p.m.
Max. torque: 87 ft. lb. SAE at 2700 r.p.m., 66 ft. lb. DIN at 2100 r.p.m.
Camshaft-driven fuel pump. Sines downdraft carburettor.
Pressure lubrication. Full-flow filter. Oil quantity, including filter, 3.5 US qts. (3.3 litres).
Water-cooling system. Pump, fan and thermostat.
Holds 7.5 US qts.

816 c.c., two-stroke type
Number of cylinders: 3 (in line).
Bore: 2.71 in. (68.9 mm).
Stroke: 2.87 in. (72.9 mm).
Piston displacement: 49.8 cu.in.
Nominal compression ratio: 8.5:1.
Max. output: 44 b.h.p. SAE at 5000 r.p.m., 40 b.h.p. DIN at 4500 r.p.m.
Max. torque: 62.8 ft. lb. SAE at 2800 r.p.m., 63.8 lb. ft. DIN at 2100 r.p.m.
Carburettor, cylinder block, light alloy head. 4 (ball)-bearing crankshaft.
Pneumatic fuel pump.
Triple carburettor, down-draft.
Water-cooling system with fan, thermostat and circulation pump.
Cooling system holds 8.8 US qts. (8.5 litres), including heating system.
Lubrication by oil added to the gasoline.

Transmission
Front-wheel drive. Free wheel.
Single dry plate clutch, hydraulically operated. Rear forward gears, all synchromesh.
Steering column gearbox lever.
Overdrive shafts of Reppa constant-velocity type.
Both inner and outer joints permanently lubricated.

Sedan and Station Wagon, V-engine
Gear ratios, engine to wheels: 1st 11.6:1, 2nd 10.2:1, 3rd 8.3:1, top 4.1:1, reverse 15.5:1.
Final drive ratio: 4.8:1.
Theoretical top gear speed at 1000 engine r.p.m.: 17.2 m.p.h. (with 155/15" tires).

Sedan and Station Wagon, 3-cylinder engine
Gear ratios, engine to wheels: 1st 15.9:1, 2nd 11.3:1, 3rd 7.6:1, top 4.6:1, reverse 17.3:1.
Final drive ratio: 5.4:1.
Theoretical top gear speed at 1000 engine r.p.m.: Sedan 15.5 m.p.h. (60.8 km.p.h.), Station Wagon 16.3 m.p.h. (26.2 km.p.h.).

Brakes
Disc brakes front, drum brakes rear. (Two-stroke models, drum brakes front and rear.) Laminated hydraulic foot brake system is divided into two independent circuits, each acting on one front wheel and opposite rear wheel.
Diament of front wheel discs: 10.75 in.
Size of rear wheel brakes: 6.5 in. (164 mm).
Total friction area, front and rear: 256 sq.in. (164 sq.cm).
Handbrake acts mechanically on rear wheels.

Steering
Rack and pinion type steering gear.
Ratio, steering wheel to road wheel: 14.1:1.
Number of steering wheel turns from lock to lock: approx. 2½.
Turning radius approx. 17.4 ft. (5.3 m).

Suspension
Independent front wheel suspension.
Tubular, rigid rear axle in U-form.
Coil springs front and rear.
Stabilizer bar at rear.
Double-acting telescopic hydropneumatic shock absorbers front and rear (of lever type at rear on Station Wagon).

Wheels and tires
16 in. steel disc wheels.
Wide base rims, 4½/15 in.
Tires on Sedan: 5.50/15 in. subless.
Tires on Station Wagon: 6.00/15 in. subless.

Electrical system
12 volt battery, 44 Ah.
0.8 b.h.p. starting motor (0.5 b.h.p. on two-stroke models).
Alternator type generator.

Body
Self-supporting body with flat base.
2 doors. (+- rear door on Station Wagon).
Strong tubular steel reinforcements in windscreen and side pillars.
Fuel tank between rear wheels.
Fuel tank capacity: Sedan, 10.5 US gals. (40 litres).
Station Wagon 11.5 US gals. (45 litres).
Sedan trunk space (SAE rating): 7.5 cu.ft. (210 litres).
Max. loading space in Station Wagon: 42.4 cu.ft. (1.2 m³).
Anticorrosion treatment and undercoating applied before final painting.

Standard equipment
Seated headrests
Dual horns
Twin-speed wipers
Windshield washer
Safety-padded sun visors
Dash board foam padded for safety
Three point front safety harness
Seat belts lap type rear
Adjustable front seat backs

Adjustable rear seat bench, 8 heights
Front seat-back safety lock
Heater, thermostatically controlled
Opening rear side windows
Automatic, draft-free ventilation
Defroster, front side windows
Safety type rear view mirror, 2 heights
Air filter to keep rear window clean
Automatic interior light
Textile carpets
Piper boxes
Ashtrays
Cigarette Lighter
Alvove compartment with lock
Electric clock
Tachometer
Warning light, fuel below 7 qts.
Warning light for brake failure
Oil guard
Splash guards
4 lamp hazard warning system
The manufacturer reserves the right to change specifications and equipment at any time and without notice.

1460 c.c., V4 engine
Textile upholstery on seats and seatbacks/Plastic on door panels and seat sides/Body colors (De Luxe V4 Sedan).

All vinyl upholstery in Standard V4 Sedan, Station Wagon and two-stroke models.