



the
SAAB
900
series.

Take a good, hard look at the totally new Saab 900 series. A revolutionary approach to Saab performance. It's the new look of advanced technology fused to stirring design.

The totally new Saab 900 series. Clearly the longest, sleekest Saab cars you've ever seen. But increasing length wasn't for looks alone. Because when you drive a new Saab, you'll realize that the longer wheelbase has been integrated with a new steering system and new suspension geometry for truly outstanding roadability.

The totally new Saab 900 series. Introduces a new and innovative asymmetrical instrument panel. Controls are practically equidistant from the driver's hands, to eliminate searching and fumbling for controls.

The totally new Saab 900 series. Even the air inside the car hasn't been overlooked. Saab engineers have designed a unique fresh air filter that eliminates all airborne pollen. You won't find it on any other car in the world.

To these striking new automotive advances the new 900 series adds fuel injection, front wheel drive, and rack and pinion steering. The result? Truly astonishing performance. Even for the world acclaimed Saab.

Take a good, close look at the totally new Saab 900 series. Then test drive a Saab at your dealer. And see how good you look and feel in a revolutionary new Saab 900.

GLE

Luxury never moved so well.

Elegance and stirring performance have always been Saab's idea of what a luxury sports sedan is all about. The new GLE is elegant testimony to that belief.

In this proud member of the new Saab 900 series, luxury appointments abound. Stereo loudspeakers, tinted glass, salon velour interior, electrically operated exterior mirrors and electrically heated front

seats are standard. Automatic transmission, power steering, sun roof and air conditioning are available as options.

Under the hood, waiting to perform, is a powerful overhead cam, fuel-injected 2-litre engine.

It's a thrilling experience to feel luxury move so beautifully. Drive a new GLE.



turbo

Now Saab puts the seat of power in the lap of luxury.

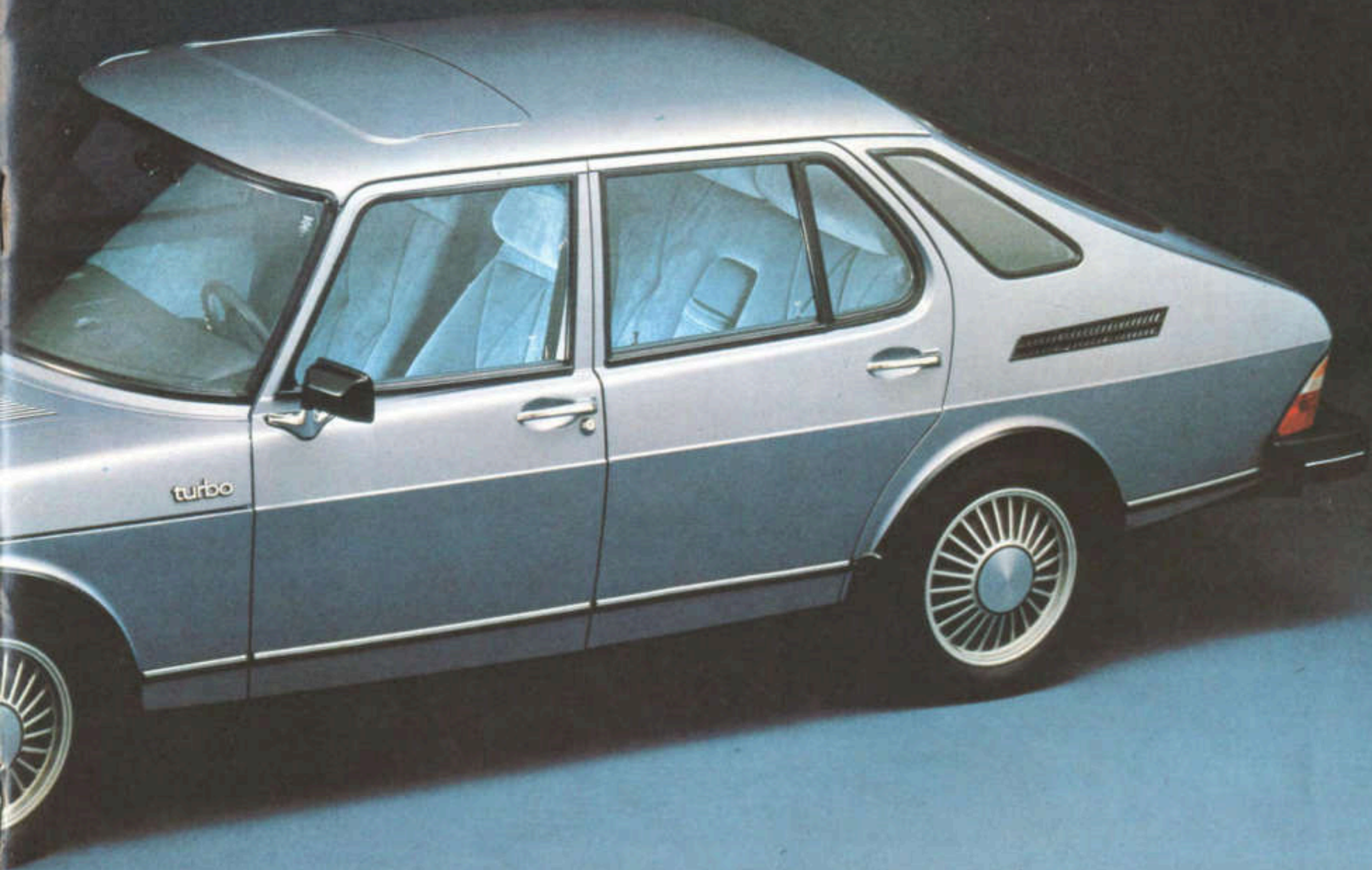
The exciting all-new Saab Turbo 5-door is an extraordinary high point in automotive design. It combines unexcelled road-handling, almost sinful luxury and astonishing turbocharged power into one incredible package.

The proudest member of the new Saab 900 series, the Turbo 5-door, has increased leg room front and back. Luxury appointments such as plush, velour upholstery, electrically heated front seats, sliding steel sun-roof and air conditioning are standard.

Backing up all that luxury is an engineering marvel. The Saab turbocharger. It puts power at your command. Power to thrust onto the highway and burst past traffic when you want to pass.

Come to the seat of power. Sit in the lap of luxury. Drive the Saab 900 Turbo 5-door.





turbo

**It's not merely a car,
it's a revelation
in power.**

There are hundreds of chances to drive cars, but the opportunity to revel in high-energy adventure is rare. Unless you drive the 3-door Saab Turbo.

The hallmark of the new Saab 900 series, the exciting Turbo has enough sports car excitement to thrill the most jaded driver. Aluminum alloy wheels, Bilstein gas shock absorbers, power assisted 4-wheel disc brakes and sports steering wheel are standard.

Under the hood, chomping at the bit, is the remarkable machine known as the Saab turbo engine. It delivers astonishing energy formerly reserved for racing. Now it is engineered to be at your command in everyday driving situations.

If you're looking for a new car, the automotive world affords you an ample choice. But if you're looking for a new driving experience, drive a Saab Turbo.



EMS

Now Saab perfects the performance car.

The perfect performance car. That's how we feel about the new Saab EMS. And we're ready to show you that statement is fact.

The EMS is swift, sleek and loaded. The famous Saab overhead cam, fuel-injected 2-litre engine provides the power. Bilstein gas shocks, power assisted 4-wheel disc brakes and quick steering ratio provide the ability to control it.

And the perfect performance car would be far from perfect without

aluminum alloy wheels, tachometer, sports steering wheel, and 4-speed manual transmission. So the EMS has them. And for 1979 automatic transmission with power-assisted steering is available for the first time.

The perfect performance car would also have to be a winner. Saab's have forged a proud tradition of triumphs in racing competition. The new 900 EMS is destined to carry on this great tradition.



Technical Specification, 1979.

Engine type	4 cylinders in line
Piston displacement	121 cu in (1985 cm ³)
Bore/stroke	3.54 in/3.07 in (90 mm/78 mm)
Compression ratio	9.25:1 Turbo 7.2:1
Net horsepower, SAE	115 hp (84kW) at 5500 rpm Turbo: 135hp (100kW) at 5000 rpm
Torque	123 ft lb (167 Nm) at 3500 rpm Turbo: 160 ft lb (217 Nm) at 3500 rpm
Valve train	Overhead camshaft
Injection system	Bosch continuous injection system
Engine oil capacity	4.0 U.S. quarts Turbo 4.5 U.S. quarts
Cooling system capacity	10.6 U.S. quarts (10 litres)
Fuel tank capacity	14.5 U.S. gals (55 litres)
Fuel requirement	Regular, 90 pump octane (94 RON)*
Battery	12V/60 Ah Maintenance Free
Alternator (max. output)	72A/14V
Starter motor	1.1 hp (0.8kW)
Ignition type	Bosch breakerless
Clutch	Single disc, dry
Transmission	Transaxle, front under engine
Number of forward gears	4 Manual; 3 Automatic
Final drive ratio	3.89:1
Body construction	Unitized
Front suspension	Independent, double wishbone; Pivot mounted coil springs
Rear suspension	Lightweight rigid axle, with twin leading and trailing radius arms, panhard rod; coil springs
Shock absorbers, GLI and GLE EMS and Turbo	Hydraulic, telescopic Bilstein gas filled telescopic
Braking system	Dual diagonal circuits, power assist, 4 wheel disc
Wheel rims, GLI and GLE EMS Turbo 3-door Turbo 5-door	5Jx15" FHA pressed steel 5Jx15" FHA aluminum alloy 5½Jx15" FHA aluminum alloy 135 TR x 390 FHA aluminum alloy
Tire size, GLI and GLE EMS Turbo 3-door Turbo 5-door	165 SR 15, steel belt radial 175/70 HR 15 steel belt radial 195/60 HR 15 Pirelli P6 steel belt radial 180/65 HR 390 Michelin TRX steel belt radial
Steering type	Rack and pinion; manual or power assist depending on model

*Premium, 94 pump octane (97 RON) required for trailer towing, mountainous driving or other extreme conditions.

Wheelbase	99.4 in (2525 mm)
Track, front	55.9 in (1420 mm) Turbo 3-dr. 56.3 in (1430 mm)
Track, rear	56.3 in (1430 mm) Turbo 3-dr. 56.7 in (1440 mm)
Overall length, 3 and 5-d models	187.6 in (4764 mm)
Overall width	66.5 in (1690 mm)
Height, unladen	55.9 in (1420)
Max. load length, 3 and 5-d models	71.1 (1821 mm) Back seat folded
Trunk capacity, SAE, 3 and 5-d models	12.5 cu ft (350 litres) 15.5 cu ft (435 litres) Parcel shelf removed
Trunk capacity, total 3 and 5-d models	53 cu ft (1500 litres) Back seat folded
Curb weight, approx., GLI	2660-2840 lb (1210-1290 kg)
GLE	2760-2890 lb (1250-1310 kg)
EMS	2710-2780 lb (1230-1260 kg)
Turbo	2760-2890 lb (1250-1310 kg)
Gross vehicle weight, GLI	3590-3770 lb (1632-1712 kg)
EMS	3640-3710 lb (1652-1682 kg)
GLE & Turbo	3690-3820 lb (1672-1732 kg)

Selected Western States.

Saab sold in California, and in high altitude areas in the United States are equipped with the Bosch Continuous Injection System with Lambda control and a three-way catalyst. On these vehicles the following specifications are different from those listed above.

Compression ratio	8.7:1
Net Horsepower, SAE	110 hp (81 kW) at 5500 rpm
Torque	119 ft lb (161 Nm) at 3500 rpm
Fuel requirement	Unleaded, 87 pump octane (91 RON)

SAAB

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