SAAB
SAAB 99 GL

Command Performance: It's Performance for the Way You Drive, Performance for the Way You Live.

You are a demanding driver. One who insists on strong acceleration, responsiveness, maneuverability and a command of the road. But beyond driving performance, you insist on a sense of spaciousness for yourself and your passengers. The Saab gives you that and more. There is ample leg and headroom and an extraordinary amount of luggage room.

You demand beauty and luxury in your car. With Saab you get it. Not in extra chrome or extraneous details, but in the quality of materials and their application. Today's Saab is more than a list of worthy features. What characterizes Saab is the way its various elements work together to produce a uniquely balanced performance. The kind you can command. Today's Saab performs as a totally functional, totally practical and yet abundantly powerful car.

Saab the Command Performance Car.

SAAB

Throughout the Broad Saab Range: Performance Plus Great Comfort.

In addition to superb road handling, each and every model in the Saab range provides exceptional roominess and comfort. The kind of unparalleled comfort that you demand from a luxury car.

This brochure presents four cars in the Saab line . . . The various models differ in body styling, number of doors and the combination of engine and transmission. But consistent to each Saab model is the fact that even the most specific need is met. The cars featured are the 5-door Saab GLE, the Saab EMS and the Saab GL 3 door and 5 door models.

The Luxurious Saab GLE.

The Sporty Saab EMS.

The Versatile Saab 3 Door GL.

The Suburban Saab 5 Door GL.

Command Performance: Perfect Harmony Between Driver and Car.

In the Saab, every single detail, every single element that makes up the driver's environment has been subjected to the most rigorous scientific testing in all representative driving situations. The result: a perfect coordination between the driver's needs and the car's various components and controls. With the Saab, the driver achieves a sense of security, safety and total command the moment he gets behind the wheel.

The Driver Seat: Designed by an Orthopedist Not an Upholsterer.

All Saab seat adjustments are precise. The backrest angle, seat height and angle, and fore-and-aft setting of the seat can be adjusted perfectly to each individual driver. Both seat and backrest are contoured for comfort. Incorporated in the backrest design is an elastic lumbar support for comfort during long drives. The entire unit is electrically heated and thermostatically controlled, assuring that the heating feature operates when the temperature in the car is below 54°F. In addition to greater driver comfort, this means that muscle tension due to cold weather is avoided, thus eliminating that source of driving fatigue. (For further particulars about the driver's seat, see page 22.)

Controls and Instruments: At Your Command.

At 55 miles per hour, you are traveling at a rate of 80.7 feet per second. The controls must, therefore, be designed and positioned so that you are always in full command of the car. That's the kind of complete control you get in a Saab.

The instrument panel of the Saab has been developed in collaboration with experienced aircraft designers. The large round shape of the dials has been proven to provide optimum readability. Each dial recessed into the panel in order to prevent reflections.

Every control in the Saab is clearly marked to define its function. At night, many of these controls are illuminated by unique fiber optics which focus the light for easier identification. With hands firmly on the wheel, the driver can reach the directional indicators, the headlight flashers and dimmer, the wipers and washers. All are controlled by levers which are located on the steering column, within easy fingertip reach. The ignition key, handbrake and gear lever are logically grouped together on a center console since they are used in sequence to start the car.

The Steering Wheel: Another Important Element at Your Command.

The wheel is thickly padded to provide the firmest possible grip. It is a grip that is anatomically correct to offer maximum comfort and control. The slope of the steering wheel contributes to the feeling of a relaxed and positive control of the Saab.

The steering wheel center pad is a unique design that consists of an impact-absorbing sheet metal core to prevent injury in the event of collision. (For further particulars about the steering wheel, see page 22.)

The road handling characteristics of today's Saab are the result of a celebrated tradition of successful rallying all over the world. There is genuine joy in driving the Saab that the driver experiences the very first time behind the wheel. Saab involves its driver and challenges him to make full use of its unique performance characteristics. Saab is roadworthy in the truest sense of the word. It behaves consistently under virtually any kind of road condition. It is a sturdy and yet totally responsive car able to take some of the roughest roads with smoothness and stability.

Front Wheel Drive: Optimum Performance Even Under the Worst Conditions.

Saab's front wheel drive gives you superb road holding and directional stability. Take the Saab into a tight turn at speed, and it will respond with the inherent stability that only front wheel drive can provide. The front wheels which support the majority of the weight (approximately 60% of the car's weight rests on the front wheels), literally pull the car through tight turns and up difficult grades almost effortlessly.

Saab's rack-and-pinion steering responds to your touch instantly, working in perfect coordination with the front wheel drive. The front springs of the Saab are pivot-mounted, a system widely favored in high performance cars. The straight, one-piece rear axle is unusually light reducing unsprung weight and allowing the rear wheels to stay in

contact with even the roughest road without transmitting road irregularities to the body of the car or the driver.

The Saab has bumpers that are self-repairing following low-speed collisions. They are based on the principle that the energy absorption takes place in the bumpers, not in the body of the car or in expensive hydraulic shock absorbing systems. Depending on the extent of impact, the bumper can resume its original shape within a few minutes.

The Saab Engine: An Intelligent Combination of Power and Economy.

According to Road Test magazine, the fuel-injected 2 litre overhead cam engine "is one of the best 4 cylinder engines anywhere". And because of its high torque over a wide range of speeds, the Saab has exceptionally good low-speed performance. This reduces the need for constant gear-changing and allows for fast and safe overtaking even in high gear. And yet with all this performance and power, the engine maintains a low level of fuel consumption.

Saab Handling: A Total Command of the Road.

Saab Comfort: More than Enough for Five Adults Even on a Long Trip.

Saab is roomy where it ought to be: on the inside. At the same time, the outside dimensions are within sensible limits. Saab is designed to accommodate five adults comfortably even over long distances.

Part of the Comfort is a Result of What Saab Doesn't Have.

Saab has no exposed doorsills that can become dirty and soil your clothes. On all models, the sills are well-protected by the door. On the five door models, the rear door opening follows the shape of the backrest. And there are no bulky drive shaft tunnel or wheel housings to take away from the back seat passenger space.

The Front Seats: All the Comforts of an Armchair.

The seats have been designed in collaboration with medical experts. The seats have an elastic base, flexible lumbar support and molded padding that enable them to adjust themselves automatically to the size and seating posture of the individual passengers.

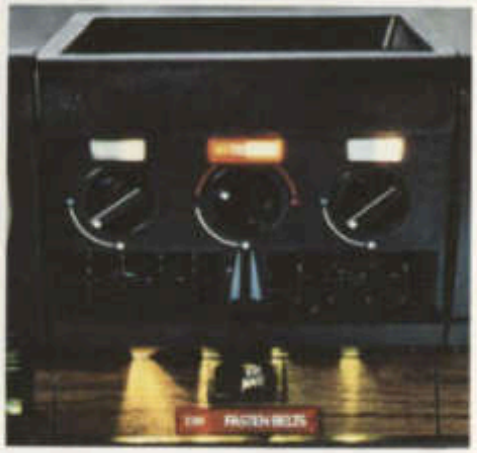
The seats can be adjusted forwards and backwards 5.7 in. The back rests can be adjusted to any angle all the way down to a reclining position. The head restraints are integrated with the seats and provide a special support for the neck vertebrae.

The Back Seat: All the Comforts of a Front Seat.

Sitting in the back seat doesn't mean settling for second-rate accommodations. Saab has a spacious width allowing for plenty of elbow room even with three adults. The passenger in the center of the back seat can enjoy as much comfort as the others. This is due, in part, to the uniform thickness of the seat cushion and to the absence of a bulky drive shaft tunnel. The ample headroom further contributes to a sense of spaciousness and comfort. Grab handles are fitted above all passenger door openings. There is also a special control that allows passengers in the back to adjust the air supply to the rear of the car.

The Interior Climate: Yours to Command.

The heating and ventilation system of Saab can be adjusted to perfection. Heated or cool fresh air is circulated throughout the car by means of 12 air outlets. The fan capacity of Saab is more than sufficient. A sun roof is available on some models and air conditioning is available on all models as an optional extra, to allow for further control of the interior climate.



The Luxurious 5-door Saab GLE: Designed to Satisfy the Most Exacting Demands for Luxury and Performance.

Saab GLE is the ultimate Saab. It demonstrates superb behavior on the road, it is lavishly roomy and it incorporates a wide range of features designed to insure the safety of the driver, his passengers and his fellow motorists. Beyond this, much of what goes into the GLE is aimed at providing sheer comfort and pleasure to the driver and passengers. These exclusive features place this car at the very top of the Saab line.

Details that Set the GLE Apart from the Common Car.

There are four large soft head cushions which provide driver and passengers with comfortable neck and head support. The exterior rear-view mirrors can be adjusted electrically from inside the car by switches located on the control panel. The GLE has a special interior decor with luxurious velour used for the seats and parts of the door trim panels. For your musical enjoyment, the front door panels are fitted with stereo loudspeakers, and there are a variety of optional audio systems to choose from.

Extraordinary Occupant Comfort.

Both front seats are electrically heated. Heating is switched on when the temperature in the car is below 54°F and is switched off again when the seat temperature reaches 84°F. The seats adjust themselves precisely to the stature and seating attitude of the individual occupant. The lumbar support is elastic and requires no manual setting.

The back seat is fitted with a folding center armrest. There is no bulky drive shaft tunnel to restrict legroom. The rear door frames follow the shape of the backrest to facilitate entry into the car. A grab handle is provided above each passenger door. The heating and ventilation system of the GLE is extremely effective. The GLE can be equipped with a sun roof and air conditioner as options, to allow for further variation of the interior climate.

For Relaxed Driving: Automatic Transmission and Power Assisted Steering.

Saab's automatic transmission allows ease of driving in stop and go traffic. The power assisted steering allows you to have a very positive and direct feel of the road at high speeds and at the same time gives you the power assist you need for easy parking and tight turning.

The Saab GLE advanced design combines the best features of a high performance luxury car with the versatility of a tremendous amount of cargo space. The GLE has the sleek aerodynamic lines of a fast-moving sports car, the high interior comfort of a sedan, and a uniquely expandable trunk to satisfy almost any carrying need.

GLE Space: It Adjusts to Suit the Load, Not the Other Way Around.

With the package shelf in position, the luggage compartment is 17.7 in high and its capacity is 12.4 cu ft, SAE. The package shelf can be removed to increase the height even more. The maximum height in the luggage compartment will then be 31.3 in and the capacity will be 15.4 cu ft, SAE. The space available is then ideal for a dog, a surfboard, or anything else you choose to take along.

When the back seat is folded down, the load-carrying space will be 71.7 in long, with a maximum height of 36 in and a total volume of 53 cu ft. And this conversion takes no more than thirty seconds. The loading process is made easier by the fact that the loading space is also accessible through the rear side doors. In addition, an extra space of about 1.1 cu ft, SAE, is available underneath a panel at the extreme rear of the luggage compartment.

The GLE: So Easy to Load.

The GLE has no high sill at the rear to impede loading. The height of lift from

the ground to the rear floor is only 20.9 in. On other cars, it is often as much as 24 – 28 in. When loading heavy objects, the rubber-covered rear bumper can be used as a support. The back door extends from the edge of the roof right down to the bumper.

Gas filled springs lift the back door automatically from its closed position to fully open at the touch of a finger.

Special Standard Features on the Five-door GLE.

- ☐ Luxury interior decor.
- ☐ Aluminum alloy wheels.
- ☐ Electrically controlled right and left side view mirrors.
- ☐ Windshield wipers with intermittent operation relay.
- ☐ Electrical heating in both front seats.
- ☐ Four headrest cushions.
- ☐ Stereo loudspeakers in front door panels.
- ☐ Metallic paint available.
- ☐ Special grille decor.

The Saab GLE: Perfection in Luxury and Versatility.

The rally is a form of real-life laboratory, where hard realities will, sooner or later, reveal any weaknesses in the basic construction of a car. The EMS, the sportiest of all the cars in the Saab line, owes its character directly to the Saab Rally cars that have withstood the punishment meted out in tough competition throughout the world. The sportiness of the EMS is incorporated in its basic design and its application of proven technical principals.

"A Saab, any Saab, handles well; the EMS does it superbly well . . ." This is what Motor Trend magazine thought of the road behavior of the EMS. It has the acceleration and special equipment that will appeal to the driver who enjoys driving to extremes. The extraordinary road handling of the EMS is partially the result of the fundamental Saab design: front wheel drive, wide-track lightweight rear axle and pivot-mounted springs at the front. But the EMS has further refinements: it is equipped with Bilstein gas shock absorbers, high performance low profile tires, a special quick steering ratio, front spoiler, specially designed pressure die-cast aluminum alloy wheels and a small diameter padded, racingtype steering wheel. Saab EMS maintains its excellent handling regardless of the weather or road conditions. It reacts smoothly but firmly to any changes in the road surface. The design of the body makes it almost immune to cross-winds even at high speeds.

The EMS Engine: Power to Spare.

The overhead camshaft engine is equipped with a light alloy cylinder head and mechanically controlled fuel-injection. It develops 115 hp*, SAE net. The torque is high over a wide range of speeds and the low-speed performance of the engine is exceptional.

There is a manual gearbox with four forward speeds. It is perfectly matched to the engine. The tachometer allows the driver to shift for maximum performance whatever the situation.

*) Catalyst equipped cars: 110 hp.

The Sporty Saab EMS: The Mature Result of Many Years of Rallying.

More of What Makes a Winner: Correct Seating, Easy-to-Read Instruments and Perfect Location of the Controls.

Two Words Which Best Describe the EMS: Performance and Balance.

In the past, a car was regarded as sporty only if it was primitive. But times have changed. When driving hard, it is even more important to the driver that the car be designed to facilitate his efforts. The car and driver must, therefore, be coordinated. Every detail of the Saab EMS is designed to satisfy this demand. And yet, the Saab EMS is a roomy and versatile car. It provides space for any extra luggage or sports equipment quickly and easily, should the need arise. Although the EMS maintains its sportiness through and through, it does so without any sacrifice of comfort.

The driver's seat cushion can be raised, lowered or tilted. The seat and backrest are designed for comfort. The backrest incorporates an elastic self-adjusting lumbar support. The driver's seat and backrest are electrically heated and thermostatically controlled. The location and design of the instruments and controls are the result of extensive scientific testing.

The steering wheel is small. It has three spokes with a thick, padded rim which provides a firm, natural grip. In addition, the steering column is designed to collapse and fold down in the event of an accident to provide maximum driver protection. The rack-and-pinion steering is exceptionally direct. It has proven to be ideal in combination with front wheel drive. The number of steering wheel turns lock-to-lock is a fast 3.4 turns. The special attention paid to driver and passengers is reflected in the numerous safety related features.

Summary of Special Features on the Saab EMS.

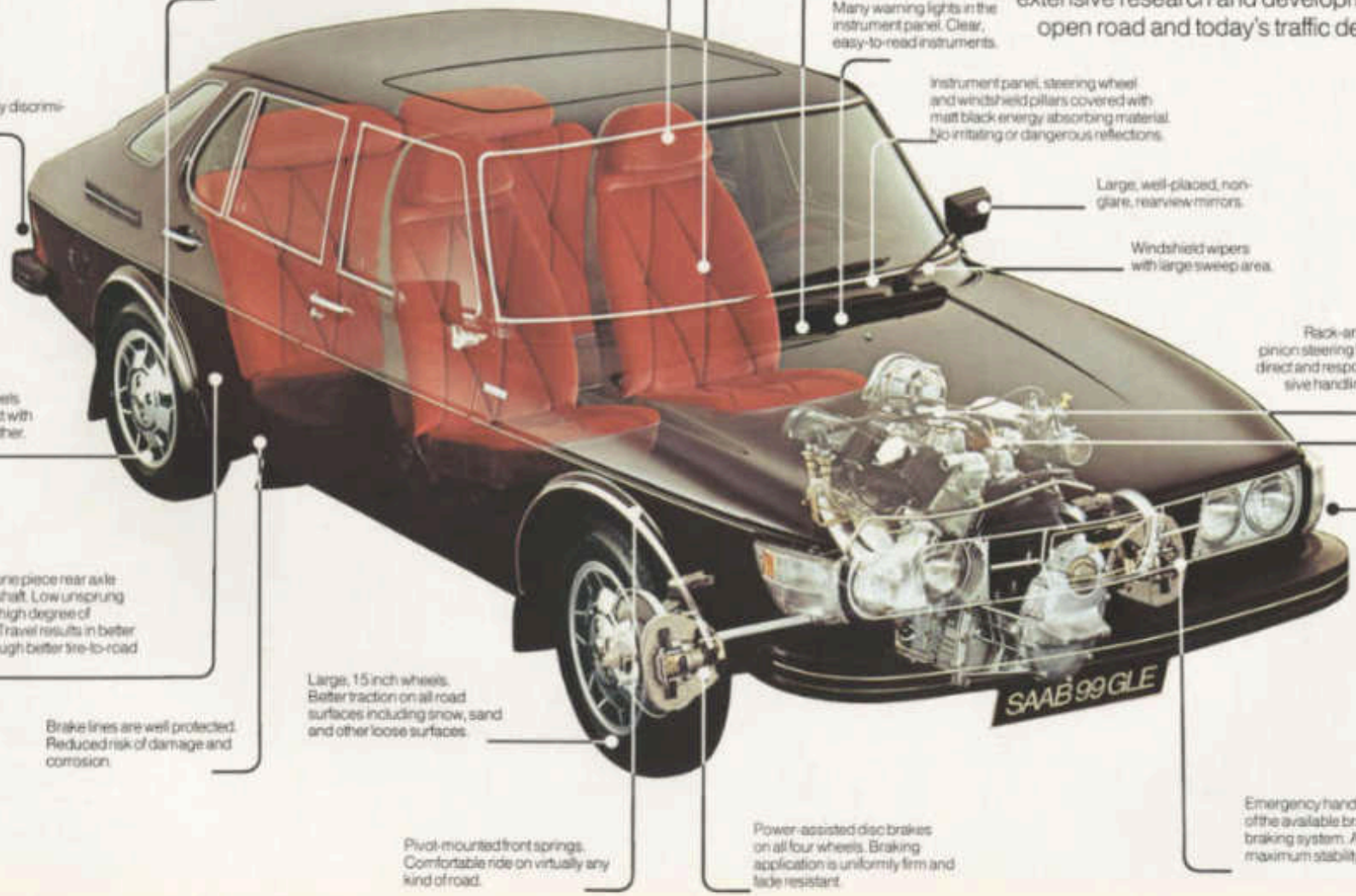
In addition to all the standard features available on all models, the EMS has the following:

- ☐ Front spoiler.
- ☐ Special grille decor.
- ☐ Aluminum alloy wheels.
- ☐ High performance low-profile tires.
- ☐ Bilstein gas shock absorbers.
- ☐ Quick steering ratio.
- ☐ Small diameter sports steering wheel.
- ☐ Tachometer.
- ☐ Special sport interior decor.

Saab Safety: It's Not Ad-

Road Safety:
Safety in Engineering and Performance.

Safety is a primary facet of Saab design. These safety factors show up clearly in the way Saab handles on the road. The driver can be confident that the Saab will respond to his every command precisely. This can be summarized as road safety – aimed at reducing accidents and near-accidents to the minimum possible level. Occupant safety is based largely on road-accident research undertaken by Saab in collaboration with medical experts. Effective protection for the driver and passengers is the result of this extensive research and development. The realities of the open road and today's traffic demand no less an effort.



Electrically heated driver's seat with a wide range of adjustments for relaxed, safer driving.

Unique, diagonally split, dual-circuit brake system. Minimum of 50 % of normal braking in the event of a circuit failure.

Day/night interior rearview mirror.

Instruments easy to read in daylight and at night. Levers, switches and controls within easy reach.

Many warning lights in the instrument panel. Clear, easy-to-read instruments.

Instrument panel, steering wheel and windshield pillars covered with matt black energy absorbing material. No irritating or dangerous reflections.

Rear lamps with highly discriminated functions.

Large, well-placed, non-glare, rearview mirrors.

Windshield wipers with large sweep area.

Rack-and-pinion steering for direct and responsive handling.

Front engine and front wheel drive. Superior roadholding under adverse road conditions. Powerful engine. Safe passing ability.

The design of the wheels reduces water contact with the brakes in foul weather.

Large multi-function front lamps. Wide angles of visibility.

Light weight one piece rear axle with no driveshaft. Low unsprung weight and a high degree of suspension. Travel results in better handling through better tire-to-road contact.

Large, 15 inch wheels. Better traction on all road surfaces including snow, sand and other loose surfaces.

Brake lines are well protected. Reduced risk of damage and corrosion.

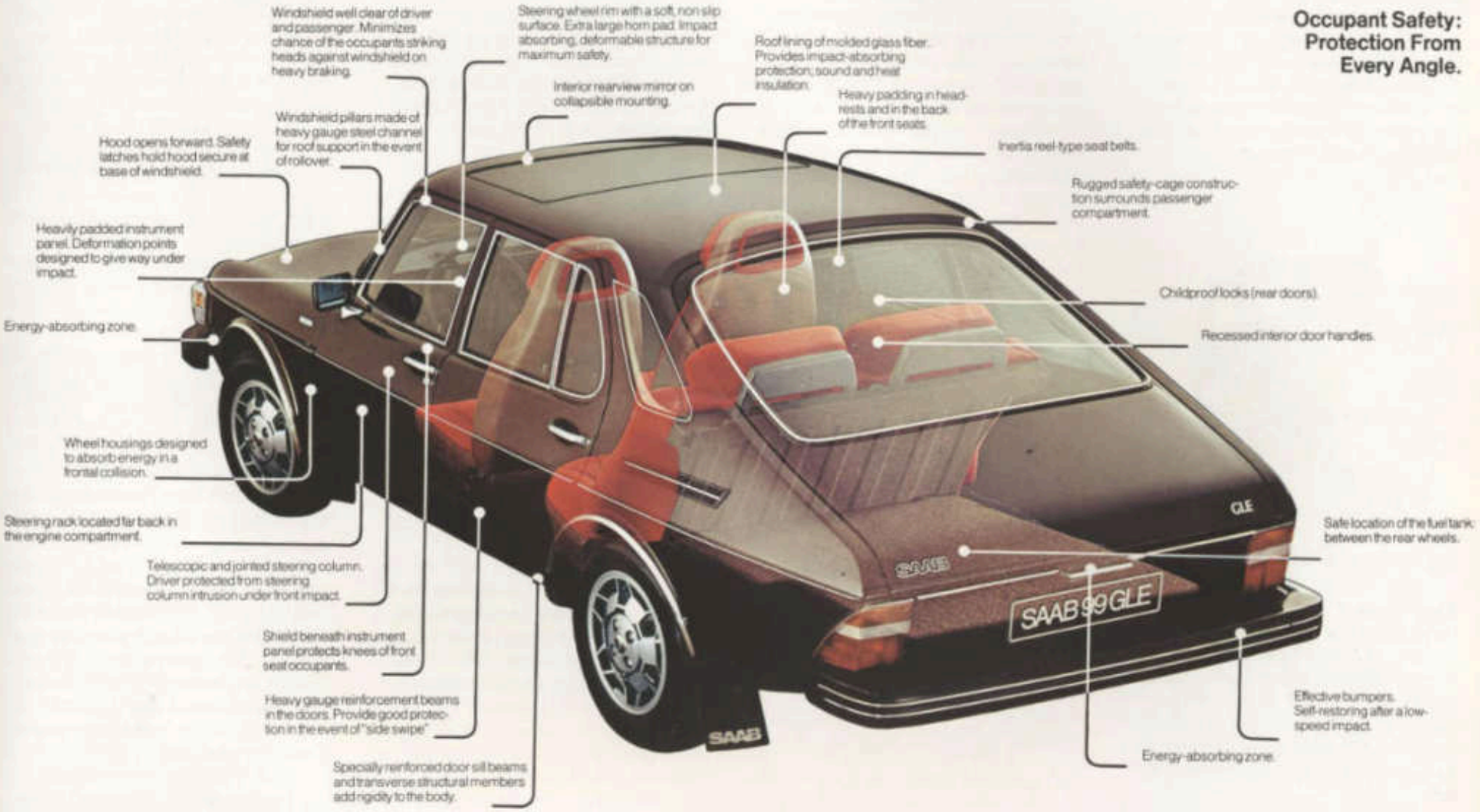
Pivot-mounted front springs. Comfortable ride on virtually any kind of road.

Power-assisted disc brakes on all four wheels. Braking application is uniformly firm and fade resistant.

Emergency handbrake with approx. 50% of the available braking effort of the entire braking system. Acts on the front wheels for maximum stability and stopping force.

ded On, it's Built Right In.

Occupant Safety: Protection From Every Angle.



Some Practical Features.

- ☐ Side guidance reversing lights. (EMS and GLE.)
- ☐ Non-glare outside rearview mirrors.
- ☐ Reflectors on the outside left door edges.
- ☐ Built-in towing hooks front and rear.
- ☐ Wheel design minimizes fouling of brake discs.
- ☐ Provision for fitting a trailer hitch.
- ☐ Illuminated ignition key on the center console.
- ☐ Non-glare interior lighting. Map reading light behind rearview mirror.
- ☐ Courtesy light operates automatically from every door.
- ☐ Non-glare interior lighting. Map reading light behind rearview mirror.
- ☐ Fully lit glove compartment and luggage compartment.
- ☐ Full complement of warning lamps, including brake system defect and low fuel warning.
- ☐ Odometer with push button reset.
- ☐ Day/night interior rearview mirror.
- ☐ Turn indicator with spring loaded position for indicating lane changing.
- ☐ Windshield wipers with single stroke function.
- ☐ Automatic light control. The headlights and exterior lights are switched off when the ignition is switched off.
- ☐ Self-adjusting emergency hand-brake, foot brake and clutch.
- ☐ Extra wide front-hinged hood, providing excellent access to the engine.
- ☐ Well-grouped and easily accessible relays and fuses.
- ☐ Cornering lights, actuated with turn signal switch. Illuminates section of road into turn.

Saab Design Elements: Guided by Everyday Realities.

Over the years, Saab has introduced an important number of unique design and equipment features that have contributed to the industry as a whole. This has not only been to meet the increasingly stringent demands of road safety legislation but to ensure the safety of the driver, passengers and other motorists.

Saab Seats: Unique on Many Levels.

The attitude and position of your body in the car has a lot to do with the way you feel and the way you drive. That's why the seats in all Saabs were designed in collaboration with medical experts to give you the widest range of adjustments and comfort.

Each front seat is designed to be adaptable to the individual. The lumbar support is elastic and therefore, requires no manual resetting. The seating attitude can easily be varied, since the backrest has a continuous rake adjustment feature.

A unique Saab refinement is the ability to raise, lower or tilt the driver's seat cushion as required. Saab was one of the first car manufacturers in the world to introduce thermostatically controlled electric heating of the driver's seat cushion and backrest. Heating is controlled by a bi-metal thermostat built into the seat cushion. So on cold winter mornings the seat keeps you warm until the heater warms the car.

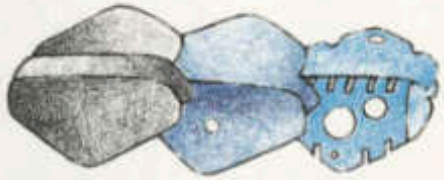
Saab Roof Lining: A Ceiling of Safety.

The roof lining in a Saab covers the steel members around the edges of the roof and acts as a large impact-absorbing protective pad. The lining is made of glass fiber and is pressed as one unit which is then covered with nylon velour. Both the lining and the covering are fire-resistant. The lining also provides excellent insulation against heat, cold and noise.

Rack-and-pinion Steering: The Perfect Match for Front Wheel Drive.

Rack-and-pinion steering is found in every Saab because it is just about the most direct, most precise steering system one can drive. The advantages, in fact, are so numerous that it is a system that is most frequently found in high performance racing cars.

Rack-and-pinion steering makes Saab a very easy car to maneuver. The wheels react immediately to the slightest movement of the wheel. On the other hand, the steering is sufficiently rigid to prevent unintentional changes in course. It eliminates idle travel of the steering wheel. And because the system has few moving parts it does not need continual adjustment.



The Steering Wheel Pad: Energy Absorbing Protection.

Road accident investigations have shown that the steering wheel and the steering wheel hub can provide effective protection to the driver if they are designed correctly. Saab has a uniquely designed safety hub that consists of a slotted sheet metal core which will collapse under strong impact. The core is covered with a relatively hard layer of plastic, which distributes the load on impact. The outside of the pad is covered with soft plastic.

Saab Dual-circuit Brakes: Standard Since 1963.

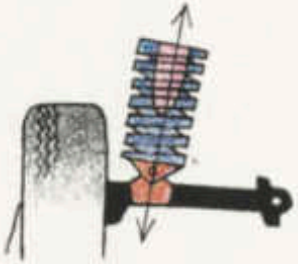
Like so many other safety features on Saab, the dual-circuit braking system was designed and engineered into the cars long before such systems became required by law. The brake system is split diagonally to make sure that the braking effort will be shared by one front and the opposite rear wheel even if one circuit should fail. If a failure occurs, stopping distance will increase, but with Saab's system, the distribution of the braking effort between the front and rear of the car will remain as effective as under normal conditions. So the handling of the car will remain basically unimpaired.

Saab Lighting: A Leader in the Field.

For a number of years, Saab has collaborated with research institutions in order to perfect car lighting. The results of these efforts can be found on all 1978 models. The turn signals, for example, are mounted as high as possible at each corner of the hood for maximum visibility. At the rear, they are amber in color and well separated from the stop and tail lights so as to more clearly indicate the Saab driver's intentions to others approaching from behind.

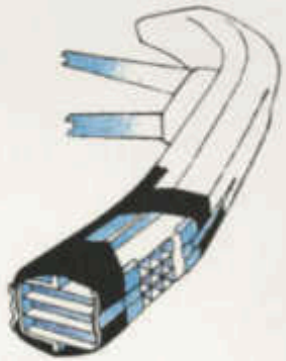
In 1970 Saab introduced automatic headlight control. This is a system whereby the headlights are automatically turned off when the ignition is switched off.

In 1977 Saab introduced side mounted reversing lamps on the front of the GLE and EMS models. They work in conjunction with the rear backup lights to provide illumination along the sides of the car for safer backing up in poorly lit situations.



Pivot Mounted Springs: Smoothness and Stability.

The pivot-mounted coil springs used for Saab's front suspension are a system that is widely preferred in exclusive sports and racing cars. It provides excellent road handling and a high degree of occupant comfort. The front springs are pivoted at the suspension wishbones. Whatever the movement of the car, the springs will move in a nearly linear fashion and will retain their optimum springing capacity. A rubber stop inside each spring prevents "bottoming" and acts as a progressive auxiliary spring as well.



Saab: A Pioneer in the Self-repairing Bumper.

Commencing with all 1973 models, Federal regulations were issued regarding the impact resistance of bumpers. But by that time, Saab cars were already being fitted with bumpers which complied with these standards. The first bumpers in the world to do so.

Since that time, Federal regulations have become more stringent. But the Saab self-repairing bumpers that were pioneered years before have undergone only minor refinements to meet the regulations and in fact surpass them by a comfortable margin of safety. In the event of an impact, cellular plastic blocks within the bumper compress to absorb the impact. Afterwards the blocks return to their original shape.

Rugged supports and reinforcements in the body insure that the car will remain undamaged at collision speeds of up to 5 mph. This eliminates costly repair damage caused by minor collisions.

Saab: Extra Utility in a Modern Sedan.

On all Saab models, the luggage space can be increased quickly and conveniently merely by folding down the back seat. The three and five door models provide tremendous load carrying capacity that can be easily loaded from the rear. The back door opens all the way to the bumper so that your luggage can be easily loaded and unloaded. This ability to vary the load-carrying capacity to suit the owners' requirements is a typical characteristic of Saab. As always, Saab gives you optimum room, utility, comfort and luxury while still maintaining its traditional high performance characteristics.

The Only Car Manufacturer that has been Engaged in Rallying During 27 Years – Without Interruption.

The first Saab rolled off the production line at Trollhättan on December 12, 1949. In the five preceding years, during which the Saab car had been planned and developed, the only type of testing available had been ordinary road driving of the prototypes. It was thus understandable that Saab's engineers turned to rallying as a means of testing their new product under severe condition and also to compare its capacity against competing makes.

Exactly two weeks after the first car left the factory, Saab entered and won the car's first competition – the classic Swedish Winter Rally.

This Early Success was to be Followed by Many More.

This early and surprising success was to be followed by many more. But more important Saab's continued rallying activity has ever since played an important role in the testing and further development of the car. In addition, it has proved to be an effective means of making the public aware of the car's existence and capacity.

Erik Carlsson and the New Era in Saab's History.

In the mid-fifties, a nowadays famous man began to appear at the top of the result lists: Erik Carlsson, who quickly acquired the sobriquet "On-the-roof". As Erik Carlsson established himself firmly in the international rally results, a new era started in Saab's history. His activity on the international scene and frequent victories aroused growing interest in the car from Sweden.

One example of how rally success was followed by commercial success: Erik Carlsson's three straight wins in the RAC Rally, 1960, 1961 and 1962, and two in the Monte Carlo Rally, 1962 and 1963, laid the foundation for the popularity of Saab cars.

As Long as the Surface is a Little Slippery, We Can Give Anybody a Fight.

Today Stig Blomqvist is synonymous with Saab in the same way as Erik Carlsson in his days. His – and Saab's – speciality is rough roads, snow and ice. This is partly due to the fact that the Saabs have a tougher job of matching the more extreme cars on paved and smooth surfaces.

"On the other hand, I've got nothing against fast roads", says Stig. "As long as the surface is a little slippery, we can give anybody a fight. Most people have the wrong idea about a front wheel driven Saab and think they are their best on winding roads with a poor surface. What we Saab drivers really like best are fast roads. Then it's a question of real driving, with absolute precision".

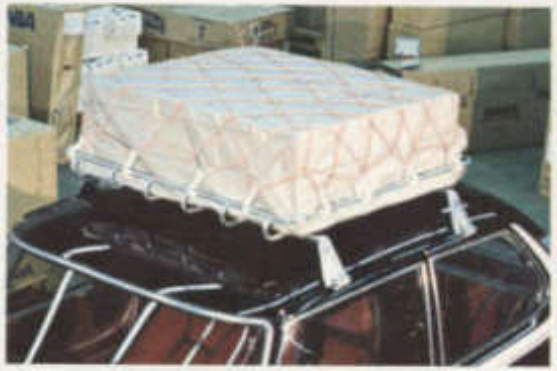
Stig proved his point in October 1976, when he took a standard 99 to overall victory in a standard car race at Lime Rock, USA, in competition with 60 drivers in some 20 different makes.

During 1976 Stig has dominated Sweden's rallying in the same way as during the last couple of years. He has won his sixth Swedish Championship (group II), scoring maximum points and also carried out most of the testing of the new EMS Rally.

Saab is Unique in One respect:

It is the only car manufacturer in the world that has been engaged in rallying without interruption. This has added up to more than 2.5 million rallying kilometres and paid off by giving Saab more than 100 victories in major events during the past 27 years. Saab takes part only in rallies, and more recently in rallycross races, in both cases preferable where the conditions really test a car's durability and roadworthiness, rather than placing too much emphasis on engine performance and top speed. Events such as the RAC, the Swedish and the Finnish rallies enable a car to show its worth and any weakness that are so discovered can quickly be put right by the engineering department.

Saab Accessories–
For the Personal Touch.



As practical and sporty as all Saab cars are, a broad range of accessories enables every owner to enhance the comfort and appearance of his or her car in a very personal way.

Auxiliary Lighting.

For that extra margin of safety in inclement weather or for additional lighting required by the driving enthusiast, Saab auxiliary lighting puts more light on the subject.

Roof Rack and Trailer Hitch.

Trailer hitches complete with wiring harness and roof racks for all your transport needs.

Headrest Cushions.

Headrest cushions are available in the same material as the interior upholstery, for extra comfort.

Speed Control.

Enjoy more relaxed driving and improved fuel economy, at your fingertips with a Saab speed control.

Radio and Air Conditioning.

A great selection of quality radios with AM/FM, stereo, eight-track and cassette combinations. Saab air conditioning offers the maximum in quiet cooling efficiency.

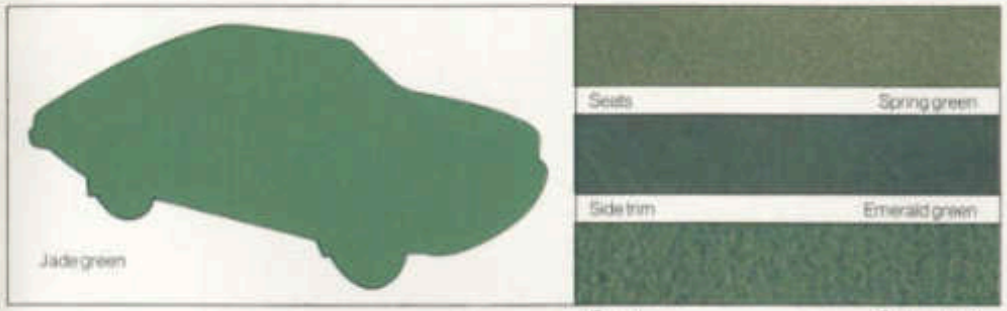
Accent Stripes.

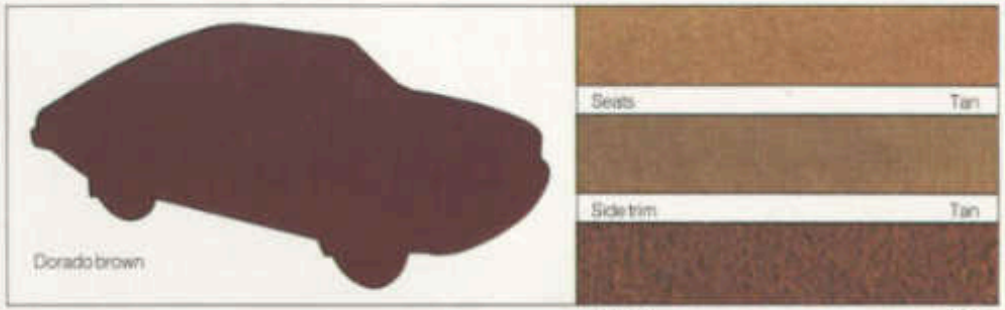
Add to the sporty appearance with decorative accent striping.

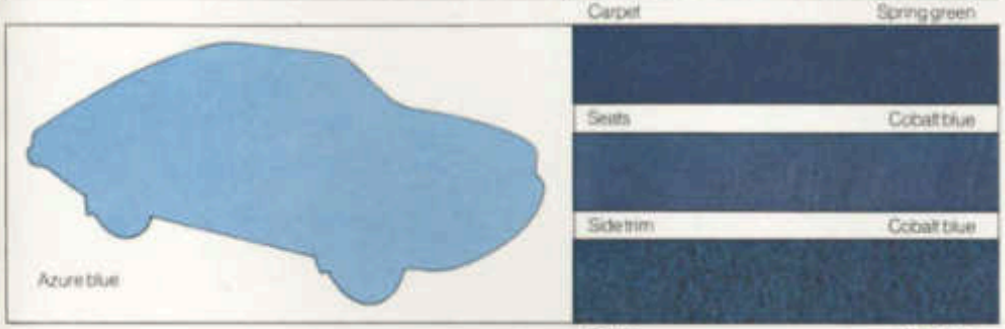
In addition to those illustrated, other available accessories include: Aluminum alloy wheels – Tachometers – Spoilers – Engine heaters – Radial tire chains – Ski racks – Passenger seat heaters – Seat covers – Textile and rubber floor mats – Spare fuel cans – Locking gas caps – Leather key fobs.

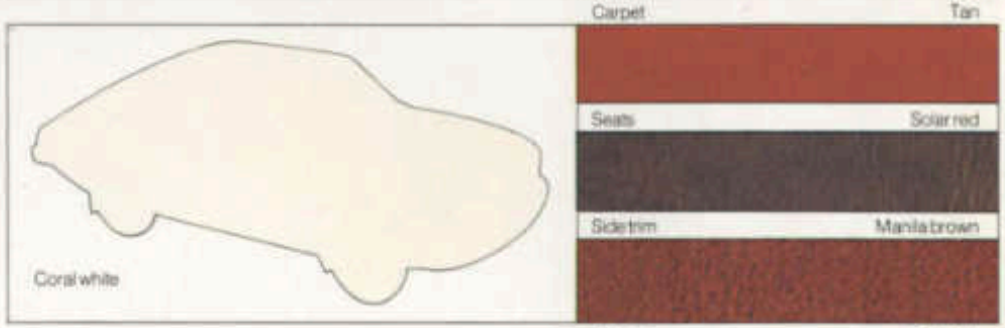
Accessories shown and mentioned above are available in the United States. Contact your local Saab dealer for the complete selection.

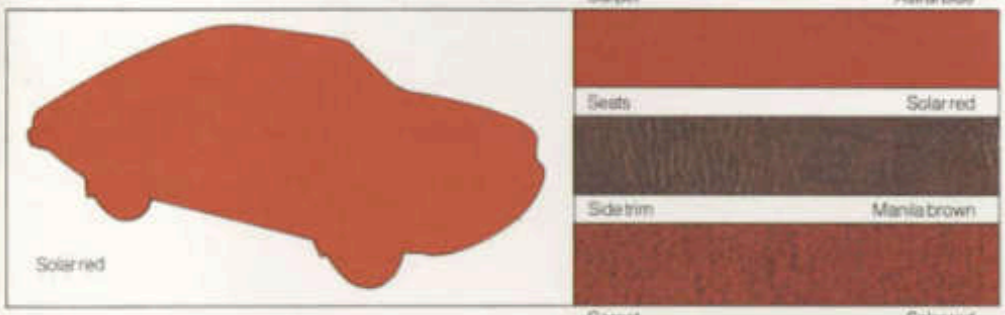
Color range.

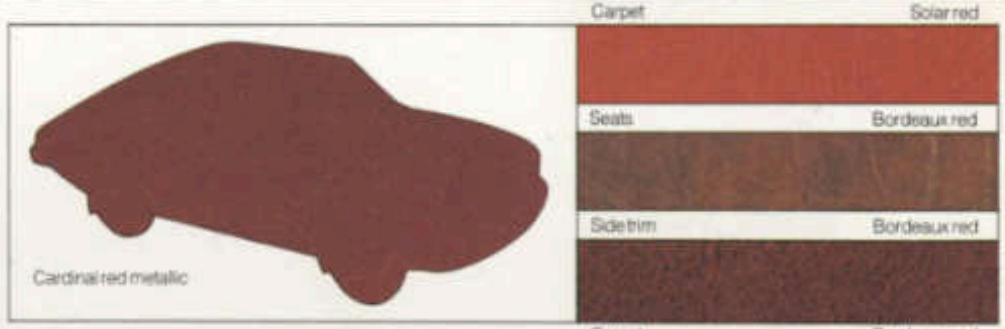


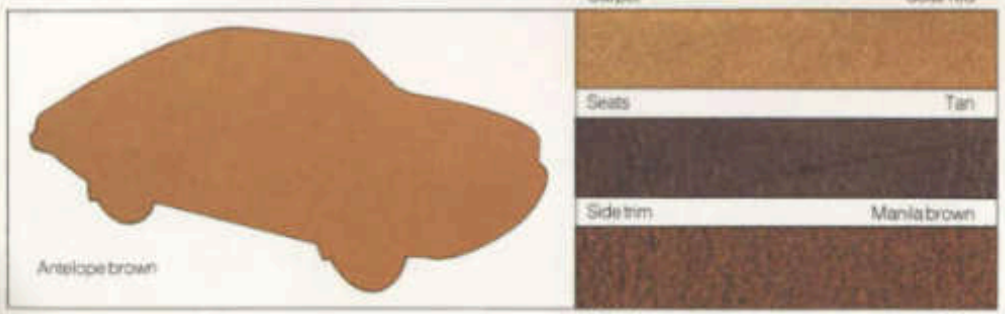


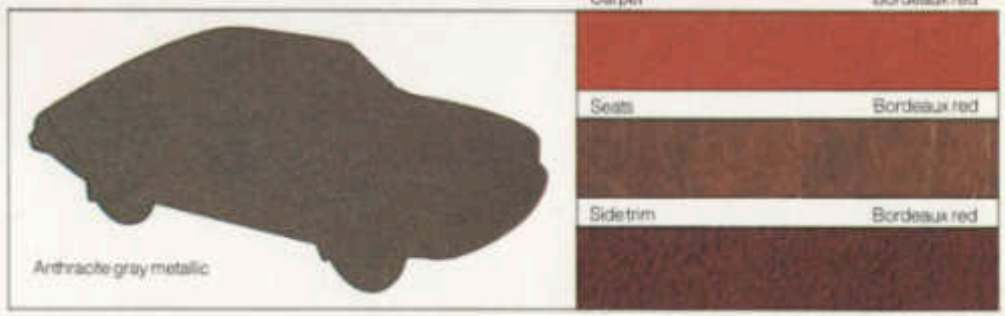












☐ Coral white and Dorado brown GLE's have Bordeaux red interior. ☐ Anthracite gray GLE's have Bordeaux red/Pearl gray interior. ☐ BMS and GLE also available in Sterling silver metallic. Interior Bordeaux red.

Technical Specification, 1978.

Engine type	4 cylinders in line
Piston displacement	121 cu in (1985 cm³)
Bore/stroke	3.54 in/3.07 in (90 mm/78 mm)
Compression ratio	9.25:1
Net horsepower, SAE	115 hp (84 kW) at 5500 rpm
Torque	123 ft lb (167 Nm) at 3500 rpm
Valve train	Overhead camshaft
Injection system	Bosch continuous injection system
Engine oil capacity	3.7 U.S. quarts (3.5 litres)
Cooling system capacity	8.5 U.S. quarts (8 litres)
Fuel tank capacity	14.5 U.S. gals (55 litres)
Fuel requirement	Regular, 90 pump octance (94 RON)*
Battery	12 V/60 Ah
Alternator (max. output)	55 A/14 V
Starter motor	1.1 hp (0.8 kW)
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, GL and GLE	Hydraulic, telescopic
EMS	Bilstein gas filled, telescopic
Braking system	Dual diagonal circuits, power assist, 4 wheel disc
Wheel rims, GL models	5J×15" FHA pressed steel
GLE and EMS	5J×15" FHA aluminum alloy (spare wheel of pressed steel)
Tire size, GL and GLE	165 SR 15, steel belt
EMS	175/70 HR 15
Steering type	Rack and pinion
Steering, turns lock to lock:	
Manual transmission	4.1
Automatic transmission	3.6
EMS	3.4

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

Wheelbase	97.4 in (2473 mm)
Track, front	55.1 in (1400 mm)
rear	55.9 in (1420 mm)
Overall length, 2-d model	175 in (4450 mm)
3 and 5-d models	179 in (4550 mm)
Overall width	66.5 in (1690 mm)
Height, unladen	56.7 in (1440 mm)
Max. load length, 2-d model	67.6 in (1717 mm) Back seat folded
3 and 5-d models	71.7 in (1821 mm) Back seat folded
Trunk capacity, SAE, 2-d model	12.6 cu ft (356 litres)
3 and 5-d models	15.4 cu ft (435 litres) Parcel shelf removed
Trunk capacity, total, 2-d model	45.9 cu ft (1300 litres) Back seat folded
3 and 5-d models	53 cu ft (1500 litres) Back seat folded
Curb weight, approx., GL	2530–2750 lb (1150–1250 kg)
GLE	2690–2750 lb (1220–1250 kg)
EMS	2600 lb (1180 kg)
Gross vehicle weight, 2-d model	3660 lb (1660 kg)
3 and 5-d models	3810 lb (1730 kg)

Selected Western States.
Saabs 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)

- The manufacturer reserves the right to make changes at any time and without notice.
- A Tourist Delivery Plan is available. Your dealer will supply specific information.
- Exterior views of the 2-door model not shown in this brochure.

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Distributed in USA by Saab-Scania of America Inc., P.O. Box 697, Orange, Conn. 06477.

205614 / Produktion TEMA Grig / Printed in Sweden 1977 / Ljungföretagen, Örebro / USA