

Saab 900 undergoes first redesign since 1978

For the first time since 1978 Saab is replacing its mainstream 900 model with a completely new design.

It follows the traditional Saab coupe approach by providing a five-door hatchback with a large luggage volume, extremely high levels of occupant protection, an exciting range of high performance multi-valve engines

and above all the dynamic precision that makes a Saab unique.

The long Saab heritage, based on aircraft technology and numerous rally successes, has already become a post-war legend. In recent years Saab has repeatedly taken the lead in the introduction of safety and environmental measures. The new Saab 900

is the first new model to bring all these qualities together in a new design that is unmistakably a Saab in the way it looks, the way it feels and in the way every detail of its design shows care and consideration for people and the environment.

The new Saab 900 went on sale at end of August with two levels of

equipment as the 900 S and the 900 SE. Even the entry specification 900 S is a fully-equipped car incorporating ABS, driver's airbag, electric windows all round, central locking and power steering as standard.

Low drag body design

The body of the new Saab 900 has been deliberately designed to be an evolutionary development of the individual and characteristically Saab styling that makes the 900 instantly recognizable on the road. Compared to the previous model it now has a longer wheelbase, reduced rear overhang and is slightly wider and taller.

It is based on a new platform with revised front and rear suspensions and a transverse engine installation for the first time on this range. The new body is 50 per cent stiffer torsionally than before and incorporates an integrated safety cage around the passenger compartment.

The body has a smooth, non-aggressive shape that has a drag coefficient of only 0.30 and generates 45 per cent less rear lift forces than the previous model.

The new Saab 900 is fitted with self-repairing front and rear bumpers able to recover their shape after impacts up to 8 km/h and a low speed crash protection system that prevents panel damage in bumps up to 15 km/h.

New engines and transmissions
All versions of the new 900 will be powered by multi-valve engines, starting with a 2.0-litre 16-valve four-cylinder unit developing 133 bhp. This is supplemented by a 2.3-litre 16-valve with double balancer shafts and 150 bhp. At the top of the range is a high performance 2.0 litre turbo which will enter the market in the spring of 1994. The turbo engine has the unique Saab Trionic engine man-

agement system and double balancing shafts with a power output of 185 bhp. For the first time, Saab is also offering a new six-cylinder engine. The new Saab V6, in which Saab engineers have played a significant development role, is a 24-valve 2.5-litre unit developing 170 bhp.

The new 900 also uses a new, compact five-speed manual gearbox developed by Saab for this application as well as the option of a new four-speed automatic transmission with three different driving modes for sporty, normal or winter driving.

A new technical first will be the introduction of an optional, entirely automatic clutch system, known as Saab Sensonic. It replaces the clutch pedal with an electronically controlled operating module that takes most of the physical effort out of the driving process, shifting gears is smoother and faster and allowing the driver to concentrate more of his attention on the road. Saab Sensonic will be available in combination with the 1.9 litre turbo engine.

Advanced chassis engineering

A new heavy-duty fully galvanized front sub-frame supports an advanced MacPherson strut front suspension with decoupled upper front mounts and forged aluminum two-piece lower front links, designed to eliminate the effects of torque steer that might otherwise develop with the powerful engines offered. Rack and pinion steering is power-assisted on all versions using a threshold modulated system that gives improved centre-line feel with low parking efforts. A twist-beam rear axle and four-wheel disc brakes incorporating ABS as standard on all models completes the chassis specification. With V6 engines an electronic anti-slip traction control system is a standard feature.

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Unmistakably Saab in the way it feels, the way it looks and because of the care and consideration that went into its design, the 1994 Saab 900 carries on the legendary tradition of excellence.



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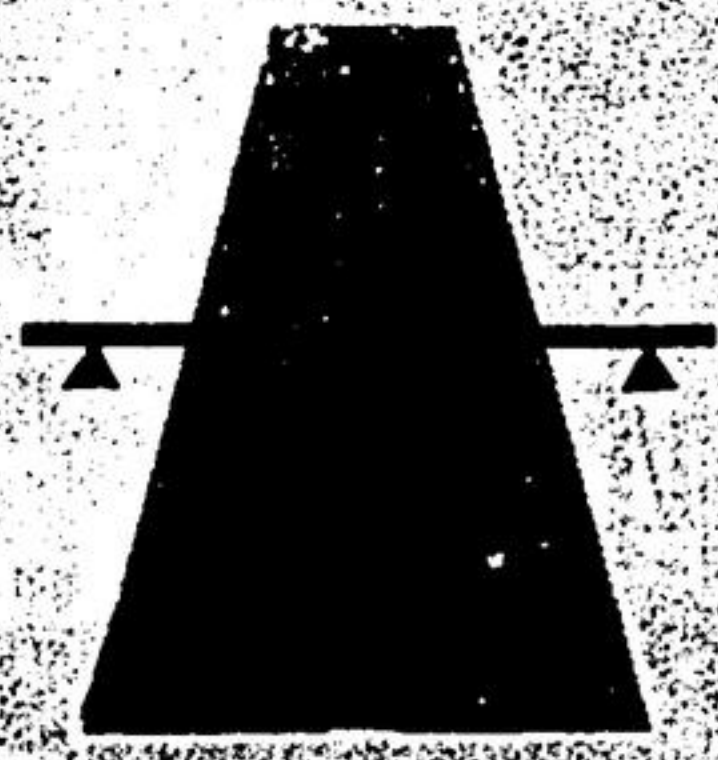


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