

A
SAABSCENE
SOUVENIR

1947



1985



**A PICTORIAL HISTORY
OF THE CAR DIVISION
OF
SAAB**

RANGE RATIONALISATION

1985

The new 16 valve engine now available in the 900 three and four door versions, and the range rationalised into the 90, 900 and 9000, the latter being the first all-new model to be announced by Saab in 17 years. A new Saab-Scania corporate symbol appeared on bonnet, bootlid and steering wheel boss and the engine range was also rationalised.

The models are available with single carburettor, fuel-injection and turbo-charging.

The Saab 9000 Turbo 16 is appearing in the autumn in Britain, and is a comfortable executive car with room for five adults, a 60/40 split rear seat and semi-estate car capability. It has modest outside dimensions, and yet is a 'large car' by American standard measurements. It has a top speed of around 140 mph., and reaches 0-60 mph in 8.3 seconds, but combines this with exceptional fuel economy and a chassis of advanced and new design. The 5-speed gearbox is designed and built by Saab, Sweden.



◀ The 'hybrid' of the 99 and 900



◀ 900 Turbo 3-door



valve unit with a hemispherical combustion chamber, enabling the spark plug to be located centrally for reduced fuel consumption and greater efficiency. The engine is fitted with an intercooler, and output is 175 bhp. at 5,300 rpm.

The new engine first appeared in the Saab 900 Turbo 16S in 1984, the company's most powerful model, in three-door configuration with distinctive side skirts and anti-roll bars front and rear. It has a top speed of 130 mph. This

was followed by the 900 Turbo 16 three and four-door models, with top speeds of 127 mph.

For the model year 1985, Saab rationalised its cars into the 90, 900 and 9000 ranges, the latter being the first brand new model to be announced by the company for 17 years. There was also a new corporate symbol featuring a crowned griffin encircled by elliptical rings. ▶

▲ 900 Turbo 4-door (1985)