



FLICK MOTORS  
515 W. MAIN ST.  
CANFIELD, OHIO  
PH. 533-5354

SAAB  
1967



## Anatomy of a winner: the daring SAAB automobile.

The SAAB didn't become a winner by accident, but by design. Because the men who build this car know that there are really only two kinds of cars. Winners. And losers.

SAAB is the rally-winningest car in the world. As Car and Driver Magazine says, "The string of racing successes put together by the car is nothing short of incredible, and in that oh-so-grueling sport of international rallying, anytime a SAAB doesn't win it's something of a fluke."

And when you want to build the rally-winningest car in the world, build it with front-wheel drive. SAAB's front-wheel drive gives it fantastic control and traction on any road, in any weather. SAAB holds on to the road for dear life. Your dear life.

SAAB is also built with true aerodynamic design, which allows it to drive like it doesn't have an unsteady nerve in its Swedish-steel body. SAAB stays steady, even in buffeting cross-winds at high speeds. Wind tunnel tests helped the designers determine the exact contours to give SAAB minimum air drag and maximum down-thrust of onrushing air. (The SAAB is manufactured by SAAB Aktiebolag, the Swedish company that makes computers, missiles and supersonic jets, along with cars.)

Car and Driver Magazine also had something to say about SAAB's tough construction: "So well-constructed and solid that it makes a lot of \$6000 American cars look like pre-war Japanese toys."

Built into the SAAB is a bigger safety margin than the average driver will ever need. Which is exactly the safety margin the average driver should always have. For example, SAAB has the world's only dual diagonal braking system. (An official of NASA,

National Aeronautics and Space Administration, described dual diagonal systems as "vastly superior" to other kinds of hookups for locked wheel conditions on wet pavements.) All in all, SAAB gives you more standard safety features than most other cars can give, even as options.

And now SAAB makes a guarantee other cars don't dare make. A lifetime guarantee on the tough and trouble-free "Shrike" engine. The "Shrike" 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.

SAAB can dare make this guarantee because the "Shrike" engine is based on the ingenious "2 cycle" principle. This means the "Shrike" has the power of an engine twice its size (because it produces twice as many power strokes per cylinder, compared with conventional engines). It's more compact, with fewer moving parts. It's more economical in the long run, with over 30 miles to the gallon. And it never needs valve jobs.

And SAAB now has a new high performance V-4 engine that promises to make the world's rally-winningest car an even bigger winner. Zero to 50 in 10 seconds. Top speeds of over 90 mph. And gas consumption that's way down there with the best of them. More power to you, with the powerful new SAAB V-4 engine.

Get inside a SAAB. Give it a test drive. You'll find out what it's like to drive a car that's a winner. And you'll end up wondering whether you shouldn't *own* a car that's a winner.









## The SAAB Sedan. A car with a lot of life.

□ For such a daring performance car, SAAB is able to fit in quite comfortably with family driving and family living. The woman of the house, for example, will go for the elegant, cosy style of

SAAB's interior. She'll also appreciate what the front-wheel drive can mean in sheer driving comfort. Steering control is amazingly precise and effortless, even at high speeds, even in high winds.

With front-wheel drive and aerodynamic design, SAAB has the stability of cars several times its size and weight (if not even *more* stability). At 70 mph, you won't believe you're driving a small car.

□ You can take it with you. SAAB's generous luggage compartment can take loads and loads. No high threshold. No grimy spare (it's in a compartment underneath the compartment).







**And a car you can really live with.**

□ From city driving to highway driving, the traction of SAAB's front-wheel drive lets you steer clear of trouble. On tight curves. On steep hills. On ice, snow, mud.

□ For safety's sake, you get — not merely seat belts — but sturdy 3-point shoulder harnesses, as standard equipment.

□ Want a car with room for the whole family? SAAB comes from the land of the long-legged Swedes, and there's plenty of room

for five people. The floor is perfectly flat throughout, because there's no floor tunnel (thanks to front-wheel drive).







□ The rear loading deck of the SAAB Station Wagon is plastic-coated steel. Even with heavy duty hauling, it shows no wear, and is

easily cleaned. All rear seats fold down to make one big loading space. Plenty of living room on wheels in this Station Wagon.

□ Whether you want to stock up on groceries, or take off with the family for a camping trip, the Station Wagon has all the room you want. Flat floor without

threshold lets you load and unload heavy boxes without lifting or tugging. Rear door swings up, way up, and it stays up because it's spring-balanced.

## The SAAB Station Wagon:







□ Even more room than meets the eye, in the SAAB Station Wagon. Lift the panel and you'll find more room down in the back-seat's "footwell". (And remember that

with all the carrying space you get, you also get all that great SAAB performance and driving comfort. It's like crossing a racing car with a pick-up truck.)



□ What other car in this price range can carry 7 people? 5 go up front. And there's room for two in the rear-facing seat in back. This just happens to be the safest

place for the kids, way in the rear, and facing the rear, with their backs supported against sudden stops. The locks, of course, are child-proof.

## Living room on wheels.













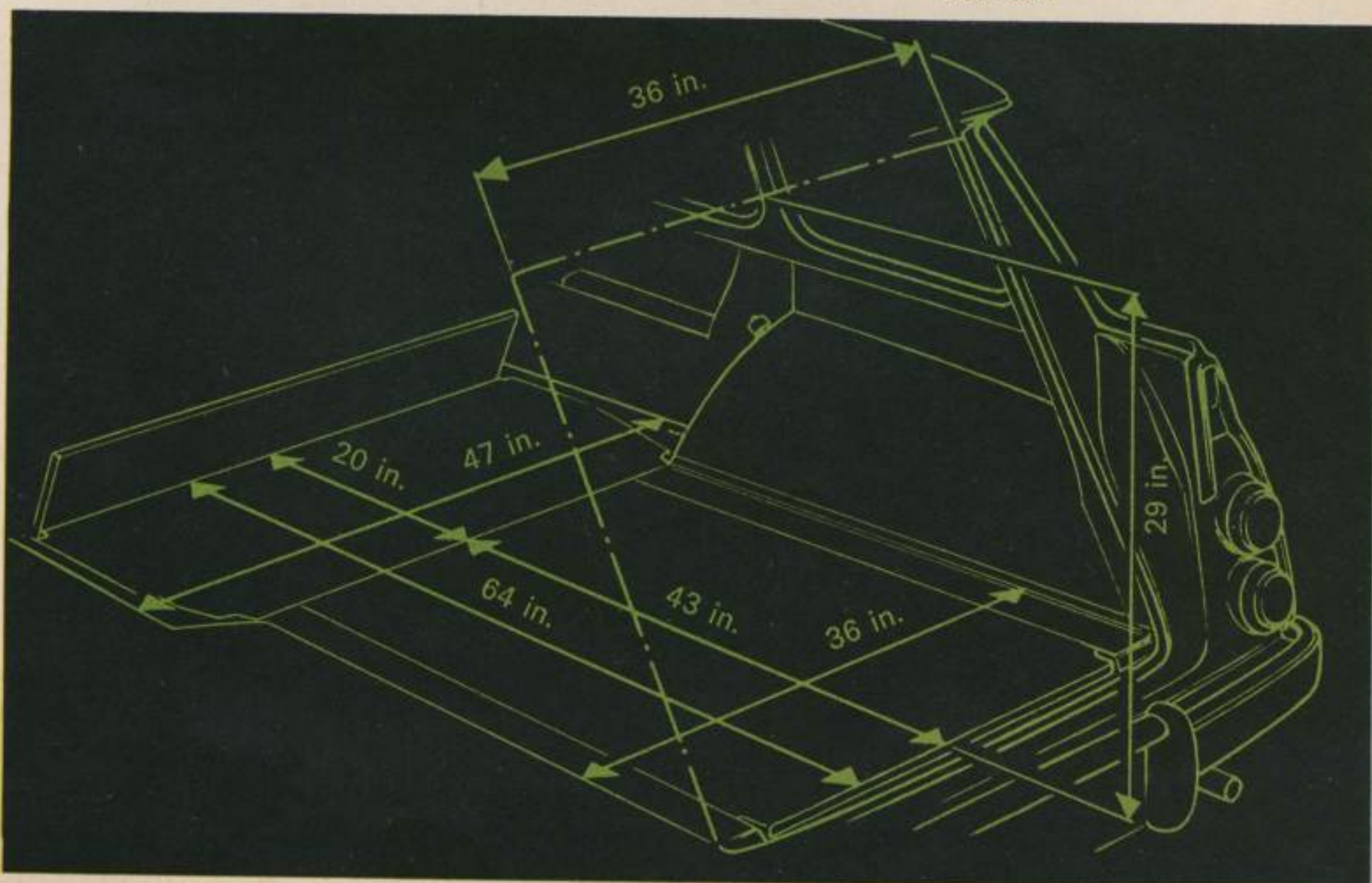


## Anatomy of a very roomy station wagon.

□ As we said before, the SAAB Station Wagon is a living room on wheels. The diagrams below give you an inside look at how much room there is. For example, it

can hold a driver, a passenger and over a 1,000 pounds of load. Or you and your wife, three kids, and 375 pounds. Or four hefty adults and three children.

□ There's 5 feet, 4 inches of forward space. 4 feet of width (3 feet between wheel housings). And floor-to-ceiling height of 3 $\frac{1}{4}$  feet.







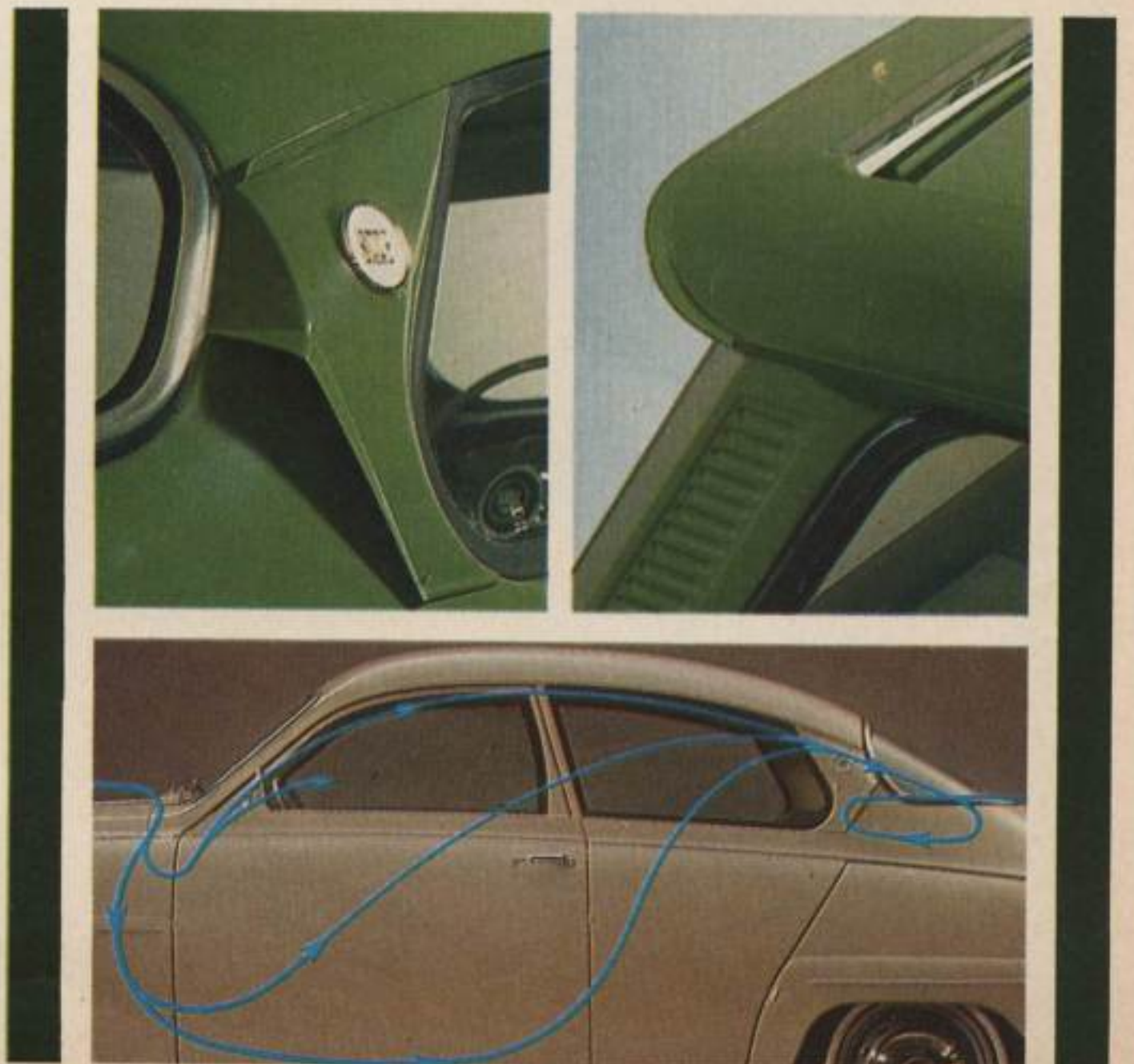
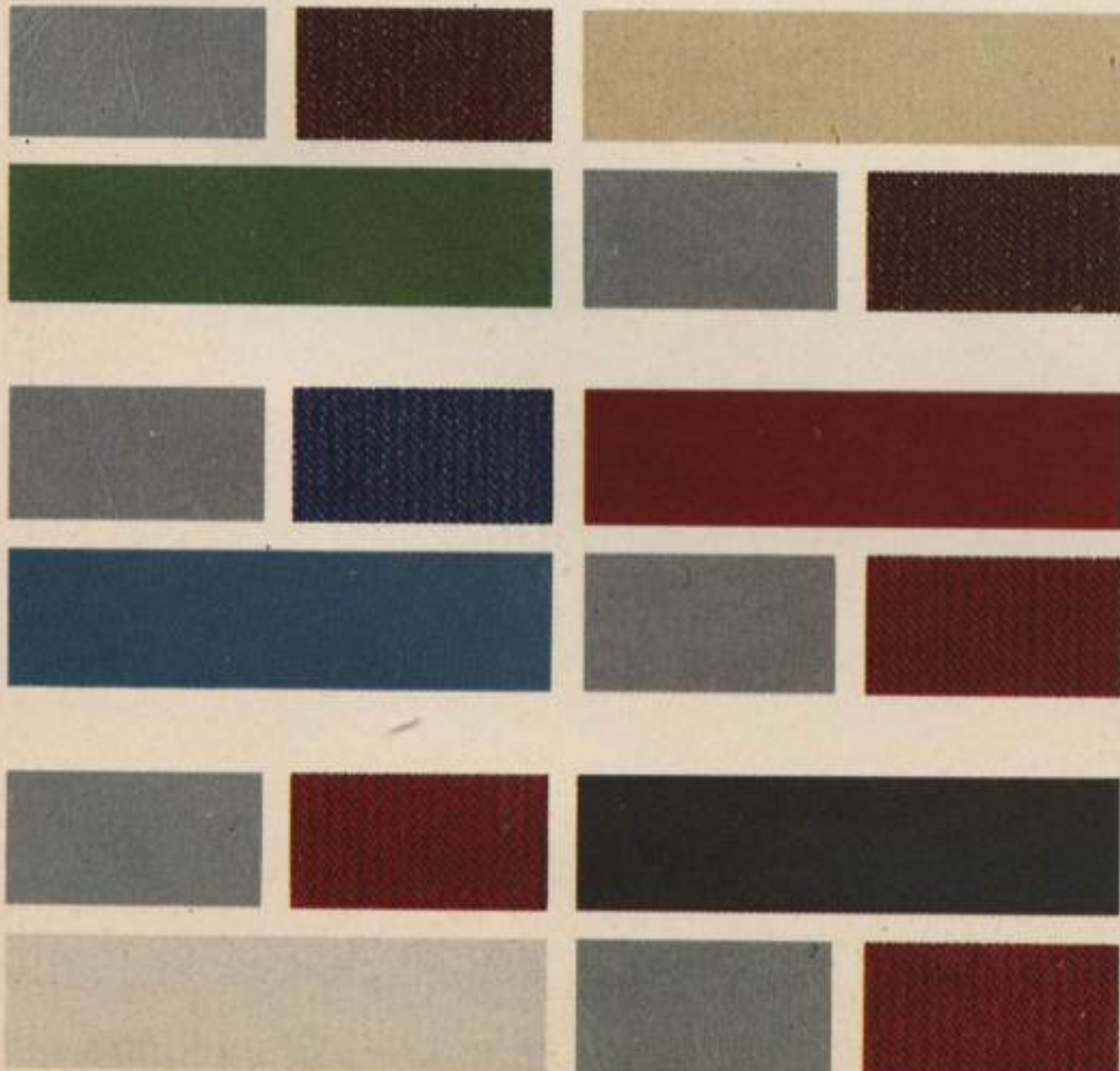
**You'll like our style.**

□ There's a surprising amount of style packed into this very practical performance car. Especially with the new textiles. And new colors. And new roof upholstery.

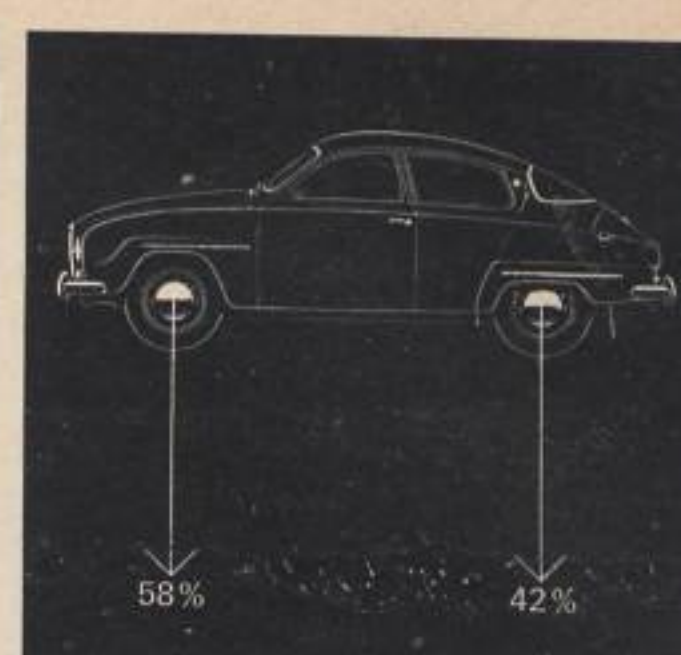
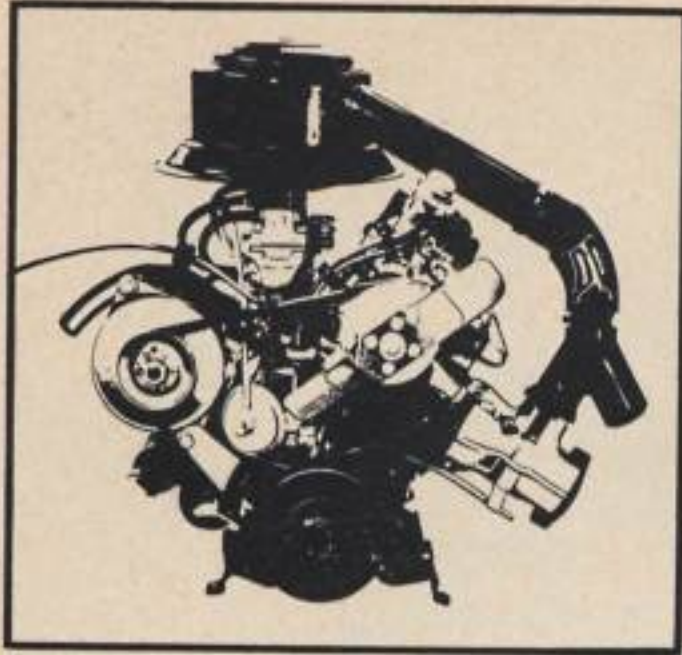
All materials, textiles and plastics, color harmonized. Seats are adjustable and the upholstery is designed to "breathe" (cooler in summer, warmer in winter).

□ Automatic ventilation, even with all windows closed. Air drawn in noiselessly, circulated through car, extracted through ducts in rear. In Station Wagon, ducts

placed to keep rear window free of dust. Ventilation acts as rear-window defroster. And, good news! The heater really works. (It was built for Scandinavian winters.)







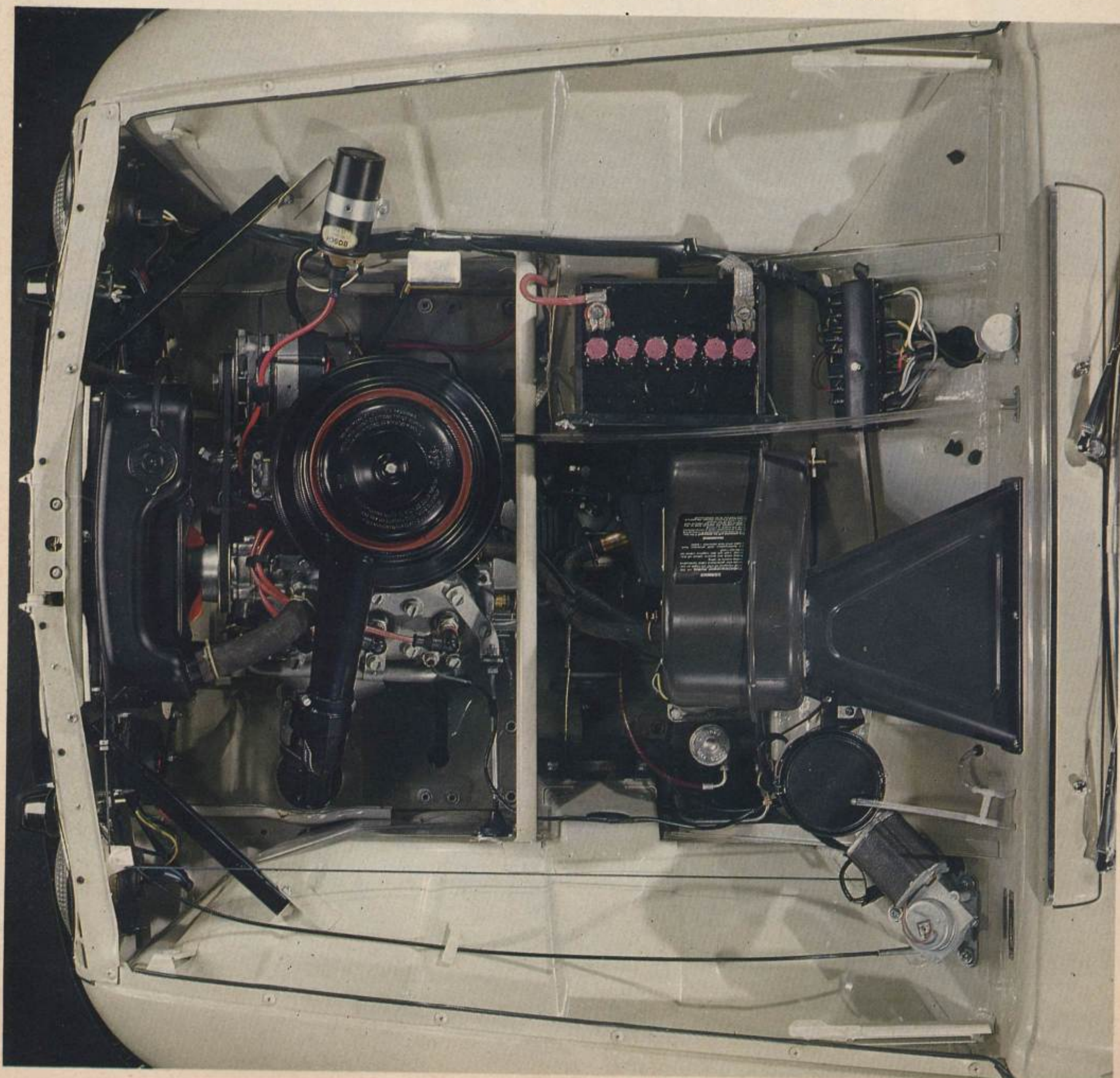
□ The SAAB "Shrike" engine is so simple, tough and trouble-free, it's guaranteed for the lifetime of the car, while the car is with the original owner. Any SAAB dealer will replace defective engine parts at no cost, except for labor, for as long as you own your SAAB. And for the first 24 months, or 24,000 miles, there's no cost for labor, either.

□ Optional with "Shrike" engine is automatic lubrication system. Oil supplied to engine from separate tank. And all "Shrike" engines constantly change their own oil; you never fool with dirty oil filters. (And even at 20 below, the "Shrike" engine starts right up, because there's no congealed oil in crankcase.)

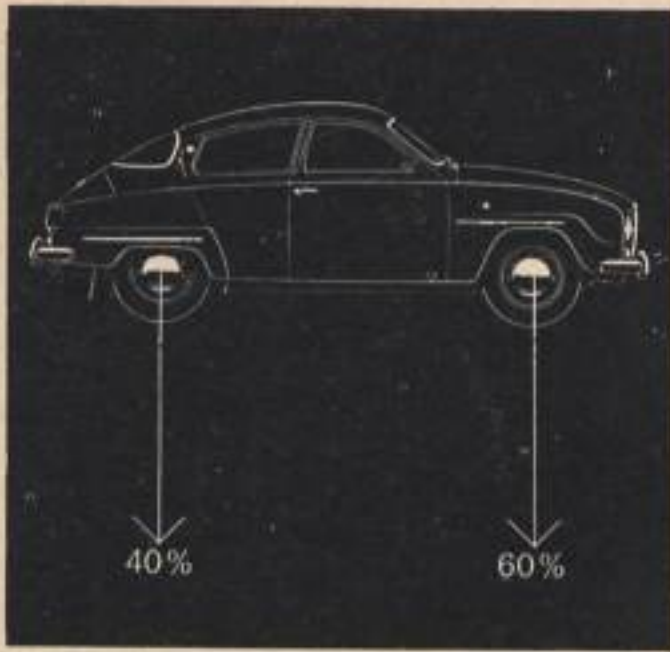
□ The "Shrike" has massive carburetion. One carburetor for each cylinder, to distribute fuel evenly, for high output, superior torque. (Gas economy in the "Shrike"? Over 30 miles to the gallon.) The "Shrike" is a 3-cylinder, 2-cycle engine. Fewer moving parts, fewer things to go wrong.

□ The "Shrike" engine is, of course, up front, to put plenty of weight over front wheels and get all the benefits of front-wheel drive traction and control. (The whole SAAB automobile is superbly balanced for stability at high speeds.)

## SAAB "Shrike" engine — guaranteed for a lifetime.



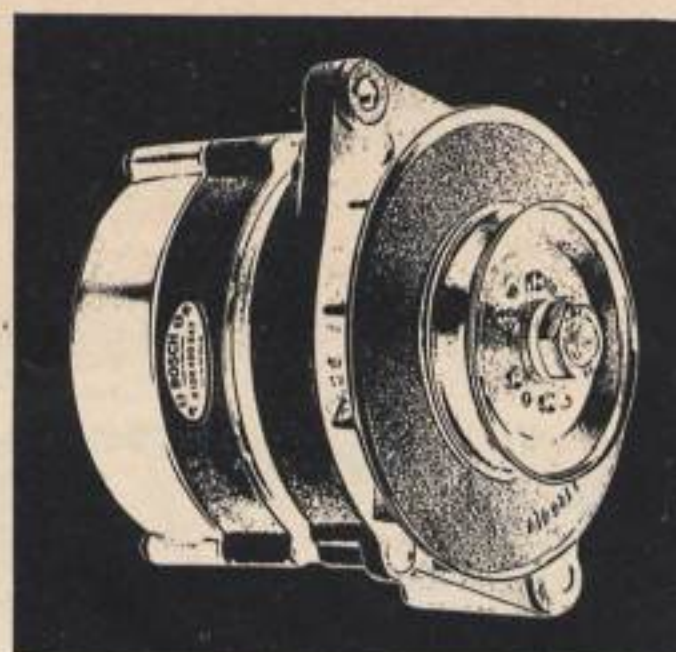




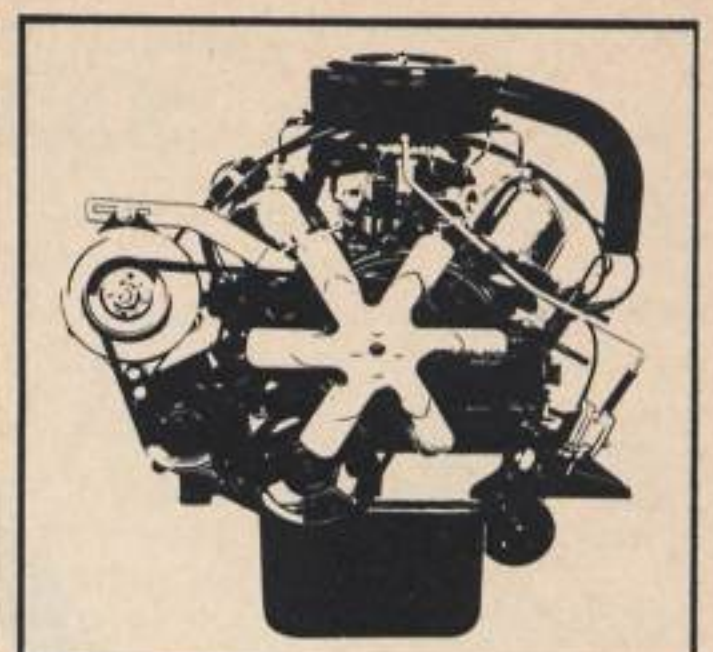
□ SAAB with the new V-4 also keeps plenty of weight up front, for the front-wheel drive. SAAB has always been one of the world's great performance cars, and with this new V-4, it promises to be an even bigger winner.



□ All SAABs have smooth gear shift action. Four forward gears, all synchromesh. And all SAABs have free-wheeling: Take your foot off the accelerator and the engine loafs at idling speed.



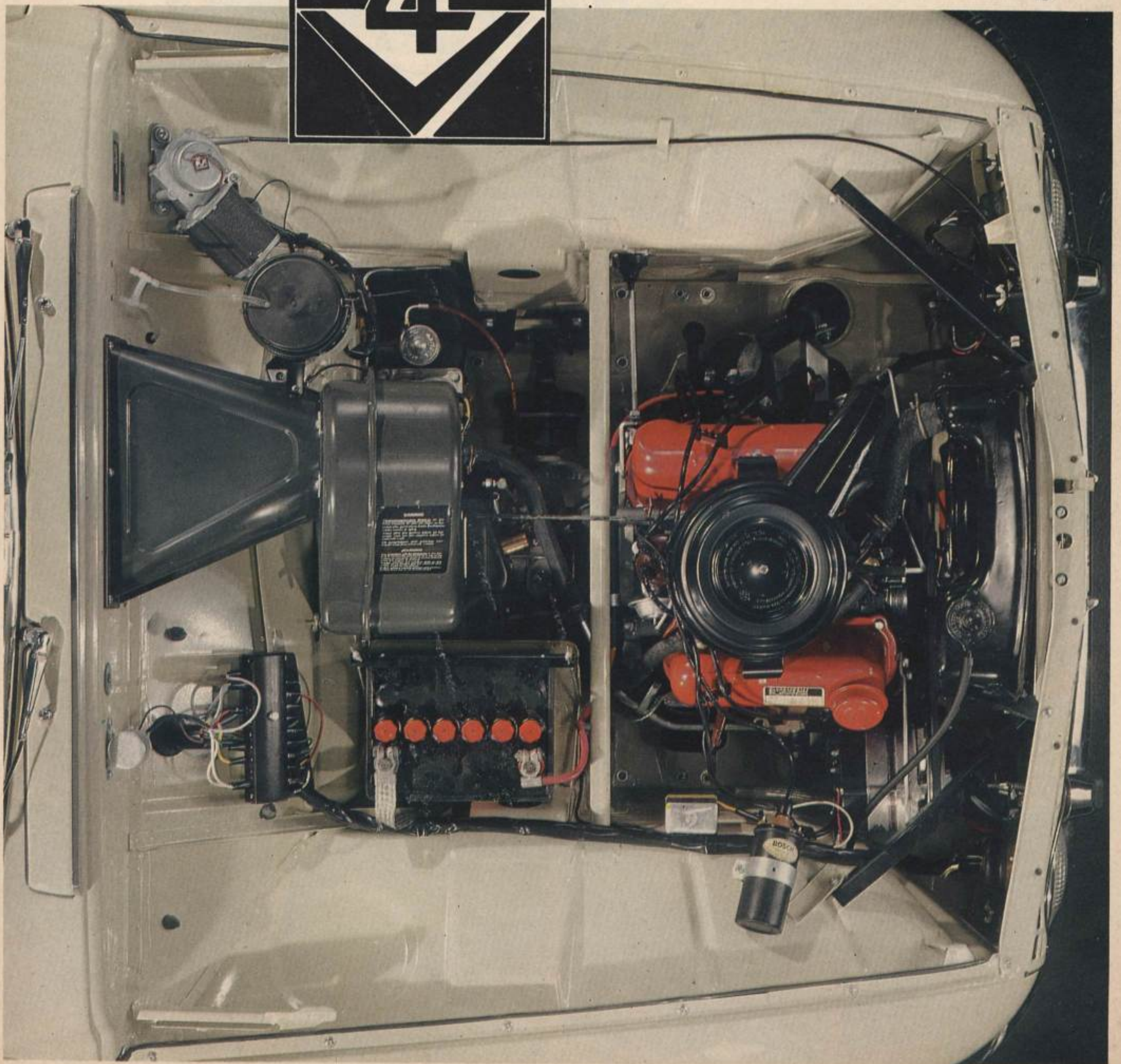
□ SAAB with the new V-4 comes with alternator. Plus 12 volt battery and 0.8 h.p. starter motor.



□ More power to you, with the new SAAB V-4. More power for hills, for acceleration, for safe passing. Zero to 50 in 10 seconds. Top speeds of over 90 mph.

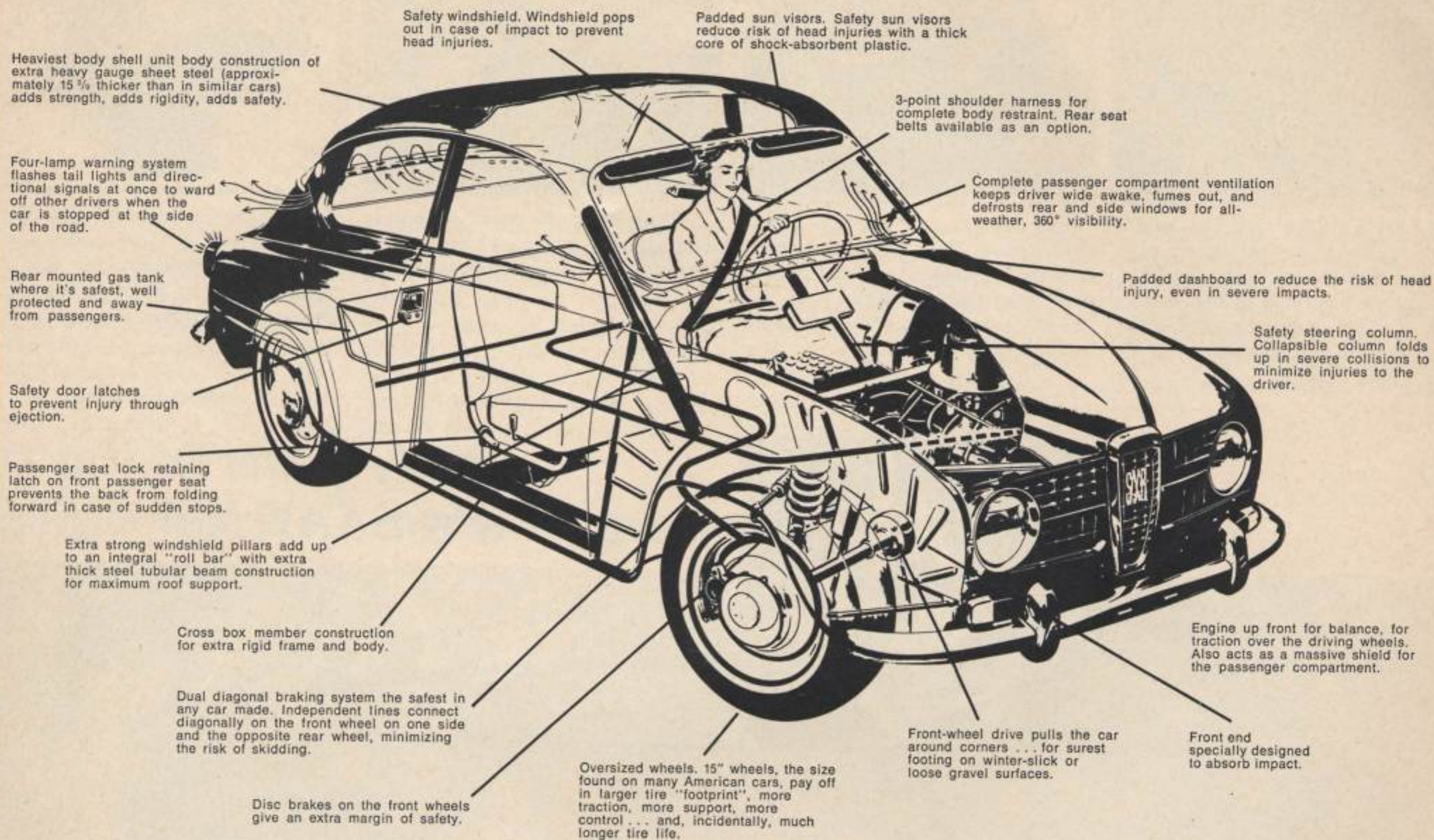


**More power to you —  
new SAAB V-4 engine.**



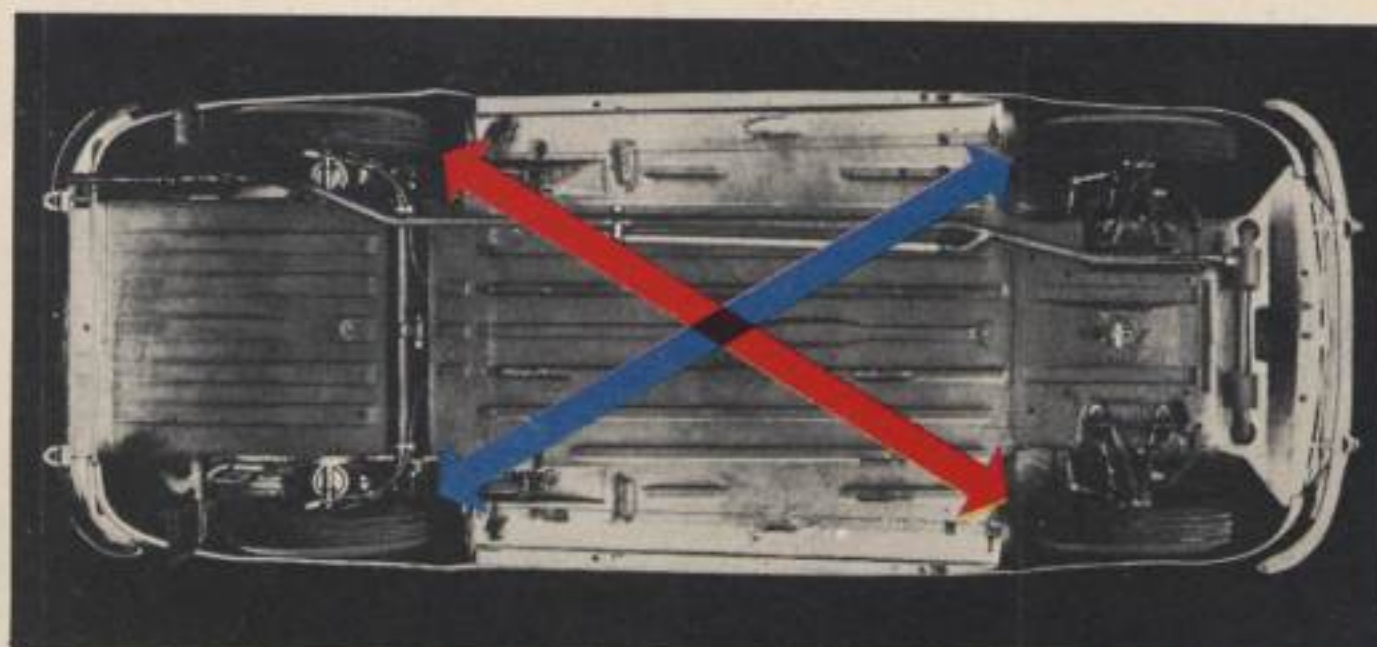
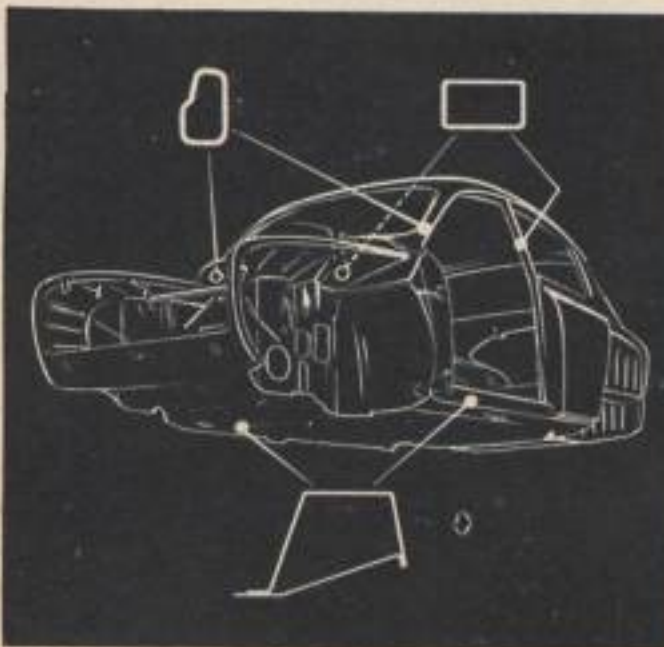


# SAAB is the safest small car in the world.



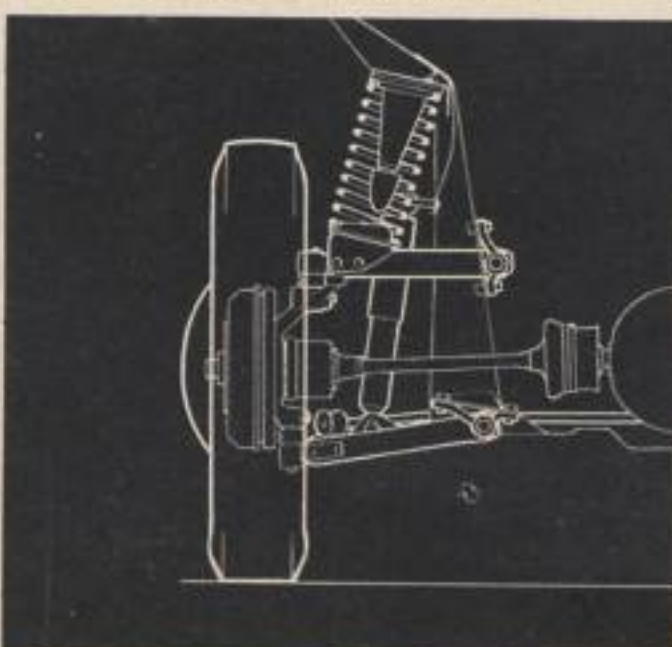
□ All SAAB V-4 models have fade-resistant caliper disc brakes on front wheels, drum brakes on rear wheels. All other SAABs have massive drum brakes on all 4 wheels.

□ Internal roll-cage. Extra heavy gauge Swedish steel. Extra reinforcements wherever needed. Squeaks, rattles and thumps ruled out by design (unit body design).

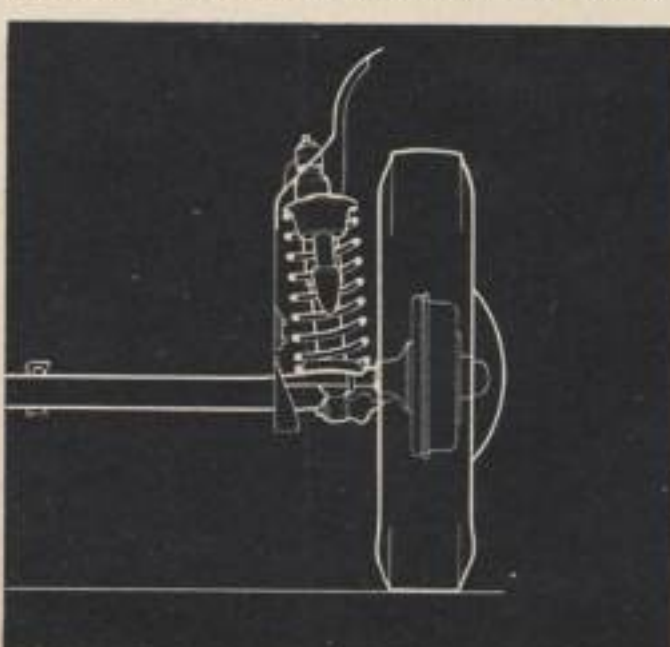


□ SAAB has world's only dual diagonal braking system. Consists of two separate hydraulic hook-ups: Left front wheel and right rear wheel. Right front wheel and left rear wheel. Either hook-up can stop you all on its own, without any swerving. Whole underside of car protected by steel belly plate (no stays or protruding members exposed to damage). Brake lines are encased within the steel plate.

□ Front wheels independently suspended. Rack and pinion steering. Inner and outer universal joints need no maintenance ever. All wheels have coil springs and hydraulic shock absorbers.

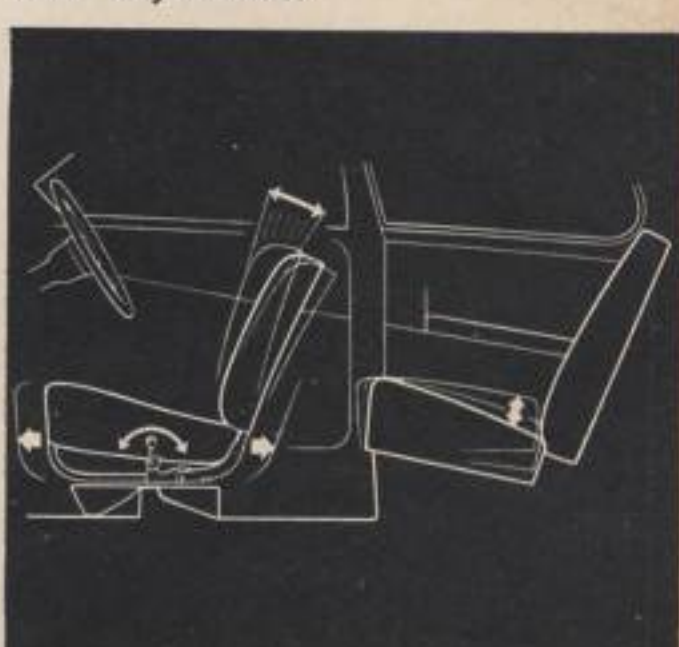


□ Rear wheels always stay parallel, always maintain the same track. Rear axle light yet rigid, with no heavy transmission elements, thanks to front-wheel drive.



□ The final touch to SAAB's superb braking ability: A sturdy emergency hand brake. Conveniently located, right under the driver's right hand. (Who wants to go groping for an emergency brake in an emergency?)

□ Front seats move forward and back. Angle of seat backs adjustable (and there's a safety lock in case of sudden stops). Rear seats also adjustable.





# Specifications

## Engines

*841 cc, two-stroke, "Shrike" engine*  
Number of cylinders: 3 (in line).  
Piston displacement: 51.3 cu-in (841 cc).  
Bore: 2.76 in (70 mm).  
Stroke: 2.87 in (72.9 mm).  
Nominal compression ratio: 8.5:1.  
Max power SAE: 46 bhp at 5000 rpm.  
Max power DIN: 42 bhp at 4250 rpm.  
Max torque SAE: 62.2 lbs-ft at 2800 rpm.  
Max torque DIN: 60.8 lbs-ft at 3100 rpm.  
Cast iron cylinder block, light alloy head.  
4 (ball-) bearing crankshaft.  
Pneumatic fuel pump.  
Triple downdraft carburetor, Solex 34 W 2.  
Water-cooling. Circulating pump, fan and thermostat.  
Cooling system capacity: 7 US qts.  
Engine lubricated by oil added to fuel.  
(Separate oil lubrication system, with pump feeding oil under pressure through ducts in the engine block to the lubrication points, is optional at extra cost. Oil tank capacity is 3 quarts.)

*1498 cc, four-stroke, V4 engine*  
Number of cylinders: 4 (in Vee, 60°).  
Piston displacement: 91.4 cu-in (1498 cc).  
Bore: 3.54 in (90 mm).  
Stroke: 2.32 in (58.86 mm).  
Compression ratio: 9.0:1.  
Max power SAE: 73 bhp at 5000 rpm.  
Max power DIN: 65 bhp at 4700 rpm.  
Max torque SAE: 87 lbs-ft at 2700 rpm.  
Max torque DIN: 85 lbs-ft at 2500 rpm.  
Cast iron cylinder block and heads.  
3 bearing crankshaft.  
Pushrod-operated overhead valves.  
Camshaft-driven fuel pump.  
Solex 32 PDSIT-7 downdraft carburetor.  
Fuel recommended: Premium.  
Water-cooling. Circulating pump, fan and thermostat.  
Cooling system capacity: 7.9 US qts.  
Lubrication system capacity: 16 US pints (including full-flow filter).

## Fuel tank

Location: between the rear wheels.  
Capacity: Sedan 10.5 gallons, Station Wagon 11.3 gallons.

## Transmission

Front wheel drive. Free wheel.  
Hydraulically operated single, dry-disc, cushion center clutch.  
4 forward speeds, all synchromesh.  
Steering column gearshift lever.  
Outer driveshaft universal joints of Rzeppa constant-velocity type.  
Both inner and outer joints lubricated for lifetime and maintenance-free.

*Sedan and Station Wagon, 3-cylinder engine*  
All-over gear ratios, engine to driving wheels: 1st 18.9:1, 2nd 11.3:1, 3rd 7.0:1, top 4.5:1, reverse 17.3:1.  
Final drive ratio: 5.43:1.  
Theoretical road speed in top gear at 1000 rpm engine speed: Sedan 15.5 mph, Station Wagon 16.0 mph.

*Sedan and Station Wagon, V4-engine*  
All-over gear ratios, engine to driving wheels: 1st 17.0:1, 2nd 10.2:1, 3rd 6.3:1, top 4.1:1, reverse 15.5:1.  
Final drive ratio: 4.88:1.  
Theoretical road speed in top gear at 1000 rpm engine speed: 17.2 mph (with 155×15" tires).

## Brakes

Two circuit hydraulic foot brake system, Lockheed make.  
(System divided into two independent circuits,

each acting on one front wheel and the opposite rear wheel.)

Handbrake acts mechanically on rear wheels.

*Sedan and Station Wagon, 3-cylinder engine*  
Drum brakes front and rear.  
9 in×1<sup>3</sup>/<sub>4</sub> in linings front, 8 in×1<sup>1</sup>/<sub>2</sub> in rear.  
Total lining area: 105 sq-in.

*Sedan and Station Wagon, V4-engine*  
Disc brakes front, drum brakes rear. Diameter of front wheel discs: 10<sup>1</sup>/<sub>2</sub> in (267 mm).  
Size of rear wheel linings: 8 in×1<sup>1</sup>/<sub>2</sub> in.  
Total friction area, front and rear: 256 sq-in (1650 sq-cm).

## Steering

Rack and pinion type steering gear.  
Mean over-all reduction: 14:1.  
2<sup>1</sup>/<sub>4</sub> turns of steering wheel from lock to lock.  
Turning radius: approx 17.4 ft.

## Suspension

Independent front-wheel suspension.  
Rigid, U-shape, tubular rear axle.  
Coil springs front and rear.  
Anti-roll bar at front.  
Double-acting telescopic hydraulic shock absorbers front and rear (lever-type at rear on Station Wagon).

## Wheels and tires

15 in steel disc wheels, 4J×15 in rims.  
Tires: Sedan 5.00—5.20×15 in, tubeless;  
Station Wagon 5.60×15 in, tubeless.  
Radial ply tires with inner tubes, 155×15 in, optional on V4 models at extra cost.

## Electric system

*Shrike engine models*  
12 volt, 34 amp-h battery.  
0.5 hp starter motor.  
Distributor ventilated by positive pressure.

*V4-engine models*  
12 volt, 44 amp-h battery.  
0.8 hp starter motor.  
Alternator type generator.

## Body

Unitized, self-supporting steel construction.  
2 doors (+ rear door on Station Wagon).  
Anti-corrosion treatment and undercoating applied during manufacture.  
Automatic, draft-free ventilation with outlets near the rear window.  
Trunk space in Sedan: 13 cu-ft.  
Maximum loading space in Station Wagon: 42.4 cu-ft.  
Sedan available with sunroof at extra cost.

## Dimensions and weights

Overall length: Sedan 164 in, Station Wagon 168 in.  
Overall width: 63 in.  
Height, unladen: approx. 58 in.  
Ground clearance, unladen: Shrike engine models, approx. 7.5 in; V4 engine models, approx. 7 in.  
Wheelbase: 98.3 in (2498 mm).  
Track, front and rear: 48 in.  
Curb weight, approx. Shrike engine Sedan 1800 lbs, Shrike engine Station Wagon 1960 lbs, V4 Sedan 1930 lbs, V4 Station Wagon 2085 lbs.  
Maximum weight (with load): Sedan models 2866 lbs (1300 kgs), Station Wagons 3418 lbs (1550 kgs).

Manufacturer reserves the right to change specifications and equipment at any time and without notice.





**Test drive a SAAB.  
Find out what it's like to drive a winner.**

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