

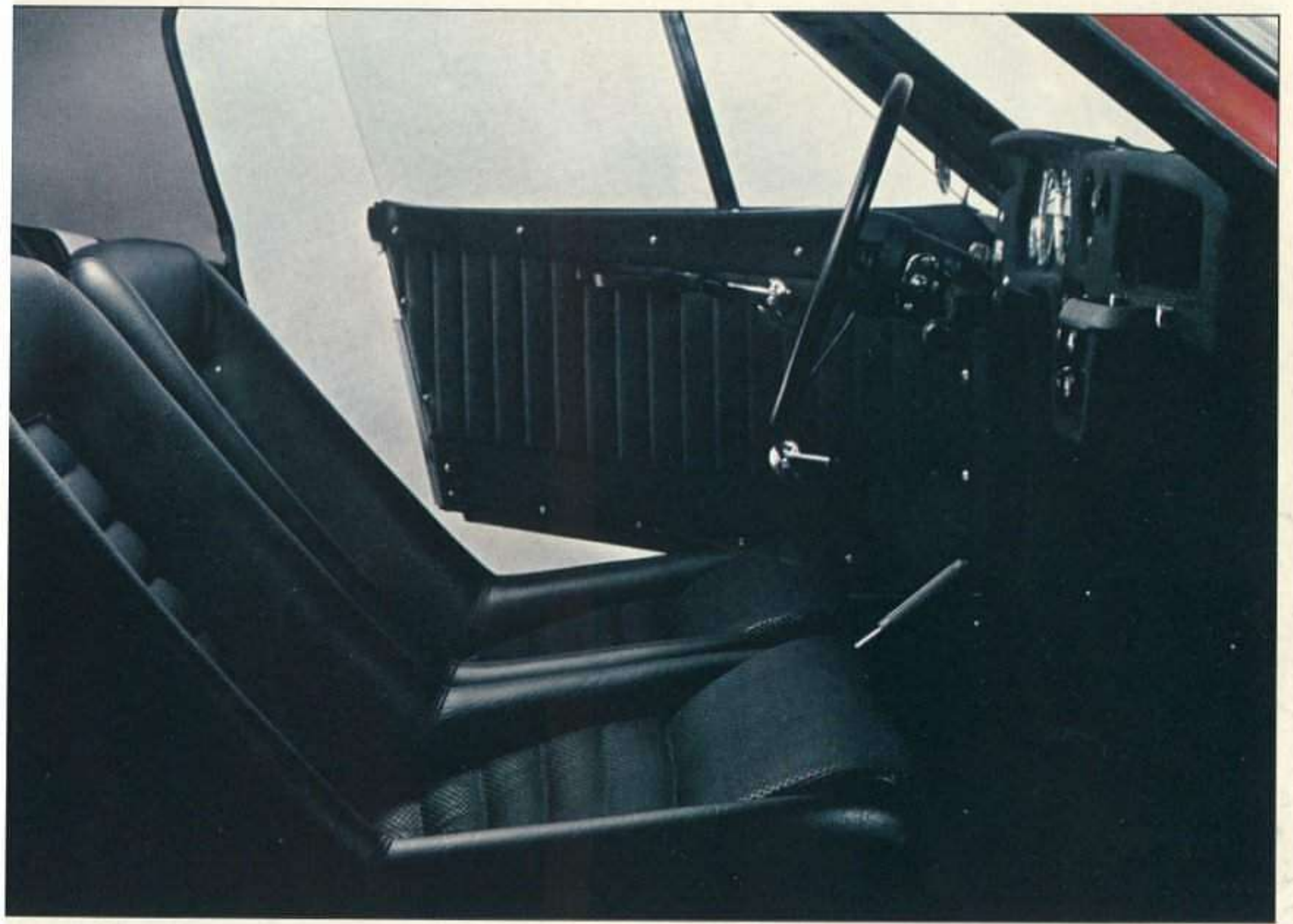
SAAB '68

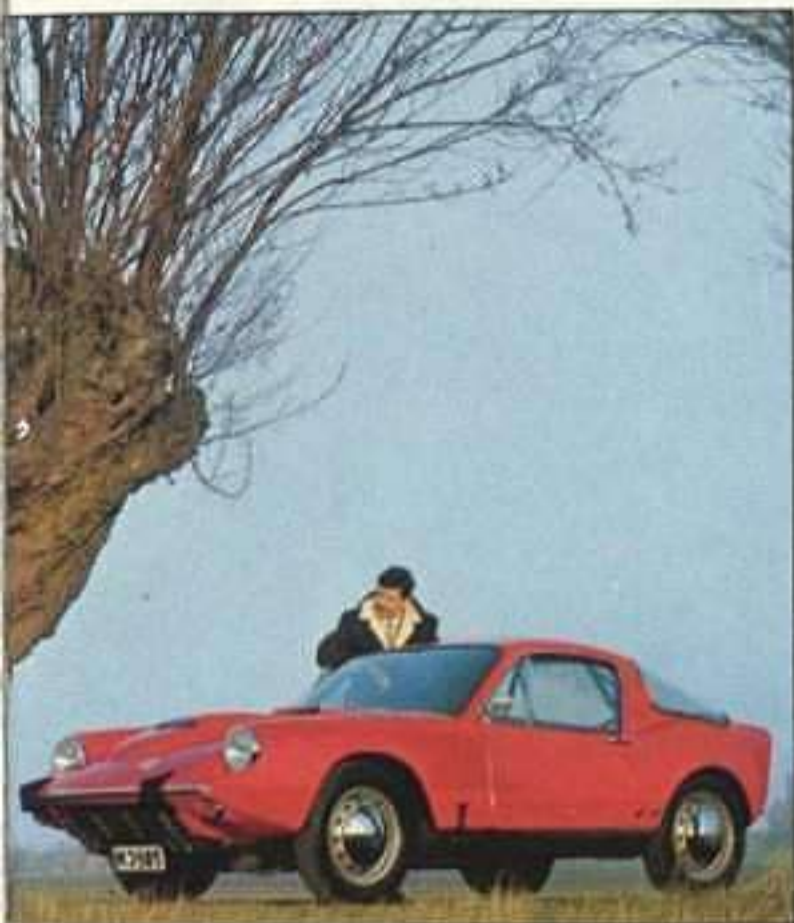
SONETT V4





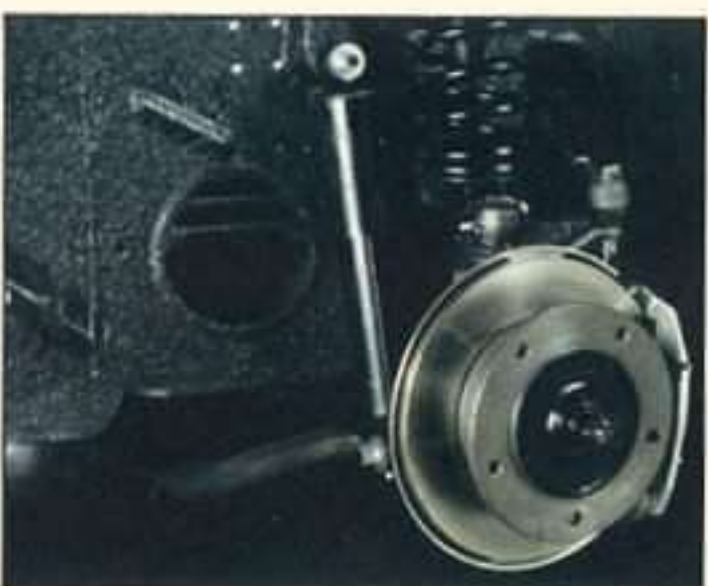
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SAAB '68
SONETT V4







**This is
Sweden's
idea of an
expensive
toy.**

SAAB '68

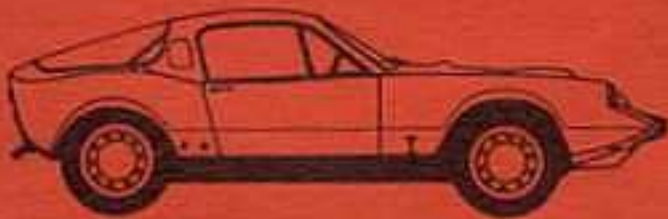
SONETT V4

This is the new Sonett V4 from SAAB of Sweden.

It's a sports car that some men could go out of their minds over. It's a sports car that some men could do without. But won't.

It's a sports car some men won't try to justify to their wives. It's a sports car for those men who want an expensive toy. And don't mind admitting it.

Sonett V4 is that kind of sports car.



And a different kind than others because it brings true aerodynamic design to sports car. (That's not surprising. SAAB also builds all the supersonic jets used by the Swedish airforce.)

The result? The faster it goes, the tighter it hugs the road. The easier it is to handle.

And it has front-wheel drive so you don't skid on curves, on hills, on ice, in rain or in snow.

Sonett V4 is the only sports car in its class with roll bars as standard equipment. There's a collapsible steering column. Under the fiber glass body there's a Swedish steel chassis. And the world's only dual diagonal braking system.



Inside, you'll find things like one-piece Gran Turismo seats, molded to support the body all the way from knees to shoulders. Leather-trimmed steering wheel. Upholstered baggage compartment. (Little things like that.)

Powered by a 4-cycle, V-4 engine, Sonett V4 has so much pull you can go from zero to 50 in 9.1 seconds. And you can do well over 100, flat out.

If that's not too fast for you, come down to a SAAB showroom. Ask for the toy department.





TECHNICAL DATA/SAAB SONETT V4

Dimensions and Weights

Wheelbase 85 in.
Track, front and rear 48 in.
Overall length approx. 149 in.
Overall width 57 in.
Height, with driver, approx. 46 in.
Dry weight approx. 1520 lbs.
Curb weight approx. 1700 lbs.
Gas tank holds 15.8 US gallons.

Engine

4 cylinder four-stroke. Water-cooled.
Piston displacement, 91.4 cu.in.
(1498 cc).
Bore 3.54 in. (90 mm).
Stroke 2.32 in. (58.86 mm).
Max. output 73 b.h.p. (SAE) at 5000 rpm.,
65 b.h.p. (DIN) at 4700 rpm.
Max. torque 87 lb.ft. (SAE) at 2700 rpm.,
85 lb.ft. (DIN) at 2500 rpm.

Transmission

Front wheel drive. Free-wheel.
Single, dry-disc, cushion center clutch.
Universal joints of constant velocity type.
4 forward speeds, all synchromesh.
Overall gear ratios, engine to driving wheels: 1st 16.23:1, 2nd 9.74:1, 3rd 6.05:1, top 3.9:1, reverse 14.8:1.
Final drive ratio 4.67:1.
Road speed in top gear at 1000 rpm. engine speed 18.1 mph.

Brakes

Caliper disc brakes in front, 8 in. drums on rear wheels.
Lockheed diagonal dual circuit hydraulic system. Handbrake sets mechanically on rear wheels.

Steering

Rack and pinion type.
Reduction 14:1.
Turning circle diameter (between walls) 31.5 ft.

Suspension

Coil springs and hydraulic shock absorbers front and rear.

Independent front wheel suspension.
Transverse wishbones.
Rigid, U-shape, tubular rear axle.

Electrical system

12 volt battery.
Alternator type generator.

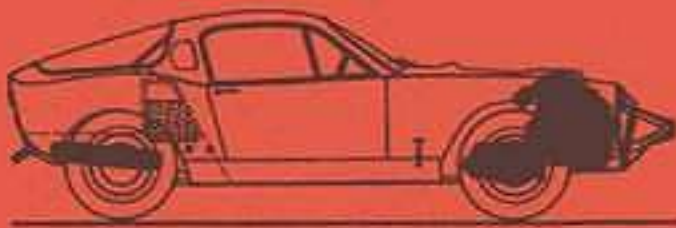
Wheels and Tires

15 in. wide rim wheels.
Sports car tires, with inner tube, 155X15 in.

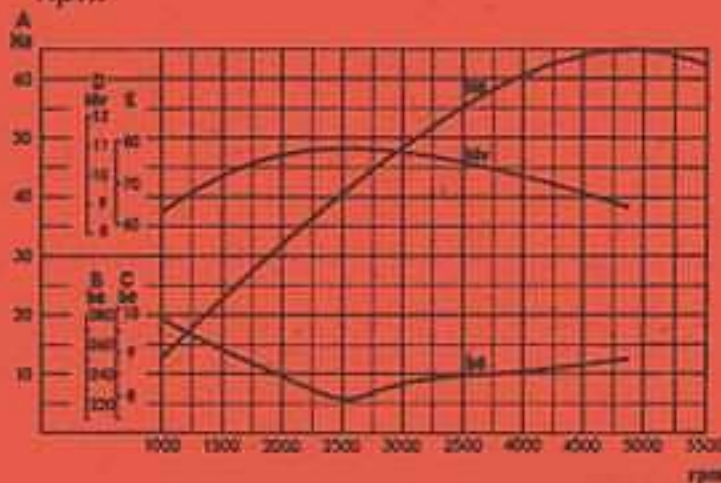
Performance

Top speed approx. 100 mph.
Acceleration from rest to 50 mph. in 9 seconds, and from 0 to 62 mph. (100 km/h) in 12.5 seconds.

■ The manufacturer reserves the right to make changes at any time and without notice.



Performance curves A=Power hp. B=g/hph. C=lb/hph. D=Torque kpm. E=Torque ft/lbs. Ne=Power, DIN. Mv=Torque. be= Fuel consumption per hph.



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