



Saab 97 Sonett II

Sweden



A V4-powered '67 Saab 97 Sonett II

The first production version was presented in January 1966 and it made its international debut at the 1966 Geneva Motor Show. The car was built on a sturdy steel monocoque with a GRP body. The mechanical parts came from the Saab 96. Initially only the 3-cylinder two-stroke engine was offered. A four-stroke engine became available for the model year 1968. The V4 powered version was first presented at the IAA Motor Show in Frankfurt at the fall of 1967. The shape of the car was slightly altered to accommodate the larger engine. After that the car remained virtually unchanged until it was replaced by the Sonett III for the model year 1970.

Technical Specifications (1967/68)

PRODUCTION

Years :	1966-69
Production :	'66 : 28 cars
	'67 : 230 cars
	'68 : 899 cars
	'69 : 639 cars
	Total : 1796 cars

DESIGN TEAM

Project leader :	Rolf Mellde
Chief designer :	Björn Karlström of MFI

CHASSIS / BODY

Type : Sheet-steel monocoque, integrated roll-over hoop, GRP body panels.

ENGINE	'67 2-stroke engine	'68 V4 four-stroke engine
Type :	3-cylinder in-line, two-stroke	60° V4, OHV, 2VPC
Bore x Stroke :	70.00 x 72.90 mm	90.00 x 58.86 mm
Capacity :	841 ccm	1498 ccm
Max Power :	60 PS @ 5200 rpm DIN	65 PS @ 4700 rpm DIN
Max Torque :	93 Nm @ 4000 rpm DIN	115 Nm @ 2500 rpm DIN
Compression Ratio :	9.0 : 1	9.0 : 1
Fuel system :	3 horizontal draft Solex carbs	Single FoMoCo down-draft carburettor
Cooling system :	6.5 litres liquid	
Lubrication system :	Separate oil-tank	

TRANSMISSION

Type :	Front engine, front wheel drive
Gearbox :	4-speed fully synchronized
Clutch :	Single dry-plate

SUSPENSION

Front :	Double wishbones, coil-springs, shock-absorbers, anti-roll bar.
Rear :	U-shaped beam-axle, trailing links, transverse link, coil-springs, shock-absorbers.

BRAKES

Type :	Dual circuit
Front :	10.75 " Lockheed solid discs
Rear :	8.00" x 1½ " Lockheed drums

WHEELS

Front and rear :	4.5J15"
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TYRES

Front and rear :	155SR15
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STEERING

Type :	Rack-and-pinion, 14:1 , 2.25 turns end-to-end
Turning circle diameter :	10.6 m

ELECTRICAL SYSTEM

Battery : 12V 44Ah

DIMENSIONS

	'67 2-stroke engine	'68 V4 four-stroke engine
Wheelbase :	2149 mm	2149 mm
Length :	3770 mm	3770 mm
Width :	1450 mm	1500 mm
Height :	1160 mm	1160 mm
Front and rear track :	1220 mm	1232 mm
Weight :	710 kg	775 kg
Fuel tank :	60 litres	60 litre

PERFORMANCE

Topspeed : 170 kph

Acceleration 0-100 kph : 12.5 sec

HISTORY

Ever since the original Sonett was presented 1956 there had been considerable pressure from US dealers for Saab to introduce another crowd-pleasing sports car for their showrooms. Only six cars were built of this two-seater design. During 1964/65 two different designs were competing for the Saab sports car contract. Saab's house designer Sixten Sason created the Catherina and the Malmö based light aircraft producer MFI came up with the type MFI-13. ASJ of Katrineholm built the Catherina prototype and MFI built their car. The MFI car was ultimately selected for production. But both MFI and ASJ became involved in the subsequent production. MFI produced the plastic body parts and Saab delivered the chassis and mechanical parts. The car was then assembled at the ASJ plant at Arlööv. The first production version was presented in January 1966 and it made its international debut at the 1966 Geneva Motor Show. The car was built on a sturdy steel monocoque with a GRP body. The mechanical parts came from the Saab 96. Initially only the 3-cylinder two-stroke engine was offered. A four-stroke engine became available for the model year 1968. The V4 powered version was first presented at the IAA Motor Show in Frankfurt at the fall of 1967. The shape of the car was slightly altered to accommodate the larger engine. A "power-bulge" became a necessity on the hood. After that the car remained virtually unchanged until it was replaced by the Sonett III for the model year 1970.

IMAGES



Two sideviews of the initial two-stroke engine version presented in 1966.



A rearview of a Sonett II



The Sonett II interior