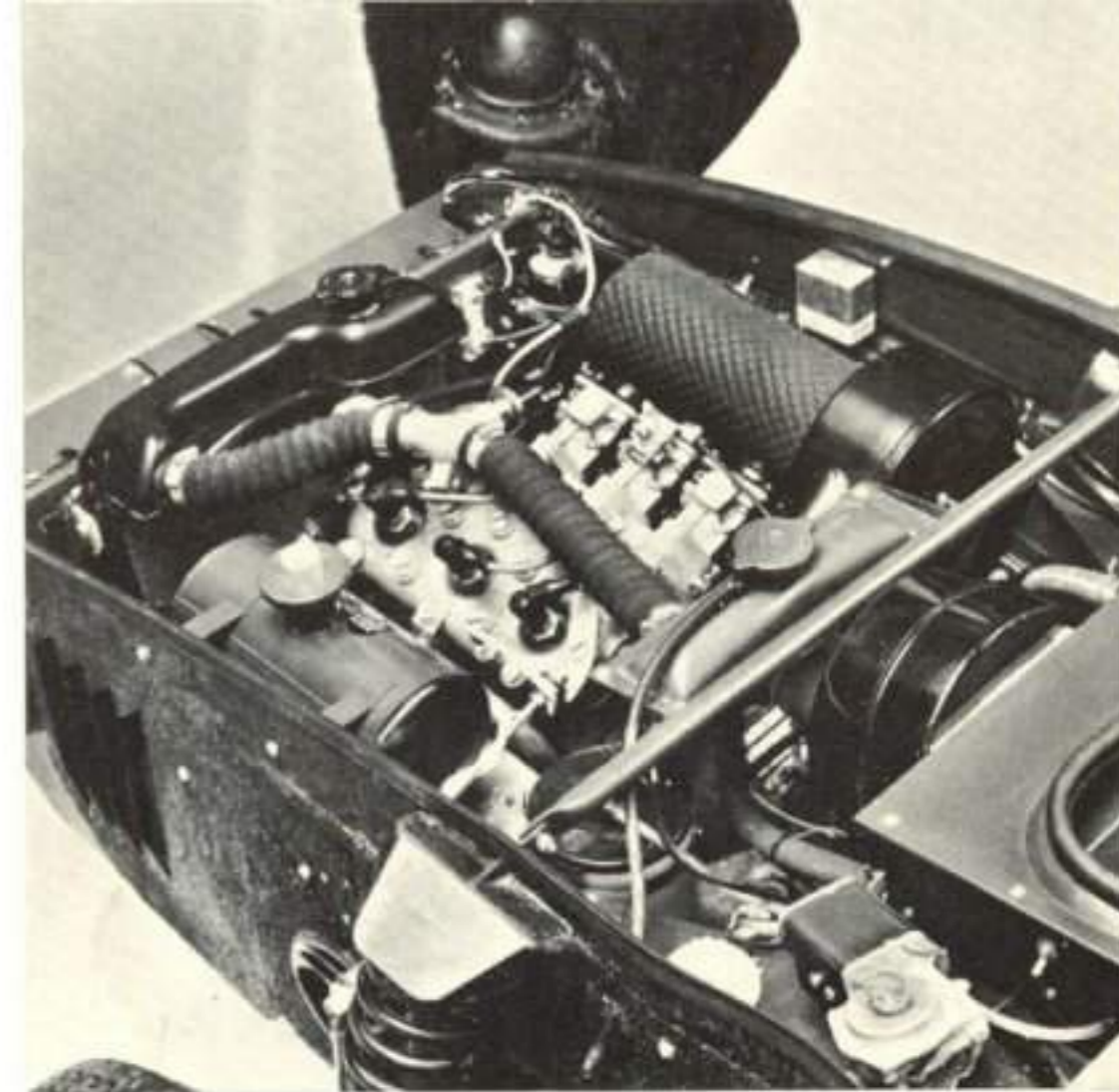




SAAB SONETT II

Poetry in motion - Sonett, a Swedish Saab, different from all others. A winner both on and off the track with **STYLING — PERFORMANCE — SAFETY**. Get that Sonett feel!! Sit down in the low, comfortable GT seat ... Grab the racing wheel - straightarm it, Sonett's built for that kind of driving ... Watch the tach and speedometer needles move as you press the gas and shift through Sonett's four smooth gears ... Feel like you're forced back in the seat? That's acceleration ... Sonett's a true sports car, in looks, handling, performance: with extreme fastback styling; an engine with that cultured speed-bred sound; and the way Sonett takes curves - like you're on rails.



Saabs have shown they can take it, and so can Sonett with extra strong side beams, a box-type bulkhead behind the seats and built-in rollbar. The low, light body is made of fiber glass in only five sections. The whole front folds upward for easy access to the three-carburetor engine, the automatic oil injection system, or the thermostat-controlled fan.



Front-wheel drive . . . of course Sonett has front-wheel drive, all Saabs do — always have — for perfect traction, sure footed stable and **SAFE** driving. And streamlining . . . the best — the air resistance rating is only 0.35.



SAAB AKTIEBOLAG

WORKS TROLLHATTAN - EXPORT DEPARTMENT LINKÖPING - SWEDEN

SAAB SONETT II 1967

TECHNICAL DATA

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. 1,450 lbs. Curb weight approx. 1,630 lbs. Gas tank holds 15.8 US gallons.

Engine. 3 cylinder, two-stroke. Water-cooled. Piston displacement 51.3 cu. in. (841 cc). Bore 2.76 in. (70 mm). Stroke 2.87 in. (72.9 mm). Max. output 60 hp. (DIN) at 5,200 rpm. Max. torque 69.4 lb.-ft. at 4,000 rpm. 3 carburetors, triple-mounted. Horizontal type, Solex make. Lubrication oil is supplied to the engine from a separate tank. A pump driven by the crankshaft feeds oil through ducts in the engine block to the cylinders and main bearings, and from there on to the connecting rod bearings.

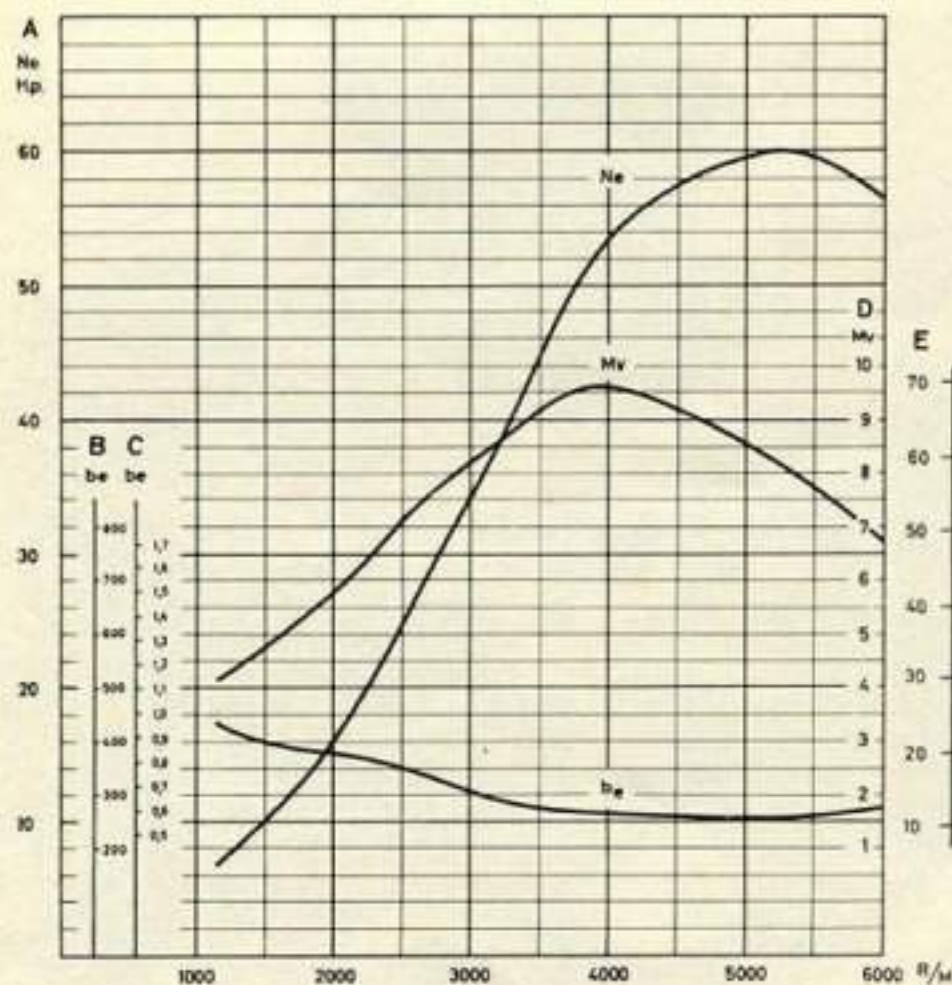
Transmission. Front wheel drive, Free-wheel. Single, dry-disc, cushion-center clutch. Universal joints of constant velocity type. 4 forward speeds, all synchromesh. Overall gear ratios, engine to driving wheels: 1st 17.0:1, 2nd 10.2:1, 3rd 6.3:1, top 4.1:1, reverse 15.5:1. Final drive ratio 4.88:1. Road speed in top gear at 1,000 rpm. engine speed 17.2 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. Twin electrical fuel pumps.



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.

Wheels and Tires. 15 in. wide rim wheels. Sports car tires, with inner tube, 155×15 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.

