

# SAAB Sonett III



This is a sports car that some men could go out of their mind over. It's a sports car that some men could go without. But won't . . . Saab Sonett III Another Well-Built Swede . . .





Saab Sonett III is a different sports car — from its Italian designed body to its solid Swedish chassis. It's a different kind of a sports car because of its true aerodynamic design — something found only in the most expensive of the breed. (Saab also builds all the supersonic jets used by the Swedish Air Force.)



The result? The faster it goes, the tighter it hugs the road . . . for maximum safety and control. Not to mention better gas economy. Because of its very low air resistance coefficient the Sonett can slip through the air with less engine effort and . . . less gas consumption.

And Saab Sonett has front-wheel drive to reduce your chances for skids, on curves, on hills, on ice, in rain or snow . . . It's the only sports car in its field that offers the rally-winning traction of front-wheel drive.

Saab Sonett III offers a host of brand new features:

- An Italian designed fiberglass body, by well-known designer Sergio Coggiola . . . Underneath, a sturdy Swedish steel chassis that is

the soul of the car and a prime reason for its superior handling.

- Retractable headlights which automatically light when they are raised.
- Brand new interiors with color matched corduroy upholstery on true bucket seats . . . seats that will hold you firmly in place whatever curves the road may throw you.
- Four-on-the-floor — an easy-to-reach short-throw lever for fast, smooth shifting through the entire speed range.
- Factory installed air conditioning — an optional extra — to make Sonett III one of the best air conditioned cars ever. For colder climates the Arctic tested heater will keep you warm whatever the outside temperature.

Of course, incorporated with all of these brand-new features are the well-known Saab stand-bys:

Front-wheel drive; the proven four cycle, V-4 engine that will take you from zero to 60 in under 11.5 seconds, and gives a top speed of 100 plus; solid Swedish safety construction throughout with such famous Saab features as the dual-diagonal braking system and a built-in roll bar.

And then there are the luxury appointments, items that belong in a car of the Sonett class, but are rarely offered: True bucket seats with built-in head restraints; leather covered steering wheel and adjustable seatback cushions; wall-to-wall carpeting . . . even in the

baggage compartment; a functional, yet attractive dash with a center mounted tachometer and all instruments within direct view of the driver; all controls easy to reach — the most important, wipers and dimmer switch, mounted on the column, only a slight hand movement away.

Saab Sonett III is a different sports car . . . for people who are looking for something more than just another run-of-the-mill sports car. After all it wasn't meant for everyone. Do you qualify for one? Check it out for yourself at your local Saab showroom . . .

# SONETT III

**Technical details Saab Sonett III, 1971**

**Dimensions and weights**

Wheelbase 84.6 in.  
Track, front and rear 48.5 in.  
Overall length, approx. 154 in.  
Overall width 59 in.  
Overall height, unladen, 47 in.  
Ground clearance, fully loaded, 5 in.  
Curb weight approx. 1790 lb.  
Max. weight, fully loaded, 2160 lb.  
Gas tank holds 14.5 US gallons.

**Engine**

V-type 4-cylinder engine.  
Piston displacement 103.6 cu.in. (1698 cc).  
Bore 3.54 in. (90 mm).  
Stroke 2.63 in. (66.8 mm).  
Compression ratio 8.0:1.  
Max. output, SAE, 73 b.h.p. at 5000 r.p.m.  
Max. output, DIN, 65 b.h.p. at 4700 r.p.m.  
Max. torque, SAE, 87 lb. ft. at 2700 r.p.m.  
Max. torque, DIN, 85 lb. ft. at 2500 r.p.m.  
Cooling system holds 7.4 qts.  
Lubricant quantity 3.5 qts.

**Transmission**

Front-wheel drive. Free-wheel.  
Single dry plate clutch, hydraulically operated.  
Four forward gears, all synchromesh.  
Floor-mounted gear shift lever.  
Gear ratios, engine to wheels: 1st 16.2:1,

2nd 9.7:1, 3rd 6.0:1, top 3.9:1, reverse 14.8:1.  
Final drive ratio 4.67:1.  
Road speed in top gear at 1000 r.p.m.  
engine speed 18.1 m.p.h.

**Brakes**

Diagonally divided dual circuit hydraulic  
foot brake system. Lockheed make.  
10.5 in. diameter disc brakes at front.  
8 in. drum brakes at rear.  
Handbrake sets mechanically on  
rear wheels.

**Steering**

Rack and pinion type.  
Steering gear ratio, steering wheel/driving  
wheels, average 15.5:1.  
Number of steering wheel turns,  
lock to lock, 2.7.  
Turning radius (between curbs) 15.4 ft.

**Suspension**

Coil springs and double acting telescopic  
shock absorbers front and rear.  
Independent front wheel suspension. (Trans-  
verse wishbones.)  
Rigid, U-shape, tubular rear axle.

**Electrical system**

12 volt battery, 44 Ah.  
Alternator type generator.  
Starting motor: 1.0 hp.

**Wheels and Tires**

15 in. wide rim wheels.  
Radial ply tires, 155 SR 15 in.

**Body**

GRP-laminate body on all-welded steel  
chassi.  
Nominal laminate thickness 0.12 in.  
Laminated glass windshield.  
Anti-corrosion treatment.  
Underbody coating.

**Performance**

Top speed approx. 105 m.p.h.  
Acceleration from rest to 60 m.p.h. in  
11.5 seconds.

Note our leather upholstery on seats as  
optional extra. Aluminum wheels and  
driving lights are available at extra cost,  
where permitted by local law.

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

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