

SAAB for 1994

To the excitement of many in the automotive arena, Saab has unveiled a new generation of its long-popular 900 model. The new model, also called the 900, will replace the 900 that has undergone numerous changes since it was introduced in 1978.

The new 900 is slightly larger than its predecessor, ranging from three inches longer to an inch wider. The small increase enables the new model to be classified as a "mid-size" car by the EPA, vs. the older 900 being called a "compact."

All new is the optional V6 engine that Saab is offering. A 2.5 liter, 24-valve, four-cam powerplant can be ordered instead of the four cylinder, 2.3 liter engine that comes standard. A 2.0 liter Turbo version is also an option.

A technical breakthrough is the availability of an optional automatic clutch system, replacing the clutch pedal with an electronically controlled operating module that takes most of the physical effort out of shifting. This feature will first be offered on the 2.0



The long awaited SAAB 900 will be in dealers' showrooms soon.

liter Turbo version of the car in the spring of 1994.

Safety is always the first concern of Saab. Anti-lock brakes are standard as are *both* driver-side and passenger-side airbags. All three back seat positions are equipped with three-point lap-and-diagonal belt systems. The new 900 incorporates an integrated safety cage around the passenger compartment, a structure that is 50% stiffer in torsion compared to earlier 900s.

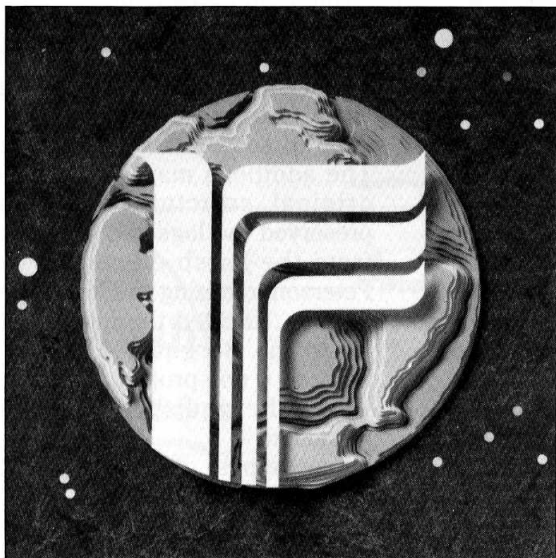
A unique night-driving safety innovation allows the driver to switch

off, at the touch of a button, all instrument illumination except for the speedometer. An electronic monitoring system switches on any display on a "need to know" basis.

The new 900 will be available in two trim levels—900S and 900SE—and both will come with a long list of standard features ranging from integrated theft alarm to heated front seats.

Saab's 305 U.S. dealers should be selling the new 900s by mid-autumn.

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