



SWEDEN 1986-1993

Saab 900 CONVERTIBLE

Saabs have always enjoyed a reputation as solidly built, safe cars, but a convertible was a new departure. It was an instant hit in California and across the world, combining smart lines with a superb soft top. In turbocharged form, it was also a serious performance car.



Produced by
Saab Automobile AB,
Trollhatten, Sweden



VITAL STATISTICS

Top speed:	131 mph
0-60 mph:	7.5 sec.
Engine type:	In-line four
Displacement:	1,985 cc
Max power:	160 bhp at 5,300 rpm
Max torque:	201 lb-ft at 3,000 rpm
Weight:	2,833 lbs.
Gas mileage:	24 mpg
Price (1991):	\$33,712



"...refined and comfortable."

"It's a breeze to lower the snug-fitting power soft top and soak up the sun, but the Saab is not just about posing. It's a very nimble car in its own right—it does the ¼-mile in 15.7 seconds—and it's refined and comfortable to ride in, though the wind noise is notably louder than in the sedan. There is some cowl-shake and vibration, but the 900 benefits from an essentially safe front-wheel drive layout."

Tasteful wood inserts give the cabin a classy feel and the upright driving position affords a good view for roofless driving.



Saab 900 CONVERTIBLE



The 900 sedan could hardly be called beautiful, but that's not true of the Convertible. Swedish quality plus safety-conscious engineering and design integrated perfectly with U.S. soft-top technology.

Turbo engine

The availability of Saab's most powerful 16-valve turbo engine made the 900 Convertible the star of the Saab range. By using a Garrett AiResearch T3 turbocharger, the twin-cam engine produces at least 160 bhp and can go as high as 185 bhp.



Body styling option

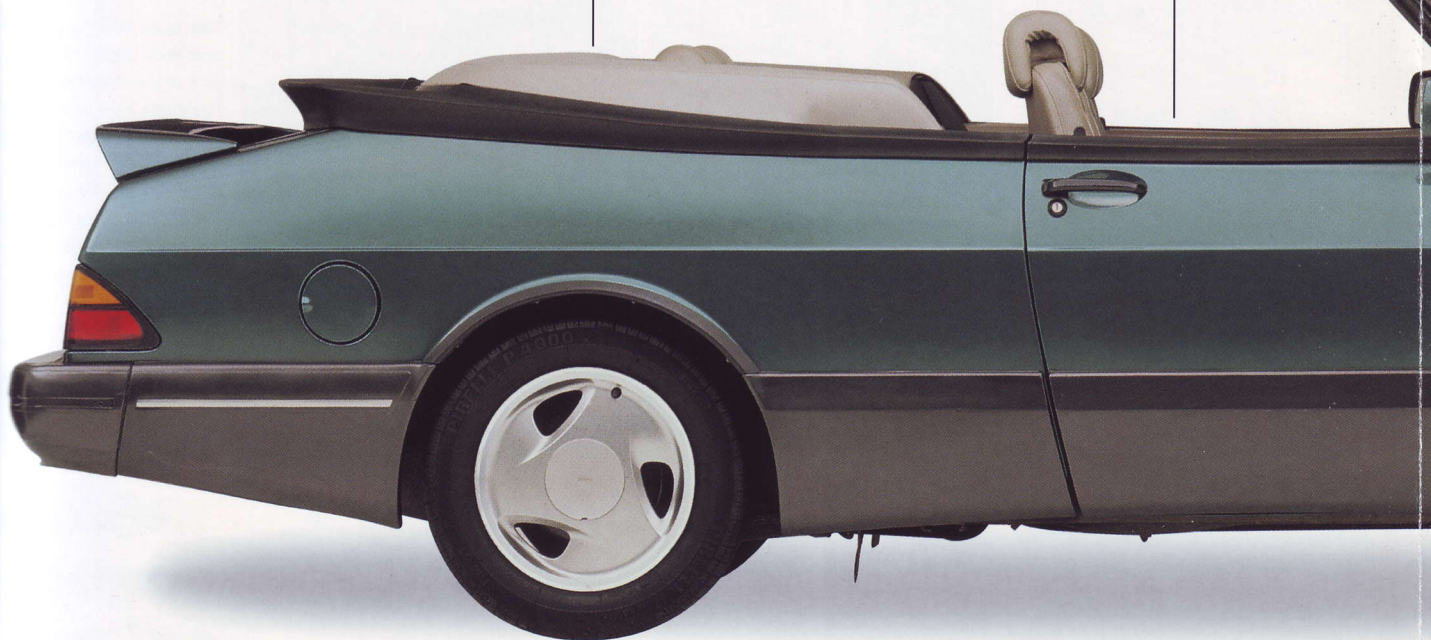
The car pictured here has the aero body package, comprised of a large front spoiler, side skirts, extended rear valance and polished alloy wheels.

U.S.-designed soft top

The soft top and its electro-hydraulic mechanism were supplied by the American Sunroof Company, acknowledged as the world leader in the field. The roof itself is raised by an electric motor and hydraulic circuits.

High specification levels

Justifying its costly price tag, the Convertible has an abundance of standard equipment embellishments, including a power soft top, leather trim, heated seats and cruise control.





Strengthened bodyshell

Saab's decision not to fit a roll-over bar looks great but required substantial underbody reinforcement. There are 2-inch-high steel rocker panel reinforcements, plus transverse members beneath the rear seats and behind the backrests. The A-pillars have secondary uprights and the windshield is strengthened.



Inclined windshield

The 900 sedan was noted for its very upright windshield. In order to make it function better with the soft top, the Convertible's windshield is raked back by an extra four inches, which also makes it look more attractive.



Specifications

1993 Saab 900 Turbo Convertible

ENGINE

Type: In-line four-cylinder

Construction: Cast-iron block and aluminum head

Valve gear: Four valves per cylinder operated by twin overhead camshafts

Bore and stroke: 3.54 in. x 3.07 in.

Displacement: 1,985 cc

Compression ratio: 9.0:1

Induction system: Bosch fuel injection

Maximum power: 160 bhp at 5,300 rpm

Maximum torque: 201 lb-ft at 3,000 rpm

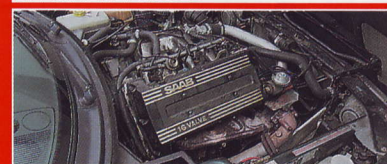
TRANSMISSION

Five-speed manual

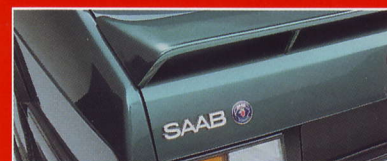
BODY/CHASSIS

Unitary monocoque construction chassis with steel two-door convertible body

SPECIAL FEATURES



The Garrett AiResearch turbocharger gives a healthy power-to-weight ratio.



The Aero's rear spoiler balances the otherwise blunt look of the rear end.

RUNNING GEAR

Steering: Rack-and-pinion

Front suspension: Transverse arms with coil springs, telescopic shock absorbers and anti-roll bar

Rear suspension: Beam axle with trailing arms, Panhard rod, coil springs, telescopic shock absorbers and anti-roll bar

Brakes: Discs (front and rear)

Wheels: Alloy, 15-in. dia.

Tires: 195/60 VR15

DIMENSIONS

Length: 183.5 in. **Width:** 66.5 in.

Height: 56.1 in. **Wheelbase:** 99.1 in.

Track: 56.4 in. (front), 56.8 in. (rear)

Weight: 2,833 lbs.

Milestones

1983 At the Frankfurt Motor Show, Saab presents a Cabriolet version of its five-year-old 900 as a concept car. It receives a rapturous reception.



Saab's first turbocharged car was the 1977 99 sedan.

1986 Production of the 900 Convertible begins in both non-turbo and turbo variants, although the U.S. receives only the turbo.

1989 ABS and a driver's airbag become standard features.



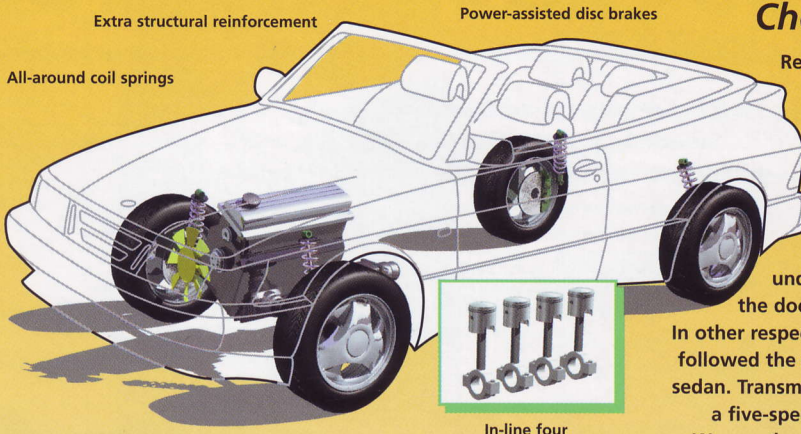
The new 900 model was launched in 1993.

1993 In the final year of Convertible production, a number of special editions are launched, including the Ruby and Aero. Differences between these versions and the original are largely cosmetic.

VALUE GUIDE

ORIGINAL PRICE	
1991	\$33,712
CURRENT VALUE	
	\$6,400-\$22,400
PRODUCTION TOTAL	
	185,744

UNDER THE SKIN



Chopped top

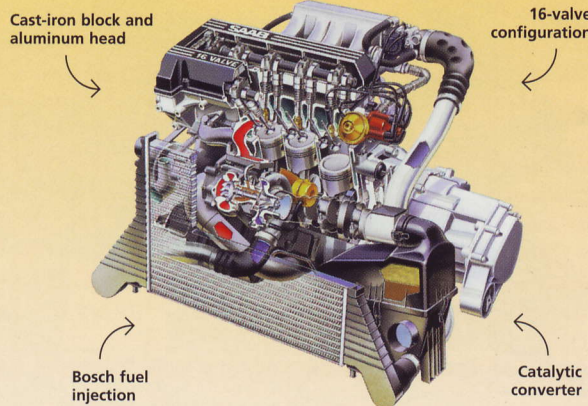
Removing the roof of a sedan inevitably compromises the rigidity of a car, so Saab used substantial steel reinforcements in the rocker panels, under the seats and in the doors and windshield.

In other respects, the Convertible followed the specification of the sedan. Transmission choices were a five-speed manual or Borg-Warner three-speed automatic.

THE POWER PACK

King of the turbos

By the mid-1980s, Saab had sorted out the turbo lag problems of its early units and tuned its 2.0-liter fuel-injected four-cylinder into a state-of-the-art engine. The Convertible had 16 valves, in which form it was very powerful at 160 bhp with a catalyst and 175 bhp (without emissions equipment). In the U.S., a Special Performance Group package was available to boost power by 5 to 10 bhp, while in Europe there was also a limited edition version with the 185-bhp engine from the 900 Carlsön.



The 900 Convertible completely transformed the image of the 900 model.

Little extras

The Saab 900 was a quirky and individualistic choice as a sedan but highly desirable as a convertible. The best version is a late-model turbo, perhaps with an Aero body styling kit and a Special Performance Group mechanical package.

NOSE TO NOSE

Ford Thunderbird Turbo Coupe • BMW M6 • Saab 900 Turbo Convertible

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
137 mph	6.8 sec.	190 bhp	3,380 lbs.	 FORD THUNDERBIRD TURBO COUPE
158 mph	6.0 sec.	286 bhp	3,329 lbs.	
131 mph	7.5 sec.	160 bhp	2,833 lbs.	 BMW M6
				 SAAB 900 TURBO CONVERTIBLE