



**Black is back.** Thirty years ago, Saab stunned the automotive world by revealing its first turbocharged model. Now, with the Saab 9-3 Turbo X, for the first time Saab unleashes turbo power through XWD (cross wheel drive), an innovative all-wheel-drive system. Thanks to “rightsizing” the 280PS, 2.8 V6 Turbo engine has the characteristics of a V8 engine: 400Nm of torque and an acceleration of 0–60mph in 5.4 seconds. As if this wasn’t enough, the sport chassis, brakes and electronic control systems combine to give you the drive of your life. The Saab 9-3 Turbo X is the true heir to the classic Saab Turbos of the 1970s and 1980s. It is a limited edition model and is only available in Jet Black metallic paint as an homage to the original Saab 900 Turbo. So take a good look, a car like this only comes around every thirty years.



Saab 99 Turbo – 1977



Saab 900 Aero Turbo16 – 1984



# The most powerful Saab ever.

The limited edition Saab Turbo X is the extreme performer of the new Saab 9-3 range. Descended from the iconic Saab 900 Turbo, it introduces Saab's innovative XWD technology delivering an impressive level of driver involvement and dynamic chassis control never seen before from Saab.

Quite simply, the Turbo X is Saab's ultimate driving experience.

We lowered the sport-tuned chassis by 10mm and stiffened the springs and dampers to minimise body movement. Larger ventilated disc brakes at the front and ventilated rear discs increase stopping power.

## 30 years in 5.4 seconds

The heart of the Saab Turbo X is, of course, the engine.

A 2.8 V6 Turbo powerhouse that

generates 400Nm of torque between 2150 and 4500rpm and maximum power of 280PS at 5500rpm. Press the accelerator and it takes you from 0–60mph in 5.4 seconds. Just like that. Saab's 30 years of turbocharging experience flashes by. This has to be the fastest and most enjoyable history lesson ever.





# 1X6=8

Hats off to Per Gillbrand, our own Mr. Turbo, and his fellow engineers. In the 1970s, they developed the turbo for series-production cars, and made it both reliable and manageable. They gave Saab a head start that has kept us at the forefront of turbo technology. The latest proof of this is the Saab Turbo X.

The advantages of turbocharging are even more seductive today than they were 30 years ago. It is the key to "rightsizing" which gives us more from less. The driver can enjoy all the performance characteristics of a larger engine without the increased cost, weight, complexity and fuel consumption. A turbocharged engine is lighter, smaller and more fuel-efficient than a comparable non-turbo engine.

It also produces more power by harnessing the energy from the engine's exhaust flow.

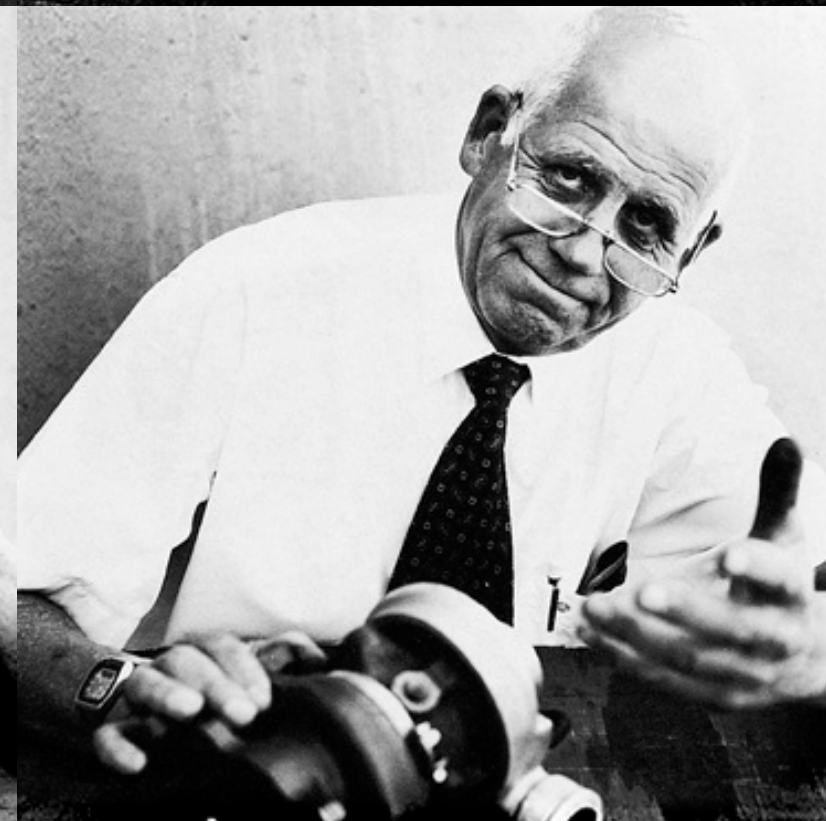
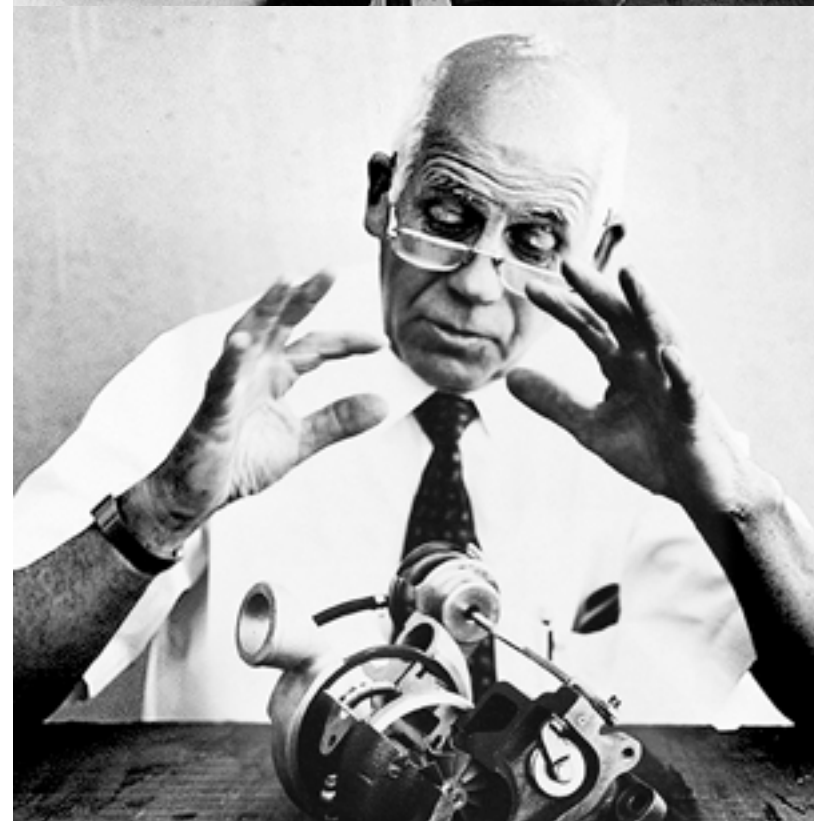
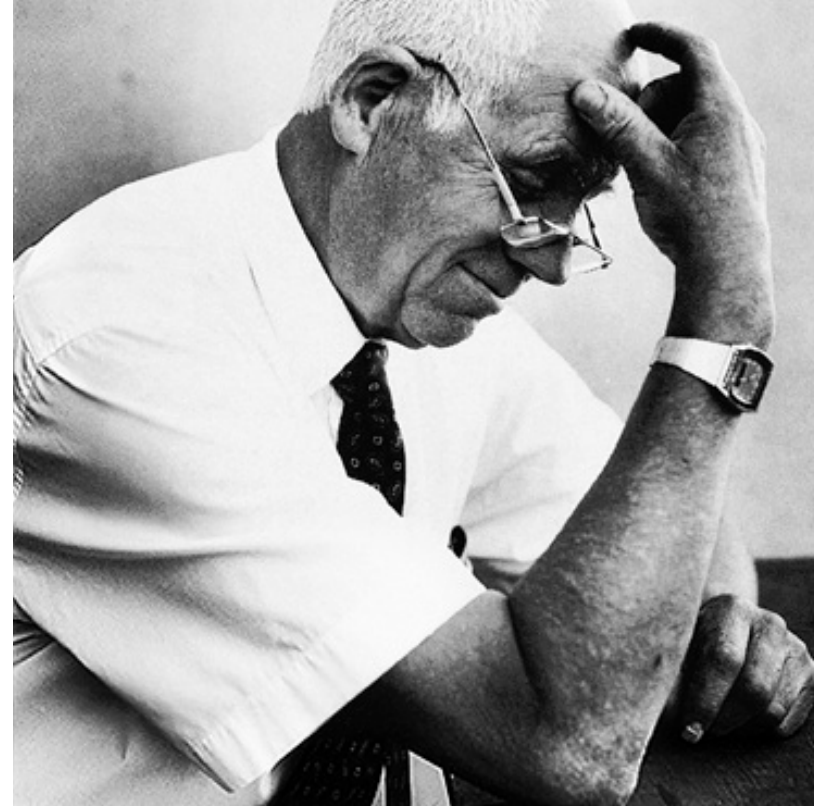
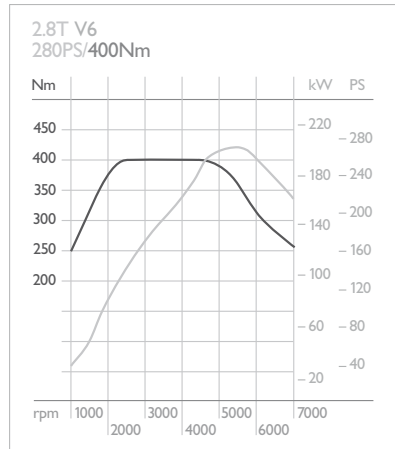
Today, as we strive to conserve energy and improve efficiency, Saab's turbocharging is more vital than ever. Through "rightsizing" we make the engine more efficient without sacrificing performance. With the Saab Turbo X, you get all the power of a V8 from a more economical V6 engine. So fasten your seat belt and experience responsible performance.

"We knew we could achieve the same results as a V8, with a smaller, more efficient turbocharged engine."

PER GILLBRAND, MR. TURBO



2.8T V6





# Up here you don't build just another car.

It might seem strange that Sweden gave birth to a company that's renowned for making sporty cars that are fun to drive and delightfully practical. In fact it makes perfect sense. In a country where snow and ice are a fact of life for at least six months of the year, and where small communities

are scattered far apart, you need a highly functional and reliable car. In winter, when the sun sets at 2.30pm and the cold creeps in, you want to get to your destination quickly and safely. The stage is set for the Saab Turbo X with XWD all-wheel-drive.





# Optimise your propulsion.

A swimmer uses all four limbs to get maximum power and control. The Saab Turbo X uses XWD, a cutting-edge all-wheel-drive system. Electronic control distributes driving torque to where it's needed – not only between the two axles but also between the rear wheels. The amount of drive torque distributed between the front and rear varies continuously. This counteracts unwanted over-steer, understeer and

instability. The result is better handling, improved stability, and a sportier driving experience in all conditions. Driver control is taken a step further by eLSD. This electronically-controlled, rear limited slip differential transfers up to 40% of torque between the drive shafts to enhance the driving performance. For instance, when cornering hard, the rear outer wheel gets more power, so the car turns quicker and more easily.

**XWD**





## Perfection is in the details.

### V6 Turbo

The Saab Turbo X has a 2.8-litre V6 turbo engine. It is a lightweight, all-aluminium construction with a 60 degree angle between the cylinder banks for perfect balance, variable inlet valve timing and twin-scroll turbocharging.

### Intelligent Saab XWD

Saab XWD is an active all-wheel-drive system designed to optimise vehicle handling and stability in all driving conditions. It's a fully automatic, on-demand system capable of instantly sending torque to the rear wheels, in response to driving conditions. This means that torque distribution is always optimised to the front and rear.

### eLSD (electronically-controlled, rear limited slip differential)

The Saab Turbo X is the first model in its market segment to have electronically-controlled, rear limited slip differential. It uses input from the XWD system to transfer up to 40% torque between the rear wheels, making the car turn quicker and more easily.

### Sports-tuned chassis

To fully exploit the benefits of Saab XWD, the chassis of the Saab Turbo X has been lowered by 10mm, and the springs and

dampers stiffened to minimise body movement. Self-levelling dampers are fitted in the rear to maintain a constant ride height irrespective of load.

### Saab performance brakes

Stopping power improves with larger disc brakes: ventilated 345x30mm in front and 292x20mm at the rear.

### Aerodynamic efficiency

Distinctive styling additions are designed to improve aerodynamic efficiency and performance. At the front, a deeper lip spoiler and integrated air intake reduce drag while increasing air flow to the engine and intercooler. At the rear, the re-profiled bumper and insert panel reduce drag and assist high-speed stability.

### Alloy wheels

The Saab Turbo X has unique, 18-inch alloy wheels with a titanium-like finish influenced by Saab's classic three-spoke design. 19-inch alloy wheels are also available as an option.

### Sport exhaust system with rhomboid tailpipes

The Saab Turbo X has a carefully tuned sport exhaust system that gives the car a powerful sound.

Its distinctive twin, rhomboid-shaped tailpipes make it easy to recognise.

### Saloon and SportWagon

The Saab Turbo X is available in Saloon and SportWagon body styles. Both have a unique design with the iconic appeal of the classic Saab Turbo 900. Naturally, the Saab Turbo X is only available in Jet Black metallic paint.

### Sporty interior

The black turbo theme continues throughout the interior of the Saab Turbo X. The sport seats, with additional bolstering, are upholstered in black leather. The door inserts, glove box and gear lever console all have a unique carbon-fibre finish. The Turbo X also has a thick-rimmed, soft-grip leather steering wheel.

### Classic turbo display

In recognition of Saab's turbo heritage, the Saab Turbo X boost gauge is a replica of the original 900 Turbo display. In addition, a unique message appears on the instrument display upon start-up.





# Saab 93



move your mind™

[www.saab.co.uk](http://www.saab.co.uk)

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Saab 9-3 Turbo X Saloon Fuel consumption (1999/100 EC) mpg (litres/100km): Combined 25.9-24.8 (10.9-11.4). Carbon dioxide emissions (1999/100 EC) g/km: 259-272.

Saab 9-3 Turbo X SportWagon Fuel consumption (1999/100 EC) mpg (litres/100km): Combined 25.7-24.4 (11.0-11-6). Carbon dioxide emissions (1999/100 EC) g/km: 263-277.

All figures are preliminary.

# Saab 9-3 Turbo X

## Price guide



### Pricing and information

	PS	Insurance Rating	Basic Price	VAT	Recommended Retail Price	Total on the Road Price*
<b>Saloon</b> Four-door						
Turbo X	280	18A	£26,893.62	£4,706.38	£31,600.00	£32,495.00
<b>SportWagon</b> Five-door						
Turbo X	280	18A	£27,744.68	£4,855.32	£32,600.00	£33,495.00

\*Total on the Road Price includes delivery to the Dealer, number plates, 12 months' Government Road Fund Licence, £50 New Vehicle First Registration Fee and £300 Vehicle Excise Duty.

### Turbo X features

#### Interior

Carbon fibre finish interior trim  
Turbo X instrument graphics

#### Powertrain and Chassis

XWD with Electronic Limited Slip Differential  
Ultra sport chassis  
High performance brakes  
18" Turbo X alloy wheels (ALU77)

#### Exterior

Jet Black metallic paint  
Turbo X front & rear bumpers  
Turbo X twin sports exhaust  
Turbo X rear spoiler (Saloon only)  
Titanium finish exterior chrome

#### Safety

Tyre pressure monitoring system

Turbo X features are in addition to all standard Aero features. Please refer to the Saab Price Guide for further details.

### Option packs

#### Convenience Plus Pack

Dual electric seats with driver's 3-position memory, electric folding mirrors, auto dimming interior and exterior mirrors, rain sensor wipers

£1,200

#### Business Plus Pack

DVD Satellite Navigation, 6.5" colour touch screen, TMC, voice control, Bluetooth phone integration system\*, BOSE Surround Sound Audio.

£2,430

#### Performance Plus Pack

Bi-xenon cornering headlights, headlight pressure washers, 19" Turbo X alloy wheels (ALU78)

£825

#### Other options

Automatic 6-speed transmission  
Premium Natural leather sport interior trim with perforated seat bolsters and heated front seats  
Dark tinted windows (SportWagon only)

£1,300

£1,150

£295

\*Not all phones support full integration. For confirmation of the level of functionality, please visit your Dealer to test your phone with the system. Option prices incl. VAT.





## Engine Specifications

Engine	Cylinder layout	Type	Fuel	Displacement (cc)	Power PS (kW) at rpm	Torque Nm (lb ft) at rpm	Turbocharger	Intercooler	Emissions level
<b>2.8 V6</b>	V6	Turbo	Petrol	2,792	280 (206) at 5,500	400 (295) at 2,150	Yes	Yes	Euro 4

## Fuel Consumption and Performance

### Turbo X Saloon

Engine	Emissions CO <sub>2</sub> (g/km)	P11D Band %	Fuel economy MPG City	MPG Highway	MPG Combined	Fuel economy Litres/100km City	Litres/100km Highway	Litres/100km Combined	Performance Top speed (mph)	0-60 mph (sec)
<b>2.8 V6 (280PS)</b> Man 6 spd/Auto 6 spd	259/272	35/35	TBC/TBC	TBC/TBC	25.9/24.8	TBC/TBC	TBC/TBC	10.9/11.4	155/155	5.4/6.8

### Turbo X SportWagon

Engine	Emissions CO <sub>2</sub> (g/km)	P11D Band %	Fuel economy MPG City	MPG Highway	MPG Combined	Fuel economy Litres/100km City	Litres/100km Highway	Litres/100km Combined	Performance Top speed (mph)	0-60 mph (sec)
<b>2.8 V6 (280PS)</b> Man 6 spd/Auto 6 spd	263/277	35/35	TBC/TBC	TBC/TBC	25.7/24.4	TBC/TBC	TBC/TBC	11.0/11.6	155/152	5.6/7.0



City/highway/combined, according to the 1999/100 EC directive. CO<sub>2</sub> figures combined.

In addition to the fuel efficiency of a car, driving behaviour as well as other non-technical factors play a role in determining a car's fuel consumption and CO<sub>2</sub> emissions. CO<sub>2</sub> is the main greenhouse gas responsible for global warming.

