









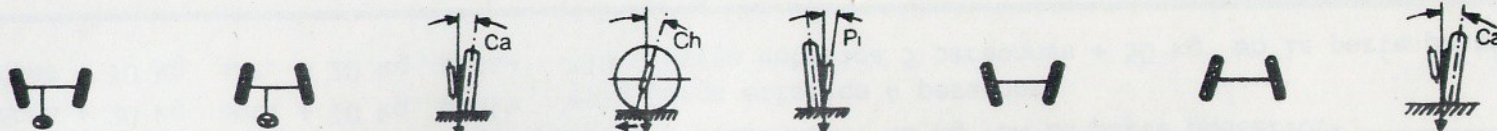
1981-2

SAAB (S)										
95 V4 (1966 →)	-	$2^{\pm 1}/0^{\circ}20'_{\pm 10}'$	$0^{\circ}45'_{\pm 15}'$	$2^{\circ}_{\pm 30}'$	$7^{\circ}_{\pm 1^{\circ}}$	-	$0^{\pm 7}/0^{\circ}_{\pm 1^{\circ}}10'$			
96 luxe	-	$0^{\pm 1}/0^{\circ}_{\pm 10}'$	$0^{\circ}45'_{\pm 15}'$	$2^{\circ}_{\pm 30}'$	$7^{\circ}_{\pm 1^{\circ}}$	-	$0^{\pm 7}/0^{\circ}_{\pm 1^{\circ}}10'$			
96 CI	-	$0^{\pm 1}/0^{\circ}_{\pm 10}'$	$0^{\circ}45'_{\pm 15}'$	$2^{\circ}_{\pm 30}'$	$7^{\circ}_{\pm 1^{\circ}}$	-	$0^{\pm 7}/0^{\circ}_{\pm 1^{\circ}}10'$			
96 V4 (1966 →)	-	$0^{\pm 1}/0^{\circ}_{\pm 10}'$	$0^{\circ}45'_{\pm 15}'$	$2^{\circ}_{\pm 30}'$	$7^{\circ}_{\pm 1^{\circ}}$	-	$0^{\pm 7}/0^{\circ}_{\pm 1^{\circ}}10'$			
Monté-Carlo	-	$2^{\pm 1}/0^{\circ}20'_{\pm 10}'$	$0^{\circ}45'_{\pm 15}'$	$2^{\circ}_{\pm 30}'$	$7^{\circ}_{\pm 1^{\circ}}$					
Sonett V4 11	-	$1^{\pm 1}/0^{\circ}10'_{\pm 10}'$	$0^{\circ}15'$	$2^{\circ}_{\pm 30}'$	$7^{\circ}_{\pm 1^{\circ}}$	-	$0^{\pm 1}/0^{\circ}_{\pm 10}'$	$0^{\circ}_{\pm 1^{\circ}}$		
97	-	$1^{\pm 1}/0^{\circ}10'_{\pm 10}'$	$0^{\circ}45'_{\pm 15}'$	$2^{\circ}_{\pm 30}'$	$7^{\circ}_{\pm 1^{\circ}}$	-	$0^{\pm 1}/0^{\circ}_{\pm 10}'$	$0^{\circ}_{\pm 1^{\circ}}$		
99 (1969 →)	-	$0^{\pm 1}/0^{\circ}_{\pm 10}'$	$0^{\circ}45'_{\pm 15}'$	$1^{\circ}15'_{\pm 15}'$	$11^{\circ}30'_{\pm 1^{\circ}}$	-	$0^{\pm 5}/0^{\circ}_{\pm 50}'$			
99L 1,8L	-	$0^{\pm 1}/0^{\circ}_{\pm 10}'$	$0^{\circ}45'_{\pm 15}'$	$0^{\circ}45'_{\pm 15}'$	$11^{\circ}30'_{\pm 1^{\circ}}$	-	$0^{\pm 5}/0^{\circ}_{\pm 50}'$	$0^{\circ}_{\pm 1^{\circ}}$		
99L 2L	-	$0^{\pm 1}/0^{\circ}_{\pm 10}'$	$0^{\circ}45'_{\pm 15}'$	$0^{\circ}45'_{\pm 15}'$	$11^{\circ}30'_{\pm 1^{\circ}}$	-	$0^{\pm 5}/0^{\circ}_{\pm 50}'$	$0^{\circ}_{\pm 1^{\circ}}$		
99LE /900 GL/E	-	$0^{\pm 1}/0^{\circ}_{\pm 10}'$	$0^{\circ}45'_{\pm 15}'$	$0^{\circ}45'_{\pm 15}'$	$11^{\circ}30'_{\pm 1^{\circ}}$	-	$0^{\pm 5}/0^{\circ}_{\pm 50}'$	$0^{\circ}_{\pm 1^{\circ}}$		
99E+EMS/Combi/Coupé	-	$0^{\pm 1}/0^{\circ}_{\pm 10}'$	$0^{\circ}45'_{\pm 15}'$	$0^{\circ}45'_{\pm 15}'$	$11^{\circ}30'_{\pm 1^{\circ}}$	-	$0^{\pm 5}/0^{\circ}_{\pm 50}'$	$0^{\circ}_{\pm 1^{\circ}}$		
99L/CC (1975)	-	$0^{\pm 1}/0^{\circ}_{\pm 10}'$	$0^{\circ}45'_{\pm 15}'$	$0^{\circ}45'_{\pm 15}'$	$11^{\circ}30'_{\pm 1^{\circ}}$	-	$0^{\pm 5}/0^{\circ}_{\pm 50}'$	$0^{\circ}_{\pm 1^{\circ}}$		
99 Turbo	-	$0^{\pm 1}/0^{\circ}_{\pm 10}'$	$0^{\circ}45'_{\pm 15}'$	$0^{\circ}45'_{\pm 15}'$	$11^{\circ}30'_{\pm 1^{\circ}}$					

Observations :

NOTA : Les réglages sont effectués à vide.

1982-2



SAAB (S)									
Saab 900 Turbo 5 Vit.	-	$0^{\pm 1} / 0^{\pm 10}$	$0^{\circ}30' *1$	$1^{\circ \pm 25}'$	$11^{\circ}30' \pm 1^{\circ}$	-	$0^{\pm 5} / 0^{\pm 45}$		
900 Turbo AUTO.	-	$0^{\pm 1} / 0^{\pm 10}$	$0^{\circ}30' *1$	$1^{\circ \pm 25}'$	$11^{\circ}30' \pm 1^{\circ}$	-	$0^{\pm 5} / 0^{\pm 45}$		
900 GLE Auto.	-	$0^{\pm 1} / 0^{\pm 10}$	$0^{\circ}30' *1$	$1^{\circ \pm 25}'$	$11^{\circ}30' \pm 1^{\circ}$	-	$0^{\pm 5} / 0^{\pm 45}$		
900 GL i	-	$0^{\pm 1} / 0^{\pm 10}$	$0^{\circ}30' *1$	$1^{\circ \pm 25}'$	$11^{\circ}30' \pm 1^{\circ}$	-	$0^{\pm 5} / 0^{\pm 45}$		
900 GLE 5 Vit.	-	$0^{\pm 1} / 0^{\pm 10}$	$0^{\circ}30' *1$	$1^{\circ \pm 25}'$	$11^{\circ}30' \pm 1^{\circ}$	-	$0^{\pm 5} / 0^{\pm 45}$		
900 GLS 5 Vit.	-	$0^{\pm 1} / 0^{\pm 10}$	$0^{\circ}30' *1$	$1^{\circ \pm 25}'$	$11^{\circ}30' \pm 1^{\circ}$	-	$0^{\pm 5} / 0^{\pm 45}$		

Observations :

Réglages effectués à vide.
 *1 - $0^{\circ}30'$ PAS : $2^{\circ \pm 30}'$
 0,5 $2^{\pm 0,5}$