

Saab 9-5 2.3 Turbo Aero Estate 2004 Zwart 285 pk 410 nhm



Locatie

Noord-Holland, Purmerend

<https://www.advertentia.nl/x-763748-z>



Saab 9-5 aero. de allerduurste uitvoeringÂ met echte kilometers zeer goed onderhoudenÂ Deze SaabÂ bj 2004-9,, is de verbeterde versie.. modellen voor 2004 hadden blacksludge problemen deze zeer snelle saab aero turbo is getuned dus heeft .285 pk 410 nmh met een topsnelheid van 275 kmÂ er zitten airo / verwarming stoelen in .Groot navi scherm .kosten toen als extra 3500 euro kortom zeer mooie en zeldzame Saab met weinig km mooistukje.....Aero The performance 9-5 Aero (with earlier versions sometimes referred to as the HOT Aero) was first released in 2000 with a 2.3T B235R engine. The B235R engine of the 9-5 Aero was capable of providing immense torque and acceleration-wise outperformed the Porsche 911 Turbo of the same era from 40-90 mph.Initially badged as a 230ps engine, Saab later conceded that the 230 hp power figure was quite conservative,with the manual versions rated 250 hp and having more torque than stated. This flagship model had a long list of standard features, a sport tuned suspension, and body side moldings. In 2002 a 253 PS (186 kW; 250 hp) 2.3 turbo engine was made standard,which allowed for more torque after 4500 rev/min. All Aero models from 2002-2005 have an identical engine layout and management system, with the 2002-05 models just having a slightly remapped version of that ECU from factory. The high-powered version of the 9-5 in the final form produces 263 PS (193 kW; 259 hp) and 350 NÂ·m (260 lbÂ·ft) of torque (370 NÂ·m (270 lbÂ·ft) with its 20-second overboost function accessible on the manual transmission equipped version. From model year 2006 to end of production, the 260 PS (191 kW; 256 hp) B235R was the standard engine in the 9-5 in both the 2.3T and Aero trims. 2006 had only one badge designation, the 2.3T and appointments normally found on the Aero could be added via a "Sport Package". 2007 and on added an Aero badge to the trunk lid to distinguish from regular 2.3T models. In addition, almost all standard

features on the Aero were standard on the 2.3T, the exceptions being sport-tuned chassis, two-tone leather-trimmed interior, 16-spoke alloy wheels and painted aluminum door trim. A few were seen on the Aero and not available on the 2.



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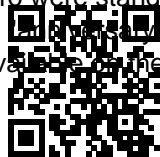
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