

THE SAAB CLUB

COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA

JUNE 14, 1979

DEDICATED TO SMALL-
ENGINED SMALL CARS &
ENERGY CONSERVATION

the Western, Eastern, Southern, Midwest, Canadian, SAAB Clubs of North America • publisher & treas.: Dick Grossman - 1918 W. Hood-Chicago, Ill. 60660 • phone: 312-743-6742 • Consultants: Rick Sanders, Ruth Grossman, John Fog, Jack Ashcraft, Merle Young.

MEMBERSHIP/SUBSCRIPTION

Newsletter #72, our 55th multipaged monthly. Dues for membership/subscription are \$9.00 for the first year, including two back copies, 12+ tech' sheets and emblem. Renewal dues: \$5.00. Past dues notification will be rubber stamped on the open rectangle at the top of this page. A treasurer's report will be made three times a year. This is a non-profit organization.

Or: a three-ringed binder with at least 18 back copies and 12 tech' sheets is available for \$5.00 postpaid. Or, 20¢ per issue.

Always specify: 96, 97, 99, or 900 and year.

GOLDEN GATE CHAPTER-SAN FRANCISCO

Sunday, July 1, 1:30 P.M., tech' session of 2 strokes. Bring your Saab and questions, or, come to find out the Saab that started it all.

Sunday, July 22, 1:30 P.M., tech' session of brake & clutch system for all Saabs. Learn how to rebuild or replace master & slave cylinder and bleed and test hydraulic system.

Both sessions at: Dumont, 27720 Industrial Blvd., Hayward, near the East end of San Mateo bridge. Parking inside space, and refreshments. For further info' call Rex: (415) 282-2161

CHICAGO AREA CLUB MEETING

About two days after we went to press with the May issue we received another invitation by Merle Young and Gerald RuLon to hold a meeting-picnic at Mr. and Mrs. RuLon's acres-Northeast of Crystal Lake on Nish Road, 1/4 mile Northwest of Route 176 and the Fox River, 4 miles West of Rand Rd., (Rte. 12) about 40 N.W. of the Chicago Loop. About 5 miles South of McHenry, Ill., 7 miles South of the Wisconsin border, 45 miles S.W. of Milwaukee.

Sunday, June 24th, 10 A.M. to 4 P.M. We expect many of the Southern Wisconsin and Northern Illinois Saabers to take advantage of this chance to get advice from the best Midwest Saab Tech' Trainer, Jerry RuLon. Jerry was a Saab dealer in Iowa 20 years ago, before he set up the Midwest training program five years ago. We consider RuLon the most valuable representative Saab - Scania ever had in this area. If 'Scania had about six more RuLons in the U.S.A., there would be no need for this Newsletter. This is a rare opportunity for a pleasant meeting.

Bring your own lunch, the Club will supply liquids and ice. Also, bring what parts and tools you'd like to sell or trade, as well as questions, and ideas. There is plenty of room for children to play (and see horses, chickens, etc).

PUBLISHER'S REPORT

About 65 new members joined us in the past month and about 60 neglected to renew, (about 5 or so will renew months later-as usual). We estimate that we will mail about 2,670 of this issue by the third week of June. We answered the first 414 letters of 422 that arrived by May 31st. The average new member had to wait about 17 days for his membership folder. We are now mailing new members three back copies, tech' sheets and sticker emblem in a simple binder at the postoffices' Book Rate which takes about 6 days extra versus first-class, and will save us about \$300. per year. Also, we toss in a couple of our February issues, with the hope that the members will pass these extra samples to another Saab owner. -Dick G.

S.C. of SOUTHERN CALIFORNIA

SCSC will hold a beach party & picnic and general tall tale event on: JUNE 23rd, from Noon 'til midnite at BOLSA CHICA State Beach in Huntington Beach. Price is : \$1.50 per car payable to the State employees at the gate. There are fire rings so bring your weiners & buns. Take the 405 from either direction and exit at Golden West South, proceed to the beach and you can't miss it. For info': Paul Florance, 438-3257 or call Andy Buc at 660-2510 .

Paul has all cotton T-shirts available in L, M, S, sizes, powder blue or yellow, with SAAB - Trolls imprinted on the front; \$6.00 plus .50¢ postage.

CENTRAL WISCONSIN RALLY TEAM-BARABOO

The newly formed Central Wisconsin Rally Team is mounting a major SCCA National and Pro Rally effort. Starting the season with Divisional and National Rallies and climaxing with three Pro Rallies, including the POR and the Sno Drift, both in Michigan, no commitments for sponsorship has been made to date, but, negotiations are under consideration.

The present effort will commence with a 1970 - 1.7L 99 with possible later update to 2.0L engine. Anyone interested in participating or supporting this Saab effort can contact.

Don Holcomb, Jr., Rt. 3, Box 130, Baraboo, WI. 53913

*This edition closed: Monday morning, 11: A.M. June 11, 1979
the one last minute WANT Ad arrived at the Box # 60672 and
is included. (Home-office mail arrives about 2 hours later)*

While in Chicago on business, I stopped at Dick and Ruth's home and confirmed what I had suspected: they have virtually devoted their lives and home to the administration of the Club and production of the Newsletter. We would do well to consider what our relationship would be to our Saabs should the Club cease to exist. Speaking personally, I would have trouble living with my Saab were it not for the confidence I gain through the information available from the Club. I believe we should give some thought to the future of the Club and how we can assure the perpetuation of Dick and Ruth's good efforts. Let us consider increasing our support of the Club as the need arises.

Bob Thomas, Pittsburgh, PA.

Bob, we are printing your comments because there is no other way to discuss Club business-locally or nationally.

The best contributors and supporters to this operation are the ones who send in their tech' articles and their names appear throughout the Newsletter. However, at our occasional local meetings the subject remains silent. It isn't easy to find someone else-close by, or far away, who is free (retired) to take over the work of insuring a continuous production of this Newsletter. What bugs me is an occasional and rare character, like one Saaber in Washington, D.C. area, who suggested that we were a profit-making institution and should report our "profits" to the I.R.S. Somehow the clown deemed that the two or three thousand dollars we have in the Club treasury represents bloated profit instead of the cash we need to be sure to pay the printers, postoffice, and equipment suppliers with checks that don't bounce! Our literature is not printed on a government xerox machine, or a surreptitious use of a company machine.

Eventually, rent and telephone will have to be paid by Club money, and a typist/typographer clerk, paste-up artist, will have to be paid at least on a part time salary-after Ruth and I develop arthritis of the hands. If ever we should collapse, new members should have part of their dues refunded-from the Club treasury, that is well into the black.

In the meantime, Ruth and I pledge not to drive fast and dangerously, never to smoke anything, drink no hard liquor, eat fresh health foods cautiously and not excessively. Perhaps we will last a few more years.

Meanwhile, clubs like the BMWCA have a \$10,000 mgr. & about \$50,000 in the bank and a \$70,000 income and call their club a non-profit organization, and use the caveat of: "Not responsible for any misinformation printed in their magazine," of 50% advertising. - Dick G.

SPORT & RALLY CATALOG CORRECTION

Correction to the catalog: on Page 10, the competition (rally) front spring for the model 99 is numbered 21578; correct part # is 21758, according to the competition department in Connecticut. ↗

Tech question: Can anyone furnish specifications for this spring, or perhaps suggest a comparable item that might be available locally?

Dave Entler, Pennsylvania

TURBO

Several Turbo owners have reported to us their experiences with the Saab - most all are satisfied and pleased with it's performance. Some report increased mileage on gas consumption, about 26 MPG - some get more. I assume that ramming much more air at high speed-yields better MPG than a non-turbo gets at the same hi-speeds.

One or two have reported that when the Turbo is delivered new, the timing is set back to a sluggish 8 degrees or 10 degrees for cooler break-in purposes. Another writer claimed he had difficulty with the distributor-flywheel timed to 20 degrees - I thought that was much too far and was certain to blow a hole in the pistons, don't you think so? - Dick G.

WHY CHANGE OIL?

Everyone changes motor oil and filters, but why? Because we know that motor oil loses the extra things put in it to retard acids, foaming, etc. But be careful also to change all the other juices your car uses-- gear lube, brake fluid, and anti-freeze.

Last month's issue carried a reprint of Saab-Scania service bulletin about changing your anti-freeze. The anti-corrosion and water pump additives wear out, and old anti-freeze raises heck with aluminum heads (anyone remember the aluminum heads on late '30's Fords?)

Gear lube picks up bits and pieces of metal, and the toughness of the lube wears out, brake fluid picks up moisture that can mean NO BRAKES AT ALL if the brakes get hot enough. Figure the time and cost against a new head, a new gearbox, or brake failure.

Bob Mitchell, New Jersey

A FEW TIPS

The hunting temperature gauge -coolant level can cause considerable hunting sometimes to the red zone; especially noticeable when slowing from highway speed to in-town speed.

Standard (Blue Streak) points seem to last 2-3 times longer than the Bosch points due to the cooling hole on one contact.

Raymond Fasulo, Maine

SAAB SERVICE TIP (SAAB-SCANIA Bulletin).

Lambda-equipped cars may display a brief period of stumble or rough running shortly after a cold start. This occurs just as the oxygen sensor reaches its operating temperature and begins to transmit a signal to the control unit. During this transition period (approximately 12 seconds) the control unit will switch out of the 60/40 mode and search for a proper fuel ratio. Engine performance may momentarily suffer slightly but will return to normal as the system stabilizes. This transition effect is usually only detectable if the engine is idled for a time without driving away after start-up.

ANOTHER REPORT - "BUSHING/DISHRAGGING"

Sure appreciate the Newsletter. It's saved me on a couple of occasions. I wanted to let you know about a few of my dealings with a new Saab dealer. I started to write a few months ago, but the letter was so full of emotion, I just canned it. Maybe I can do this one with a little more objectivity.

Took the EMS in, running on 3 cylinders and very rough otherwise. They charged me for: "Set engine to specs." I drove it home running on 3 cylinders and very rough otherwise. I found a broken spark plug in number 2, changed it. Now it ran on 4 but still very rough.

Took the car back, but got no apology. The service mgr. B. Bryan, claimed it was impossible the car was running on just 3 cylinders while they had it. Sounds to you like they really know what they're doing? Anyhow, he talked me into leaving it again to check out the rough running.

They called me the next day to tell me, "the cold start valve is bad". They said if I'd give them \$35., they'd order the part. Installation would be \$22.50 or about \$135. per hour by my calculations. I checked the book on the purpose and operation of the cold start valve and picked up the car immediately before they could do any real damage to it. This story does have a happy ending. In the process of changing coolant, I found the thermostat stuck open. Replaced it and the car has been running beautifully ever since. Must have just been running too cool.

Adjusted the valves on the Sonett and needed valve cover gaskets. Picked the part up from the local Industrial dealer.

Have a question: The transmission in the Sonett sounds like it's getting ready to eat its lunch. If it does, is there a five-speed of any make or origin that can be adapted to this application? The car could certainly use an overdrive.

Capt. Dave Hansen, Orlando, FLa.

ALTERNATOR FIELD USES THE INDICATOR LIGHT

I'd like to relate to you some of the charging system problems I've had on my 99's.

These were: Forgot to reconnect regulator connector, D+ wire broke at alternator, DF wire broke at alternator and the indicator bulb burned out.

In all these cases, the indicator light will not come on. This is because the field is activated through the light and with an open circuit the light will not come on. Poor design.

To prevent a totally dead battery, periodically turn the ignition to run and check to see if the indicator light is on. It should then go off after you start the engine. If the light does not come on, start checking wires and bulbs.

I've got a 99 and Sonett III and enjoy them both.

Clair D. Splittstoesser, St. Anne, Illinois

TRYING TO GET 40 MPG!

I'll be continuing an experiment with my '69 96 V4 (113,000 miles and original, un-rebuilt engine and trans.) this summer. I'm trying to get an honest 40 mpg out of it at 55 honest mph.

So far I've made the following changes:

1. Extractor exhaust.
2. Motorsport carb (larger single barrel).
3. Photo-electric ignition system and silicone resistance ignition wire.
4. Modified air cleaner.
5. Radial tires.
6. Key oil-special re-refined variety.
7. Oil cooler.
8. Correct valve lash.

At this time it's up to 38 plus and it's only had one valve job-some 60,000 plus miles ago!

How I hate to see the 96 V4 stop rolling off the line. Great little car.

Tom Mudd, U.S. Navy

EXCELLENT SNOW CAR

After two years in Fairbanks, Alaska and numerous trips to the mountains here in Washington, I am happily reminded of what an excellent snow car a Saab is. However, the drivers must know something.

Todd Dermody, Washington

900 TURBO HEADLIGHT RELAY MIGHT CAUSE BATTERY DRAIN

Problem #1 was that my electrical system seemed to be continually drained - i.e. Starting after short trips the starter would just barely crank-this was diagnosed as a problem with the headlight relay which, according to the dealer is a "recall problem", whatever that means.

Problem #2 is a clunking noise coming from the rear - in my car's case, the right rear. The problem was both that rear shock absorbers had to be replaced. This also got rid of another annoyance which was rear-end "hop" after going over bumps and potholes.

Raymond J.S. Freyer, Colorado

UNIQUE EXPERIENCE

I needed a rear engine (V4) seal and throw out bearing as well as some other parts, so ordered them all thru Saab. The dealer wanted \$22.84 for the seal and \$37. for the throw out bearing. So, I retreated to my local parts house for the throw out bearing and paid a vast sum of \$8.48. The local Ford dealer had the seal that comes from a Capri for \$4.61. Just a wee bit of difference.

To keep myself busy I just installed a used Sonett trans' in her 96 and found that it works quite well. And for myself I just picked up an excellent 1970 96 that only needed a clutch and some other minor items and am now restoring it to mint condition.

Paul Florance, Long Beach, California

SOMEBODY ELSE UNDERSTANDS

I understand that your only affiliation with Saab-Scania is your love for their product, not their marketing procedures.

I am also grateful for your time and energy spent to keep myself and many others keep their Saabs running. From your past comments in the Newsletter, I got the impression that you are more pleased with better gas mileage, safety and reliability than performance and luxury. I too feel this way even though I occasionally autocross my Sonett.

This last month I've been shopping for a replacement for my old 96. After test driving many German, Italian, Japanese and Swedish cars, I'm confused. My allegiance to Saab is strong, but the gas mileage of Saabs has gone down drastically since the birth of my 96.

The Honda Accord at \$7,000 out the door, seems like a good replacement for my 96, since they both achieve over 30 miles to the gallon on the highway. The 900 is my ultimate choice, the price is high, but within reason. The price does not scare me off, but the gas mileage does. There are many FWD cars that can surpass the 900 in highway gas mileage by as much as ten miles to the gallon. With the fear of gas rationing over our heads I will not buy a 25 MPG auto no matter how fast or luxurious it is or how strong my brand loyalty is.

The point I'm trying to make is, Saab needs another car to sell along with the 900, something that would get over 30 on the highway. Since Saabs only alternate series is the 95 and 96, I think they should consider re-importation. I don't think Saab could sell 95s and 96s head to head with Honda Civics or Ford Fiestas, those buyers would not consider a 96 because of its dated looks, but I'm sure many buyers like myself with an allegiance to Saab would buy a 96 for \$5000. instead of a Honda Civic.

Saab's marketing procedure would then be simple. They would not have to advertise because the prospective buyer would frequently visit their Saab dealer for parts and service for their present Saab and would see the new 96 there. This is the only way Saab can hold on to past owners in the future. I hope Saab realizes this soon and brings over a new series of economy auto. If they don't do it soon, I'll be driving a Honda Accord and not a Saab. Robert Keil, Chicago, Ill.

? ACCELERATION VIBRATING PROBLEM?

My 1973 99 with a 1975 EMS gearbox has a bad vibration in the front end when accelerating hard and is worse when accelerating through a turn. There is no vibration when accelerating hard in reverse or turning in reverse

The C.V. joints appear Ok as they are quiet when turned to full lock and the car driven slowly in a circle. Suspension parts etc., appear to be in good order and there is no accident history. Has anyone a clue as to what might be the problem.

S. Grant, Edmonton, Alberta, Canada

CHARLES TURINEK REPORTS FROM CANADA

Saab Owners Club of Great Britain Ltd. is well and kicking, believe me. I am in regular contact with some of the officers (Chairman Mick Gower, Two-stroke shopkeeper Bill Harley) and I receive their "Saab Driver" monthly. I also have an opportunity to buy the Sport and Rally accessories, accessories for safety and comfort from the Club Shop and some stroker parts which I can't get from dealer here. (But we don't-Saab Club).

In my letter in the Feb. 79 Newsletter I completely omitted the fact that my visit to the Saab (Great Britain) Headquarters was arranged by Mick Gower. The Club is in a way in a better situation than we are (Chicago, since I am a member of both), because they are recognized by Saab (GB) as the organization which is there to help the owners and by that to the company as well. And because of that, the Club has a full cooperation of the importer, be it availability of parts, technical advice, Club promotion, etc. I am sure it does not affect the integrity of the Club in the least. It's all in the attitude, I think. (Whose attitude?)

I do support you, Dick, in your belief that 55 mph is good enough. If anybody needs to go faster, there are ample opportunities for that - you can go racing, performance rallying, ice-racing in winter; if you want to hone your driving skills at lower than maximum speed (which is what everybody should start with anyway), you can consider gymkhanas, ice-dices in winter or time-speed-distance rallying. I do not condemn fast driving but it should be done under controlled conditions when competing against others similarly inclined. I've done enough competing to know what I am talking about. Competing might even teach you a bit about common courtesy, common sense and defensive driving.

Sad thing about this and other controversies (wearing your seat belts etc.) is that the laws are "forced on us by the government." But did you ever try to analogize why they are forced on us? Because if it wasn't the law, people would completely ignore it. It is all bull about personal freedom being taken away.

It is a matter of statistics that lower speed limits-save lives and energy (wear on cars, too), that seat belts and safety helmets on the motorcycles save lives, that cars with headlights on - even during daytime is much more visible, that drinking doesn't mix with driving and the list could go on and on. But just open a newspaper and read all the letters from people who consider all this to be an infringement on their right to kill somebody else.

End of sermon.

Charles Turinek, Edmonton, Alta, Canada

SONETT EXHAUST SYSTEM

I found a good alternative to the Sonett exhaust system, sidepipes. I bought some pipes with built-in mufflers, approximately 50" long and 3.5" in diameter. Inlet piping is done with 2" pipes, support was from some flat iron.

The pipes are angled so that the lowest point is behind the jack mount (so the car can be jacked up) and the highest place is at the rear with turn-outs. This reduced back pressure a lot, noise level is a deep low tone, and a little loud, but legal. If your Sonett is properly sound proofed, as mentioned in the Newsletter, the interior noise is livable.

A way to make your Sonett doors look better on the inside: I put an 8" tri axle round speaker in each door, right before the hinges. To make your door visible at night, I took 2-door light/reflector combinations, with the light tied into the interior light and mounted them near the outer edge for visibility. Entry is easier and safer at night.

For sound insulation in doors, white foam padding as in vinyl tops works good in the doors tight areas where clearance is critical. For those who need more interior lights, a relay will help. A low power drain relay hooked in so when you open the doors, a ground will energize the relay and send a plus voltage to conventional lights.

Ty Tobey, Dyess AFB, Texas

AVIS RENTS SAABS

Orange, Connecticut - Avis Rent A Car System, Inc. is now renting Swedish made Saab cars to daily rental customers at four major rental locations in the U.S. 50 Saab 900 GLE's and EMS's have gone into rental service at the Orlando, Florida International Airport, Manhattan, at Chicago's O'Hare International Airport and in San Francisco.

COMPRESSOR MOUNTING BRACKET

For '75, '76 and some '77 w/AC, a retrofit compressor mounting bracket is available from Saab for about \$60. I have installed this kit on my '76 and it virtually eliminates the compressor vibration problems and chafing/breaking of belts.

For non-EMS 99's with the OEM dealer installed optional tach, my research indicated that this unit is of different electrical design that the OEM tach/clock and as such will not work with the Delta Mark 10B CD ignition unit and M16 relay, even if installed with the modification listed in the Club Newsletter on page 4 of the August '77 issue. Hints on how to install the CD unit with the M16 relay and the tach would be appreciated.

Ditto recent comments in the Newsletter about loose camshaft cover bolts causing oil leaks. The bolts on my 99 continually loosened causing severe leaks until I Loctited them.

Bob Thomas, Pittsburgh, PA.

ALUMINUM HEAD ELECTRO EROSION

Thinking about this problem with aluminum "heads", I wondered why Saab did not use an anode plug tapped either in the "heads" or in the radiator. As many may know, some home hot water heaters contain an anode plug which counteracts the possible damage "hard" water can do to the heater or plumbing. The anode eventually wears out with age and usage, but can simply be replaced.

I wrote Saab-Scania at their head office in Orange, Conn. asking whether installing or tapping an anode element plug or rod into the radiator was a good idea to prevent the havoc that hard water can do the engine. To my surprise, a few day after my letter, a Saab representative from Conn. called me and told me the following: Installing an amode element is a good idea and will prevent possible erosion to the heads. The rep. did say however that it was not really necessary if the anti-freeze is changed every year. Also, since the anode is somewhat soft, the pressure in the cooling system can cause it to break off and possibly find itself into the water pump, causing damage to the pump. Also, he said that any such alteration will void any warranty on the engine and Saab-Scania will disclaim any warranty for "safety".

After researching the anode idea with some knowledgeable people on the subject, my conclusion is that a short-stemmed anode plug can be installed into the "head" area with no possible problems of safety. On 99's, there is a short "plug" that screws into the "heads" just above the engine draincock (NOT the radiator draincock). This plug can be replaced with an anode plug-the entire plug should not be made of anode since it slowly dissolves, only the inserted tip of the plug should contain the anode element.

Regarding this erosion problem with aluminum, a plumber would probably be more knowledgeable in the subject than your Saab mechanic.

Thomas Major, Queens, New York

DON'T HAVE AWFUL MIX IN CANADA

Thought you might be interested to know that in 16 months, I have put 33,000 miles on a 1977 5 door 99 GL and have never had to go to the dealer for any complaint other than routine adjustment of the fuel injection system.

In my experience, I have never had a car that even approached the reliability of this current Saab. Only two screws and one nut came loose during the whole period. The secret is probably two fold, careful assembly by the Finnish factory (though, I believe the engines are made in Sweden) and an excellent PDI done by our well known Montreal dealer - Ninth Avenue Motors.

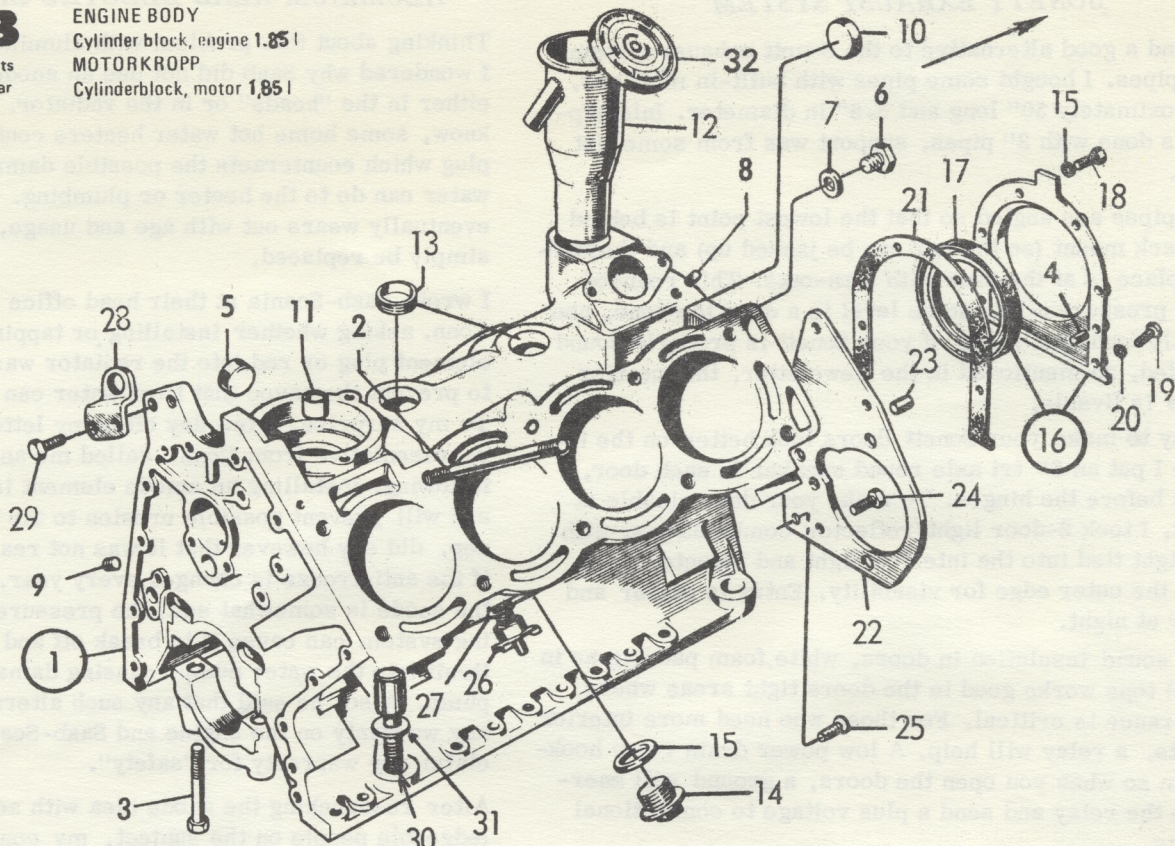
In Canada, we're fortunate not to have the awful mix of Saab plus Chevy/Ford/Chrysler, etc. that you are stuck with in the U.S. which must be the source of at least 50% of your U.S. complaints.

E.P. McLoughlin, Montreal; Canada

SAAB
genuine spare parts
original reservdelar

ENGINE BODY
Cylinder block, engine 1.85 l
MOTORKROPP
Cylinderblock, motor 1,85 l

Aug 1974



VENT
SCREW
8344111

R 2555-99

Pos.	Part No. Artikelnr.	Qty./Antal		Description	Benämning	Remarks Anmärkningar
		99				
1	83 10 385	1		Cylinder block cpl.	Cylinderblock kpl.	
2	83 04 685	5		Stud	Pinnskruv	
3	83 09 585	10		Screw	Skruv	
4	83 02 077	2		Guide pin	Styrstift	
5	83 02 085	1		Seal plug	Tätningsslugg	
6	83 09 445	1		Seal plug	Tätningsslugg	
7	83 09 627	1		Fibre washer	Fiberbricka	
8	83 09 619	1		Plug	Plugg	
9	83 09 619	1		Plug	Plugg	
10	83 09 338	1		Plug	Plugg	
11	83 02 184	1		Bushing, water pump shaft	Bussning, vattenpumpaxel	
12	83 06 847	1		Oil filler neck	Oljepåfyllningsstuds	
13	83 10 195	2		Seal plug	Tätningsslugg	
13	83 17 786	2		Seal plug	Tätningsslugg	
14	83 09 379	1		Plug	Plugg	
15	83 10 310	1		Washer	Bricka	
16	83 02 317	1		Housing, crankshaft seal cpl.	Hus, vevaxeltätning kpl.	
17	83 02 333	1		Seal ring	Tätningssring	
18	83 04 701	4		Screw	Skruv	
19	83 05 922	2		Screw	Skruv	
20	83 02 358	6		Washer	Bricka	
21	83 02 309	1		Gasket	Packning	S
22	83 08 744	1		Mounting plate	Fästplatta	
23	83 05 914	1		Guide pin	Styrstift	
24	83 04 438	3		Screw	Skruv	
25	83 09 205	1		Screw	Skruv	
26	83 03 562	1		Drain cock	Avtappningskran	
27	83 03 604	1		Washer	Bricka	
28	83 10 682	1		Lifting eye	Lyftögla	
29	83 04 370	2		Screw	Skruv	
30	83 44 111	1		Vent screw	Urluftningskrav	
31	80 30 017	1		Washer	Bricka	
32	83 02 200	1		Oil filler cap	Oljepåfyllningslock	

83 04 362

We keep getting occasional complaints of engine oil leaks thru the gaskets.

One reason; is due to excess pressure without relief, sometimes the relief bolt hole is clogged with part of the gasket material coving the hole. Before you spend money, check this out. (d.g.)

1) Alternative to plug 83 10 195 for cylinder head with bigger hole.

SAAB
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SAAB**Service Information**

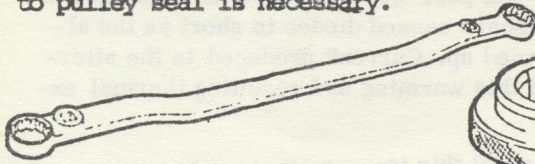
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Issue No: 04/78-304

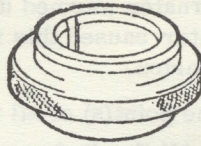
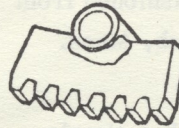
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SUBJECT: CHANGING CRANKSHAFT SEAL (PULLEY END) WITHOUT REMOVING ENGINE -
 99 2.0L and 1.85L

New Saab tools available through your servicing parts depot eliminate the need to R&R the power plant when replacement of the crankshaft timing chain cover to pulley seal is necessary.

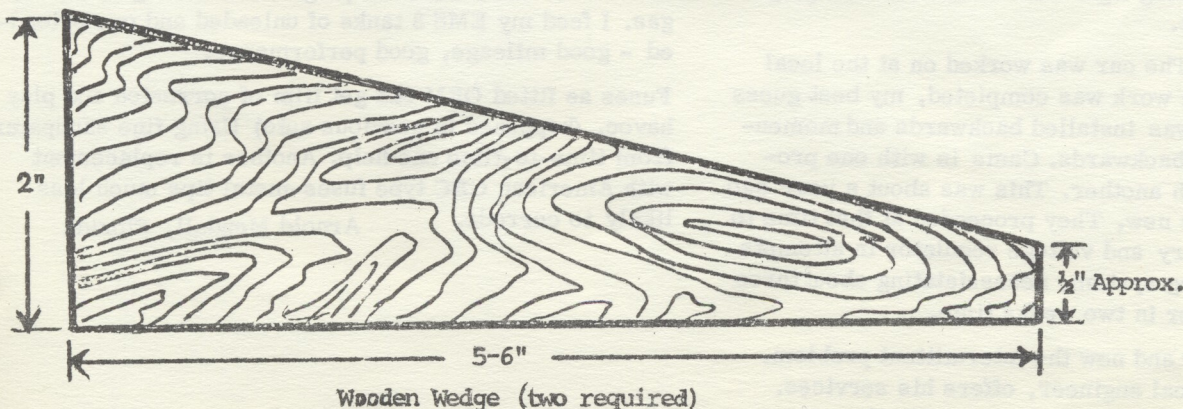


Wrench 83 92 961

Installation Sleeve
83 92 979Locking Tool
83 92 987

1. Remove all drive belts.
 2. Move the power plant forward approximately 5 mm by placing two wooden wedges between the firewall and the engine. (Cut wedges from oak or other available hardwood. See drawing and dimensions at end of text.)
 3. Remove the clutch/torque converter cover and lock the crankshaft by installing locking tool P/N 83 92 987 in ring gear teeth.
 4. Raise the car on a hoist.
 5. Remove the crankshaft pulley retaining bolt using wrench P/N 83 92 961 and remove the pulley.
 6. Pry out the old seal. (Use a long screwdriver.)
 7. Lubricate lip of the new seal with chassis grease and install using installation sleeve P/N 83 92 979 and the pulley retaining bolt. (The side of the sleeve that should contact the seal is marked "2.0" or "1.85" for the different seals required.) Be sure key way in tool aligns with key in crankshaft.
 8. Install the pulley and tighten the retaining bolt to the specified torque using wrench P/N 83 92 961 and a torque wrench.
- NOTE:** For tightening torque when using torque wrench in conjunction with wrench P/N 83 92 961, see Shop Manual, page 216-4.
9. Remove ring gear locking tool. Replace flywheel cover.
 10. Remove the wooden wedges. Install and tension drive belts to specifications.

NOTE: With the availability of the special tools mentioned above, R&R of engine assembly is deleted as a requisite to changing the pulley seal.



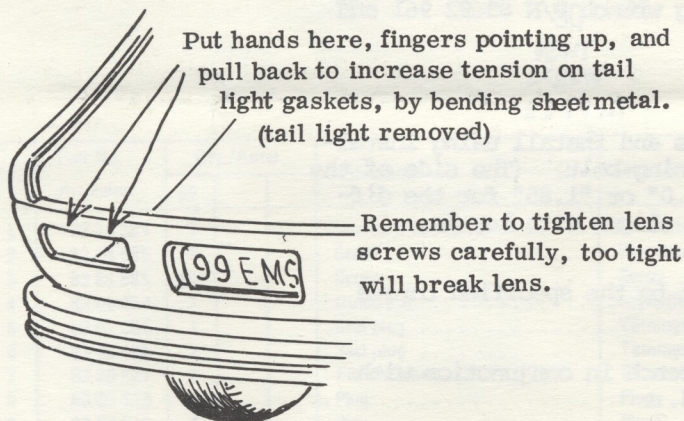
In answer to Rod Bedayn's question about disconnecting the door buzzer, (page 9-May '79), it can be done.

When the plug is removed from the buzzer (located under the rear seat) you will see three black wires coming from the right side of the plug. One of these is attached to a grounding plug. There is another black wire coming from the left side of the plug. It is only necessary to connect these two sides together to get the left dome light to function. They can be connected together with a metal tab which can be fashioned from any piece of scrap metal.

S. Hotch, Mass.

REAR WATER LEAK FIXED

My tail lights leaked water into the trunk—a simple, neat fix was to remove both tail light assemblies. First four screws on the outside for each lens, then inside cover, finally four screws holding each assembly to the body. By using just my fingers (padded with a rag to prevent cuts from sharp edges) I pulled out the upper edges of the tail light openings in order to increase tension on the gasket across the upper edge of the tail light assembly itself. Before I started, the gaskets touched ever so slightly against the body, not enough to stop water, and now seem to seal adequately. I hope they do with temperature differences also.



1976 99GL WITH SEV MARCHAL ALTERNATOR

The Problem: Changing warning light would flicker on intermittently while driving. Occasionally it would stay on, sometimes not, after the car was driven for awhile. At night, lights would "flare-up", then dim—this said the warning light was not false—a charging problem did exist.

A little history: The car was worked on at the local dealer, and when work was completed, my best guess was the battery was installed backwards and momentarily connected backwards. Came in with one problem and left with another. This was about a year ago when the car was new. They proceeded at that time to replace the battery and voltage regulator in attempts to fix the charging system, necessitating about three trips to the dealer in two weeks time.

So a year passes and now the intermittent problem. J. Cook, electrical engineer, offers his services. Friend goes to dealer, they disassemble the alter-

nator and tell him it will be two weeks to order replacement of diodes — you can buy them virtually anywhere, same as U.S. diodes in U.S. alternators. My friend finally sees the light — most dealers are poor on electrical problems, picks up car and alternator (alternator is in a paper sack) and stops by my house.

The problem turned out to be very poor assembly of the alternator! The dealer had worked on this also the year before, and poor solder connections and lack of insulating washers caused diodes to short as the alternator warmed up. Current produced in the alternator caused this warming and resulting thermal expansion.

The point(s) of all this is:

- 1) All the diodes were O.K., none needed replacing.
- 2) Proper assembly was all that was needed—luckily.
- 3) Alternator is working fine—still—total cost \$0.00 (except for solder and time and electricity)

There is not a replacement for good quality workmanship, regardless of the task.

Time to trouble shoot electrical problems and thoroughly understanding circuit operation is essential. Shotgunning, as we call it, by replacing all the parts, one-at-a-time will (may) solve the problem, but it sure gets expensive. If you have the time, check it out first.

Joel Cook, Peoria, Illinois

COMMENTS ON MY '78 EMS

Horn button pieces can come adrift (mind did) under crush pad. Peel off crush pad from spokes, carefully re-insert pieces where they belong (had to disconnect the wire) and voila! Working horn. Based on its design, this may be a recurring fault, since the components are merely fitted into grooves behind the pad, and may slip out, especially if horn is depressed too firmly—I mean, really socking to it. Solution ?

Little rubber encased nuts holding grills (when changing/adjusting headlights) break easily especially if you screw down the holding screws too much, really causing the rubber to over expand. (I messed up two). Solution: Fitted a #4 rubber grommet into hole; used an 8/32x1 1/2" bind hd. machine screw, flat & lock washer, nut and holds fine.

I find that using unleaded hi-octane (Shell/Mobil) eliminates hi rev miss after plugs were fouling on leaded gas. I feed my EMS 3 tanks of unleaded and one of leaded — good mileage, good performance.

Fuses as fitted OEM can get film of corrosion and play havoc. (happened in previous auto) Using fine sandpaper from time-to-time one help. Another is replacement with American GBC type fuses—metal tips much less likely to corrode.

Arnold Mendall, Florida

I have recently purchased a new Saab Turbo in Göteborg and found the European delivery for Saab to be markedly better than in the U.S. organization. I have not found a more friendly, outgoing and helpful staff. As a matter of fact, they waited for me for plane connections for greater than an hour in order that I might pick up my car on the day assigned. Additionally, they were very helpful in arranging overnight accommodations in Trollhatten and arranging a visit to their plant. The quality in which the automobile arrived to me was magnificent. There were no defective parts or conditions whatsoever. The car ran flawlessly, even without the catalytic convertor. I was able to, during my stay in Europe, put on more than 3000 miles at speeds occasionally upwards of 118 miles an hour.

The ability to understand why an automobile can travel that fast is understandable when driving on the autobahn. Needless, to say, it was fairly exhilarating to be able to drive at a speed not determined necessarily by laws, but rather by conditions of the road.

I would encourage anyone who considers to travel in Europe to consider buying an automobile for travel. It definitely opens up Europe, particularly the byways. Likewise, I must say that the next time I do travel to the "Old Country", I will be more than inclined to again order a Saab, particularly in light of the excellent tourist delivery program.

I have enjoyed this organization immensely for the last three years I have been a member and will continue to do so in the future. Dr. W.S. Holt, M.D., Duluth, Minn

ORIGINAL SIN - DETROIT STYLE

Last year more automobiles were recalled than sold—almost 12 million. Our government has become like a Vatican which determines the automotive transgressions of Detroit. As edicts are announced, millions of cars return for absolution of their assembly line sins. Imperfect persons find it impossible to put together 16,000 parts perfectly!

I'm glad my government is concerned about protecting my life but why not equal national attention to reduce the use of alcohol while driving? Those killed annually by automotive defects are so few compared to the thousands of alcohol related highway deaths. Who is an advocate for those who lose their loved ones in the defect-free car that is crushed by an intoxicated driver? 24,600 lives were recalled by their Maker in 1977 due to alcohol related accidents. Should better engineered cars really be our highest priority?

Clyde E. Weaver, 3968 Ridgewood, Elgin, Ill. 60120

SUGGESTIONS FOR SONETTS

Air filter: NAPA #2369 (use two), price—\$2.81 each. Cross referenced from the Fram mentioned in the News letter.

Bend the (inside diameter) convalved lip inwards into the hole, the cap should fit inside the space.

This is a retying of a recent newspaper ad....

A timely message to business people, car poolers, larger families and anyone else who really needs a full-size car but feels forced to move down in size.

GM's 1979 full-size cars show an impressive 31% average fuel-economy improvement over 1975 models, based on EPA estimates. - And they still give you full-size convenience.

That's right. As a group, GM's 1979 full-size Chevrolets, Pontiacs, Oldsmobiles, Buicks and Cadillacs show a 31% improvement over 1975 models, based on combined EPA city/highway estimates. And with that fuel-efficiency improvement, you still get traditional 6-passenger comfort and roominess. And there's plenty of room for carrying things. That's efficiency too. Space efficiency. So look. If you need a full-size car but are worried about moving into something less roomy, look into the trimmer 1979 full-size Chevrolets, Pontiacs, Oldsmobiles, Buicks and Cadillacs at your GM dealer's. We've made them a lot more efficient, while keeping the comfort and room for your kind of driving.

CH

This full page-ad appeared about 7 weeks after G.M. promoted/introduced their new sensational semi-compact front wheel drive X series. Now just seven weeks later they are telling the American public that they don't have to put up with those abnormal-queer, uncomfortable lousy 5-1/2 passenger itty-bitty, slimy things. Don't let those evil forces lower our living standards!

33% reduction of fuel consumption over 1975 - their 1975 cars! ---not some foreign car, but, their own monsters. G.M. will put you back in, or, keep you in a "roomy" six passenger car - you need this!

Every family has six grown ups, 5 of which don't hold a drivers license. All the 17 year olds love to ride with mommy and daddy and little sisters everywhere all the time, sure they do! Now, all the 27 year olds and the 35 year olds and the 50 year olds and the 65 year olds can now stick to the American six passenger car that they absolutely need! Two compact cars per family? - no never! Don't let that happen! Anybody want to make a bet with me as to how long the X cars will be offered by G.M.? - Dick G.

GLOBAL IMPORTS

225 PHARR ROAD, N. E. / ATLANTA, GEORGIA 30305
TELEPHONE: (404) 261-9730





ELYSE SCHWARTZ
SALES REPRESENTATIVE

My Sonett (1972) has 125,000 miles with no major problems.

Chris Schmidt, Ohio

"Classified" ads are free to members and non-members provided a price is included, one time only. Commercial ads are \$10 per month, about 1 1/4" x 4 1/4", 4th insertion in the year discounted. If we discover or suspect the ad is a rip-off, we won't print it. We announced this several months ago.

FOR SALE: 1972 Sonett III, 130,000 mi., eng. needs work, excl. body & interior. Mich. radials, AM/FM \$1975. (217)523-9329 Zip: 62704
Harry VanHoudnos, 100E. Edwards, Springfield, Ill.

FOR SALE: Parting out 1965-96 with 1966 3 carb'engine, runs good: \$350. Transmission: \$50., fenders; \$10. other parts, body, mechanicals, cheap. Larry Bean - 2873 Grosvenor Dr. Cincinnati, Ohio. 45239
phone; (513) - 851 - 2460 .

WILL TRADE: set of brown seat covers for late 96, all vinyl, in perfect cond., like new. Will trade for equal in green, and will trade for other 96 parts in perfect condition, for our 1973 96.
Alfred Kobacker, 1521 Milvia, Berkeley, Calif. 94709

FOR SALE: In dash AM/FM Weatherband radio with 8 track tape deck built in. Factory Saab equipment, will fit 99 or 900. Complete with wire and 2-5 1/4" speakers. Asking \$135. postpaid. (609)235-8463
David Martin, 107 Somers Pl., Moorestown, N.J. 08057

FOR SALE: 1968 96 V4 Delx., rebuilt engine (35,000 miles-excl. cond.) 4 good radials, 155x15, other parts, body and trans' need major work, will deliver for \$500.
Charles Newman, 1706 Primrose Ave., Nashville, Tenn. 37212, (615)297-1458

FOR SALE: 96 roof rack, \$25. or best, or trade, plus shipping.
Steve Butler, 2030 California St. #3, Mt. View, CA. 94040

FOR SALE: Parts from 3 cyl, V4 models. 1960-1973 body parts, glass, interior. Engine parts, 3 cyl. trans', \$40. Good 3 cyl. radiators \$30. Electrical accessories, etc., reasonable. (413)628-4435
Roger Harris, Box 47, Ashfield, MA. 01330

PARTING OUT: 1971 96, V4. Parts from \$2. up. Make offer. (307)635-8448 (home) or (307)777-7695 (work)
Wally Sedovic, 308 E. 27th St., #6, Cheyenne, Wyo. 82001

FOR SALE: 1970 96, body good, nodents, faded red paint, new shocks, brakes, front end tight, tinted glass, radio, everything works, clutch & trans' fair. Engine valve train problems. Stored in Spokane Washington \$500. (707)839-0593 Zip: 95521
K.W. Ogren, 2121 Blake Rd., McKinleyville, Calif.

FOR SALE: 1968 95, 124,000 miles, runs well, extensive recent repairs & parts replacement, rust free, AM/FM. \$1200. (415)282-5692
Henny Sholars, 32 Fair Ave., San Francisco, CA. 94110

FOR SALE: 1967 96, 3 cyl., 110,000 mi., clean body, engine & trans' runs OK., \$800. Off: (216)991-8600
Home: 562-9949 Zip: 44202, Ohio
Raymond DeCarlo, 10039 Regatta Trl., Reminderville,

FOR SALE: 1967-96 V4, good trans', tires and body. Engine needs work on fan. Asking \$400. (303)278-0386
Jeff Hurd, 16097 Old Golden Rd., Golden, Colo. 80401

FOR SALE: '68 96 Delx., no motor or trans', towable, body fair, \$75./offer. ALSO: Complete seats for '68 96, red/gray, vinyl, good shape. \$25. (517)627-4394
Jim Sanders, 320 E. River, #7, Grand Ledge, MI. 48837

FOR SALE: 1974 99LE, 2.0L, 76,000 mi., runs well. 4 speed, AM/FM/8 track, A/C, orange, flawless, rust free. \$2,400. Car in Vermont.
Greg Faris, (612)529-1739 or Bette Faris (802)447-7744

FOR SALE: 1973 99LE, 4 dr., fuel inj., 4 speed, Bilsteins, A/C, Semperit M401, excl. cond., \$2600.
Also: 99 trailer hitch, \$50. and 2-99 wheels w/Kristal snows, \$50. (219)482-1969
L. Clough, 2121 Florida Dr., Ft. Wayne, Ind. 46805

FOR SALE: 1972 99E, 2 dr., 4 sp., good cond., runs well. Asking: \$1700.
Gary Steadman, San Francisco, CA. (415)282-8963

FOR SALE: 1976 99GL, 4 dr., 4 spd., 52K, new injectors at 44K, excl. shape inside and out. Asking, \$3800. Eves: (207)443-4420
John Brassil, RFD1, Box 312, Woolwich, Maine 04579

FOR SALE: 1971 99 carb 4 speed, not running. Take for \$100. or for parts. After 9 PM (212)748-5921
Mitch Nusbam, Brooklyn, N.Y.

WANTED: 1970 or later 96 V4. Engine, transmission not important, but body must be perfect, no rust. Will pay \$600. More if car is mechanically sound.
Greg Faris, (612)529-1739, Minnpls, MN.

WANTED: Factory shop manual for 1964 850 GT. Pay up to \$35. Or, if you have one you dont want to sell, I'll put down a deposit and pay postage both ways, so I can xerox it. Zip: 90504
Maurice E. Gunderson, P.O. Box 6354, Torrance, CA.

WANTED: 1976-77, 99EMS. Good mech. body, never wrecked, under 50,000 mi., good interior. Offer/\$4200 to \$5800. (517)788-3178, work; (517)529-9376, after 5.
C. Heath, Clarklake, Michigan 49234

WANTED: Good set mudflaps for 96, \$10. Left rear tail light for '73 96, \$5., hubcaps in A-1 cond., \$5., grill emblem, \$3., rear vent emblem, \$3. Washer bottle & pump, \$7.50. Four Sonett disc wheels, \$150.-\$200.
V4 speedometer cable \$10. Zip: 94040
Steve Butler, 2030 California St. #3, Mt. View, CA.

WANTED: 95 wagon, rust free, any year, \$150. or? Power train not necessary. Or complete rust free 95, any condition mech. Will pay up to \$1000. depending on mech. cond. (413)628-4435
Roger Harris, Box 47, Ashfield, MA. 01330

WANTED: Air cleaner for single carb 1965 2-stroke engine. Complete will pay \$15. plus shipping cost.
Robert Barber, 41841 Lawrence Ct., Elyria, Ohio 44035
(216) 324-5507

WANTED: Middle frt grill for 1975 99LE. Will pay \$40.-\$50. Left dr. sill plate, offer \$15. VDO tach-clock comb. (electronic), offer \$50.-\$65. Evs. & Wkns. (212) 744-4896, Charles Wingo, 165 E. 72nd, NY.NY.10021

WANTED: Shop manual for 1973 96. \$20. for clean copy. After 9 PM (212)748-5921, Mitch Nusbam, Brooklyn, N.Y.

DELETE FROM DEALERS LIST: Import Mtrs., Racine Wisconsin. Dropped Saab

DELETE ALSO: Dominick Mtrs. Co. Charlottesville, VA. Dropped Saab

CORRECTION: Rich's Auto Service now BSR Imports, Inc., 315 W. Main St., Charlottesville, VA. 22901 804-977-6760. Saab dealer only; V4 service.

RECOMMENDED MECHANIC: Ron Young, RK Automotive, 3 Broadway, Westford, MA. 692-7058

RECOMMENDED MECHANIC: Chowansky Mtrs., 617 Watertown Ave., Waterbury, CT. 06708

SAAB TRANSMISSION REBUILDS: John Clements, 1050 Fiske St., Pacific Palisades, CA. 90272 (213)459-5235

SOURCE: SONETT LOUVERS: Auto Louvers Distributors, 60 S. Main St., #1A, Lodi, New Jersey 07644 (201)471-7617 - State make, model and year when ordering. \$119. plus \$10. shipping for: #5077 louvers.

CONVERTER NECESSARY IN CALIF. ONLY?

I really do enjoy the Newsletter, regardless of the varying opinions of you and others. It's informative and that's what it should be.

I really enjoy my 1978 Turbo (Saab #5). I have owned 2 Sonetts, a 99E and a 99EMS. Seems to me quality control has gone down a little, but they are still great cars. Don't care for the 900 yet.

A few dealers here in Germany are selling left over '78's (U.S. specs) for \$9,200, which is quite a deal. Saab Germany froze their prices for U.S. spec. delivered cars in Germany earlier this year, trying to attract military sales, which it looks like they are doing. Auto replacement parts and labor is more expensive here than in the states, but I think the maintenance performed is more. The 96 model finally bit the dust over here, don't think it was selling well.

I have a question for you or your readers. The military representative for Saab Germany (who is a good friend) told me that the catalytic converter used on the '78 Turbo is only required in California, even though they were all produced that way, for the sake of simplicity. All European delivered cars don't have the system due to the lack of unleaded gas. I was wondering if anyone else heard this. If so, we need to take the systems off and save our money for more worth while endeavors. I plan on getting a statement (written) from Saab to this effect, so that when I return to the States, I can satisfy the customs inspectors.

CW3 Leon P. Morris, Heidelberg, Germany

The correct battery designation for the 99 is 24C (as listed in catalogs) as opposed to 24F (which has poles reversed). Use one with greater capacity than a "36 month" unit.

On cold 1st to 2nd shifts, you can avoid the gear clash if you flick the lever into the neutral slot for a moment.

To M. Metz (April) with the klunking noise—it may be loose wheel bearings. If symptoms include rattling over jiggly surfaces at low speed, try this test: rock the car (on ground) sideways by grabbing the rear tire firmly and shake. Do both sides. You should get a very slight movement between hub and axle (ignore suspension movement). If you feel slop and can make it rattle, then they're probably loose. You might also check for grease content in the bearings as mine were light, inner ones, too.

T.T. Chuhay, Indiana

REDUCED ELECTROLYTE EVAPORATION

Past letters have mentioned heat causing rapidly evaporating battery electrolyte. My problem only occurred during the summer, so I got two lengths of 1" thin wall plastic tubing and ran them from the sheet metal opening behind the front bumper, past the right edge of the radiator to the space between the battery and its heat shield. This has markedly reduced electrolyte evaporation for me.

Cam cover gasket prices of \$10. are ridiculous. If you live in an area where "gasket material" distributors are listed in your Yellow pages, it's worth buying a piece of 3/16" neoprene big enough to cut a gasket. Be sure whoever you buy it from understands you need a material that's oil resistant and suitable for 250 degrees F. Glue the cut gasket to your valve cover with GE hi-temp silicon gasket seal, and you can remove and replace your cam cover as often as you like.

If you've stripped the yellowed and chipped factory coating off your EMS wheels and live in salt country, you may find your wheels pitted from winter. If so, you can bring them back into shape with your electric drill. Using a sanding pad, first sand very evenly with 400 grit wet-or-dry, then 600 grit paper. Then, with a cloth buffing pad, bring the shine out with aluminum polishing compounds which are available in hardware stores. Protect the wheels by applying Penetrol (mfg by the Flood Co., Hudson, Ohio), wiping the excess off. It seals the pores in the aluminum. After the Penetrol is dry (48 hours), polish with any good "mag" wheel polish. When using the Penetrol, be sure not to get any on the tires.

Glenn Blackwell, Broadview Hgts., Ohio

RECOMMENDED DEALER: Wayland's Auto Service, Mason City, Iowa

WILL TRADE: My front left fender for your front right fender of a 95 or 96. - 1-608-837-7812
Wm. Taylor, 2405 County T Rd., Sun Prairie, Wisc.
Zip: 53590

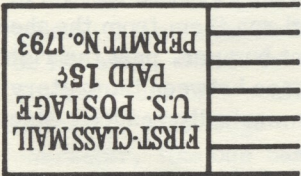
Please use knife-letter opener

JUNE 1979

FIRST CLASS

RETURN POSTAGE GUARANTEED

o/ R.M. Grossman
Box # 60272
Chicago, Ill. 60660



Page 12.

OVERJOYED WITH TURBO

I have just recently purchased a '79 Saab Turbo (3 dr.) and to date am totally overjoyed with my selection.

The car just turned 1700 miles and has just returned from having the 1000 mile maintenance performed. I started measuring gas mileage at 1000 miles (which was prior to the maintenance) and recorded the following results: 21.2 mpg on the first tank, 23.8 mpg on the second tank and 21.7 on the third. Although these mileages were recorded in primarily highway driving, there was some stop and go city driving also. However, with a car such as this, it is very difficult to obey the "patriotic 55", therefore much of the highway mileage was recorded at speeds ranging from 55 to 85.

This is the first Saab I have ever owned, however, I have owned many imports including the much talked about Porsche. I just can't say enough good things about those loveable Swedes, when they build a car, they do it RIGHT. This is the highest quality automobile I have ever driven or ridden in. Everything is not only put exactly where I would have put it myself if I were designing it, but all the controls operate with such ease and positive feel, including the new for '79 power steering. Although the '79 model has a 2" longer wheelbase and is some 8" longer overall, the balance and precision of handling is truly amazing.

This afternoon I had the opportunity to drive a friends BMW 320i, and there is absolutely no comparison between these two cars. And considering the price differential, it's no wonder that the Saab Club is suddenly finding many ex-Bimmer owners among its ranks.

The amazing Pirelli P6 tires are standard equipment on the Turbo. Talking about them is totally meaningless, one has to drive a car with them to understand just how good they really are, and also just how well suited to the Saab Turbo they are.

If anyone is in the market for a sensible sedan that is a real thrill to drive, you owe it to yourself to take a '79 Turbo for a test drive.

One problem that is a bit annoying-I have a vibration coming from the center of the front floor (where the heating duct is just in front of the shifter) which occurs at 2000-2400 rpm. Any suggestions on what might be causing it or how to cure it?

John G. Ruther, Lake Forest, Ill.

SAAB TURBO MANUAL SUPPLEMENT IS AVAILABLE

We have reprinted another batch of the 42 paged Turbo Supplement to the 1978 Saab Shop manual. We bind them in a flexible binder and mail to you for \$4.00,- The Saab Club, P.O. Box 60272, Chicago, Illinois 60660