

THE SAAB CLUB

COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA

AUG. 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 #74, our 57th 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:

Labor Day Weekend, Sept. 1-3, 1979 at the 19th annual Sports Car Olympic at Boreal Ridge near Donner Summit on Interstate 80. A fun weekend of Rallyes, Autocrosses, Concourse D'Elegance and social activities \$39. entry fee covers all events and meals. For info: Rex Lockwood (415) 793-2514 or (408)984-7619

SOUTHERN CALIFORNIA SAAB CLUB

SCSC will hold a picnic/brake clinic on Sept. 16th at Irvine Park in Orange. Picnic begins at ten and clinic at two. Require clean 95-96-97 (no major brake problems please!) with discs. Drawing will be held and winner buys the pads. 99 questions will be answered also. Bikes available to rent, also row boats.. Park contains all requirements for a picnic. Take your favorite freeway to 55 then exit East on Chapman S25 and follow to park. Park fee is \$1. Bring 4 quarters for machine at gate. Park open 7AM to 9PM. Info: (213)438-3257, Paul Florance.

Upcoming Event.... Weekend retreat at Big Bear Lake In October, Lodging available for vast sum of \$4. Enjoy the Octoberfest.. so stay tuned!

MILWAUKEE, WISCONSIN - The Milwaukee Saab Club meets the 4th Monday of the month at the Pizza Hut, 76th St. and Mill Rd., 7:30 PM to 9:00 - Call Don Kaap for further info. 444-0785

CHICAGO AREA MEETING -CLINIC- OCT. 9th

On October 9th, 1979, 7:00 to 9:00 P.M., Tuesday, at: ULTIPTRO AUTOMOTIVE, 132 Chicago Ave., Evanston, Ill. (Clark & Howard, 7600 N. -1400W.). Jim Thulke and staff will demonstrate various fuel injection diagnosis on a members' car, also other tech' tips. ULTIPTRO specializes in engine diagnosis, F.I., electrical systems, brakes, turbo charges, performance tuning and cooling systems. By appointment only. Phone: 864-1103. ↗

This Saab Club will provide coffee and cakes and a brief business meeting at 7:00 P.M. The tech' session will begin after 7:30, the fee for the meeting is \$1.00 and you get a raffle ticket, (to choose the demonstration car or cars).

It is the policy of Ultipro Automotive to return to the customer, all old parts that have been replaced by a new part. Their charges of \$24. to \$36. per hour are substantial, to insure that the work done is the work required, (and reduces the need for bushing or dishragging).

EDITOR & PUBLISHERS' REPORT

Last month our total membership rose to 2,736. Our incoming mail for July was "only" 325 - compared to April's 503 staggering amount. The monthly average of 400 letters includes: about 110 new members, 75 renewals, 60 requests for sample newsletters from prospective Saabers, and about 125 letters from members with questions, orders for Club literature, badges and about 30 letters containing good tech' tips. Club income currently is about \$1,500. per month.

We were about 7 days late in mailing out the July issue because; our plate maker delayed his plates about 3 extra days, our 3-1/2 year old wet "Xerox" duplicator failed. We bought another new \$900. plus, dry printer which also screwed up-I spent almost a day trying to fix it, we traded for another one and had since got our old Eskofot back (we now own two units).

When two or more of our July Newsletters were returned because the Xeroxed type on the labels were smeared off, we assumed all 10 or 12 names on the master sheet were spoiled also. We immediately remailed to all addresses on that sheet, thus, some members received two issues. Our July mailing was not 99.8% perfect-only 99% correct.

Our new \$2,000 (plus \$100, tax)-folding machine also screwed up after I folded about 400 letters and spent another full day trying to get it to work. We are now back to folding by hand.

Our Club treasury balance is down to about \$2,200. Our 3,400 -newsletter edition cost about \$425. to print, and postage for 2,710 (U.S.A) is \$406.50, and overseas mail is another \$10.

In addition, we have about \$150.- cost of postage for individual correspondence, book binders and new member packets, -(\$991.). Finally, the cost of binders, Turbo →

supplements, tech' sheet reprints, office machines and supplies averages about \$200. Honorariums or pay to the Grossmans is \$250. We pay out about \$100. in honorariums to various tech' article writer-contributors. Anyone requesting a more detailed monthly \$ report should write us, or visit us.

SAAB-SCANIA PRESIDENT JOINS OUR CLUB

About two months ago we received a phone call from the new president of Saab-Scania: Robert J. Sinclair. In his friendly conversation, he encouraged us with the statement that: "iconoclastic journalism is good for the automotive industry." A few weeks later we received a letter from Mr. Sinclair enclosing a check for membership and ring binder of back issues, also a promise to put us on the mailing list of Saab-Scania shop bulletins. All the shop bulletins that we have published in the past two years came from certain individual Club members—not from Saab-Scania offices. We must wait and see. —D.G.

SAE - 75 EP OIL

A good source for SAE 75 EP transmission oil is my local Quaker State distributorship, 35 lb. drum about \$18.50, wholesale, not readily available off the shelf. Question: Where is the fill plug?

J. Drifmeyer, Maryland

In your past issues you highly recommend SAE 75 oil in the 99's, yet in my 900 owners' manual they specify engine oil.

Reply: We never recommended SAE-75 oil in the 900's in past issues —how could we? None of us knew of a 900, 18 months ago. Apparently, Saab did what the MG 1100 (Austin-American) did back in the early '60's specify the same steel alloys in the transmission as the crankshaft parts in the engine. It takes time for the gear makers to get smart. The majority of all cars made in 1979 are still stupid rear-drive things!

MILEAGE CLAIMS FOR DIESEL CAR IS HALFBAKED, EPA SAYS. . . .

ANN ARBOR, Mich. (AP)—A new diesel car for which mileage claims ranged up to 116 miles per gallon got less than half that in federal government tests and flunked the pollution requirements to boot, federal regulators announced Friday.

The car has been dubbed the "Shetley-mobile," after Michael Shetley, developer with Ralph Moody of the reputed 84-m.p.g. "Moodymobile" earlier this spring. Shetley and Moody dissolved their Florida partnership last month, and the "Moodymobile" has not been seen since.

I WAS RIGHT !

In my editorial of May 1979 I stated that "Moody's claim for a 84 mpg diesel car was boloney," and gave some of my reasons for guessing that he made ridiculous lies. I am only a third class engineer-draftsman, and a pretty good technical illustrator, but, I am trying to be a skilled recognizer of bull-throwers whenever possible. I don't yield a single word I wrote in that editorial.

When you write this Saab Club, please don't say: "My dealer told me", "My dealer did such and such", or my dealer dropped the franchise", etc., etc. What's the secret? I, Dick Grossman stick my neck out ALL the time, why the heck can't writers state a simple fact? When a Saaber is on the telephone and refers to: "My dealer", I don't let'em get away with it! Conversation stops until I get the name and town!

Another old aggravation: I still get one or two long distance phone calls per month from clowns who are not members, but want a FAST answer to: "Where can I get a low-priced transmission rebuilt nearby in my area". I ask for their name and address only for the purpose of sending them a FREE sample of our latest issue, (with 30 ads-new, in each issue), and they hang up!

Some people write us—asking for an application for membership. Well, we never had a "application form", But now, I'm thinking we should print application forms instead of flyers. This is the way it should appear:

- (1) Are you a gentleman (lady) and a scholar?
- (2) Are you aware that this Club is independent of any Saab dealer or Saab-Scania?
- (3) Do you understand that this Club does not sell parts at wholesale or retail?
- (4) Do you have a point on your head?
- (5) If you answer yes to 1, 2, & 3 and no to #4, you may send us your name and address, (and \$9.00 later).

The Saab Club, Saab organizations, has room for only one crazy nut — me. *Dick G.*

PERFORMANCE CARS LTD. '79 CATALOG IS AVAILABLE . . .

Performance Cars sent us a box of about 85 Saab parts catalogs. We will mail them to you First Class, for .67¢ postage, or .53¢ Third Class.

We also have a few Saab Sports and Rally catalogs and early 1979 Saab Soundings, free of extra charges.

Increase performance with our Sonett **II** exhaust system, (PN 370121), or (PN 370121X for 1968-69 Sonett V4).

Similar systems available for your 96 and 95 model. Headers and systems available for your 2 litre 99.

We stock Sonett fiberglass hoods and headlamp buckets.

Recently added items: Engine bearings for V4, 1709cc 99, 1850cc 99 and 2 litre 99. Bronze valve guides for 99 and V4. Breakerless ignition kit, stock piston and rod assy. for V4. Sonett fender flairs and 6 X 15 aluminum wheels for Sonett.

Parts and price list available upon request.

**M
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SAAB**

MOTOR SPORT SERVICE
140D E. Second St.
Jamestown, NY 14701

*A SMALL EXCERPT OF LETTER
FROM JOHN FOG . . .*

For the last four months or so I've been working at Saab-Valley Imports only part time (about 2 hours a day) since I am now employed by AiResearch Mfg. of Arizona working in the overhaul of their engines for aircraft. My present job is well below my level of knowledge, but with time I hope it will be a good company for me.

I wish I could have attended the meeting you had with Merle Young and Jerry RuLon. I met Jerry several months ago and took an instant liking to him. He complimented my work with the Saab Club (a first for any Saab employee) and was a down to earth Saaber. I later talked with some other Saab tech' reps' and was told that e was always getting into hot water with Saab over things he would say and do. Good for him!

Saab has had the worst problems possible in their Torrance office. Both the Service and Parts departments have had a fast turnover of personnel, either inept (which were fired) or very good (who got disgusted and quit). A total turnover (or nearly so) every 3 to 6 months is normal. So Saab (factory) service to the dealers is terrible compared to the Northeast. I would consider going to work for them but they are too screwed up, especially out here. Perhaps too much influx of Detroit oriented management . . . what do you think?

Editors Reply: Exactly! The four plus lectures that Mr. RuLon presented to our Chicago Club were all volunteered by him on his own time and expense. RuLon also offered lectures to a Texas group and other areas. His training territory covered Minnesota to Texas, a tremendous load for one man, yet the 'Scania office gave him a hard time - at low pay.

To argue that his attitude was against company policy and service to the dealerships is outrageous-fat-headed nonsense! All his teachings pointed to the consumers' necessity to bring his car in for proper repair and adjustment at a competent Saab shop.

Next, J. Fog suggests the possibility of establishing a computerized information program covering all of the Clubs tech' tips, Saabs' shop bulletins and manuals at a cost of about \$3,600. If this was possible I would use the Club treasury of \$2,300 and our own money to cover the cost of \$3,600., immediately. However, John I have reason to believe that the equipment would cost over \$7,000 or more and PROGRAMING the information would cost several thousands of dollars and several months or years of time. Some other car clubs have a \$70,000 to \$300,000 per year income and can't do this. Neither can the \$70,000,000 Saab-Scania Co. do it. All this information should be printed up in about 6 books; one for 3 cyl, one for V4-96, early 99's, late 99's etc. We could print and bind each book for about \$10. or \$15., say a run of 500 books per Saab category for a total of: \$10,000 or \$15,000 and room to storage this huge stack of 3,000 books. We would sell half of the books in one years time. That's \$30,000 invested.

Only one -in-10 buyers would complain that the book he purchased was incomplete, hard to understand, not enough pictures, etc.

Our average Saab Club Newsletter contains 19 tech' tips and the July issue had 30 tech' tips and yet, 45% of our first year members do not renew. ??

We are presently getting about 8 orders per month for the \$4.00 Turbo Supplement of 43 pages.

BACK ISSUES HAVE VALUE

Pioneer Saab Club members; do not lose or throw away your 1974 to 1977 Club Newsletters, we will buy them back for at least .20¢ per issue.

A THANK YOU FROM HOLLAND!

When I put the ad (for rectangular lights to trade), in the Newsletter, I never thought I would get so many reactions. Please put the following note in the next issue:

"Thanks to all the Saab drivers who offered me the U.S. type headlights. My apologies that I can't thank you all in a personal letter. I got about 35 offers. But I will send you all a photo of my Saab. Just have a bit of patience. I made a deal with an American Saab driver who visited Holland. Good luck to all of you!"

Gerard D.M.Greidanus, Nymegen, Holland

TRW ELECTRONIC IGNITION
IN SERVICE REPORT

Some of the better English magazines report on after sale performance for automobile and accessories. I will attempt to do that with my TRW Lumenition ignition system purchased 45,000 miles ago.

In service it has been a real jewel. No problems except for a loose connection at the five wire plug. This has been modified since. It gives good spark at all RPM's. No points to change, just the rotor and cap. Coupled up with this ignition system is a 50,000 volt Mallory Coil which is worth the price of \$25.

Along with these two items I use stainless steel strand silicone coated ignition leads to the plugs with special plug caps. Resistor plugs are used to cut down on the static for the radio. Total cost are as follows: TRW Lumenition \$40., coil \$25., ignition leads \$10. Reason for all of this expense is no need for routine replacement since my mileage per year is mid 20,000 miles. Good reliability, high RPM performance.

Keep in mind that this system is not cost effective to most of our readers and evaluate the expense involved- but it is an interesting option. I feel that most of our V4 and 99 Club members that have switched to the C.D. units have or will have problems shortly. Frosted points or burned C.D. boxes-like me. Can we have some advanced mileage feed-back on these C.D. units over 50,000 miles of use? I have a feeling that the once popular C.D. units were not worth the price.

Merle J. Young, Illinois

PRAISE FOR SAAB-SCANIA

After owning a 1977 Porsche 911S and a 1978 BMW 320I I am now into the third month of my 1978 Saab Turbo. In many respects this car is superior to either of those more costly imports previously owned.

I want to mention that Saab-Scania U.S.A. should receive praise for going beyond the scope of their responsibility in paying to fix some cosmetic damage and an incorrect battery on my car. These problems seem to have been "overlooked" by the Pontiac-Saab dealer. It took alot of phone calls, but Saab's Torrance office finally came through.

A quick question: Can anybody tell me everything on the radiator fan circuit? I've had to go to a 25 amp fuse because the 16 amp began blowing after some rear end damage. Any possible connection?

Frank Forest, San Francisco, Calif.

SAAB PRESS INFORMATION

SAAB SPLITS SERVICE-PARTS FUNCTIONS

Robert J. Sinclair, Saab-Scania of America president, announced that William F. Murray has been appointed Parts and Accessories Manager and that Alex S. Lieuwma has been named Service Manager.

Mr. Murray has been employed by Volvo in various capacities, primarily within the parts and accessories field since 1967.

Mr. Lieuwma, joined Saab in March, 1978, as Service and Parts Operations Manager. He previously served with Fiat Motors of U.S., and Volkswagen of U.S. Mr. Lieuwma, 44, a native of Holland, came to the U.S. in 1963.

SALES AND PROFITS INCREASES

Linkoping, Sweden- Consolidated sales of Saab-Scania AB of Sweden increased 22% during the first four months of 1979, compared to the same period in 1978. Total sales for the four-month period are reported at \$990 million. During the same period profits have more than doubled to \$55 million.

The Saab Car Division, and the Scania Division, manufacturer of heavy trucks and buses and diesel engines, are responsible for the majority of Saab-Scania's sales. The first four months Saab Car Division sales are reported at a total of \$335 million. To meet the demand for Saab cars, production is being increased during the year. It is expected to reach about 85,000 units by the end of 1979, as compared to 72,500 produced cars in 1978.

The strongest sales increases are reported from Great Britain, where the Saab cars are now selling at a rate 80% higher than last year. Other markets reporting major sales increases are Holland, up 25%, West Germany, up 39%, Switzerland, up 65%, and Denmark, up 43%. In both Finland and U.S.A., Saab's largest volume export markets, sales have increased about 6%.

NEW AD MANAGER...

Peter A. Berla has been appointed Advertising and

Sales Promotion Manager of Saab-Scania. Mr. Berla, 48, has been in the advertising field since 1954, primarily on the advertising agency side. Automobile accounts he has worked on include Volvo, BMW and Alfa Romeo.

99 WILL BE MY "BIG CAR"

Enclosed, find a check for \$10. for renewal of my dues. You will notice that it is a few months early and twice as much as required, but, not having an English speaking mechanic in this area of Germany, it's well worth it.

I would like to comment on the letter from R. Keil in the June issue concerning his looking for a new car. I have been very pleased with my '77 GL99 and would very much like to continue with Saab. It is the only car I have ever owned that I like well enough to want another one. But, as Mr. Keil says, Saab is going in the wrong direction. The 900 is bigger and gets worse gas mileage. What with the price of gas sure to approach the European price (over \$2/gallon) in the near future, I won't be able to afford another Saab. What I need is a Saab with a fifth gear that gets over 40 mpg., ie., a smaller, not larger Saab.

So, with nothing like this in the foreseeable future, what do I do? Instead of trading in my present 99, I will keep it as my second car (that way I stay in the Saab "Family") and look for something else. In my case, I will probably opt for the new Honda Prelude -five gears front-wheel drive, 40 mpg on the highway, "luxury" that I want. The 99 will then be my "big" car. Who knows, maybe someone at Saab will wise up and see the long lines for \$2. gas in the U.S.

Lt. Michael Hurd, APO, N.Y.

Editor's Note: At present, there are no long lines in Chicago at 1.05¢ per gallon, which is to say that the gasoline companies will deliver promptly and plentiful for \$1.50 per gal. More new (company owned) gas stations are now being built all around this local area. They, like AT&T will be happy with complete ownership of 85% of all U.S. stations and 94% of all the profits. Goodbye small business.

PARKER RECOMMENDED

Our 1976 99 just turned 60K miles and runs fine. I change oil & filter every 2500 miles and the regular maintenance is handled by Chuck Parker of Parker Automotive in Mt. View, California. I'd recommend him without reservation.

Steve & Carleen Kelly, San Jose, CA.

CLUNKING REAR END FIX

The fix that helped solve the "clunking rear end" that was discussed in the May issue, was to have the dealer torque the rear suspension components to spec's.

Alan Schorr, Penn.

MUFFLER SOURCE

Meinecke mufflers is a good source for replacement-only \$58. for entire rear exhaust section-for '72-99EA.

Aubrey Shatter, N.Y.

Letters sent to: SAAB CLUB, #60272, Chicago, Ill. 60660 arrives about 3 HRS. SOONER than to our delivery to our Apartment.

CLUTCH HYDRAULIC REPAIRS FOR EARLY 99s AND LATE 96s

Repairing the clutch line, which is prone to eventual leakage in the flexible rubber hose portion. Simply cut the line with a hack saw about one inch beyond each end of the rubber hose, make sure you clean out all the little filings, and re-attach to a two-foot copper line (one-quarter inch diameter) in which you bend a 3" dia. loop to provide the flexibility you need. The copper line and two dual self-seating brass fittings you need to attach your new loop line to the two pieces of your old line can be purchased in any auto parts store for a very nominal sum. The line has been in continuous service and has worked perfectly. This year my EMS needed the same treatment, but my two feet of copper tubing had gone up to \$1.44 and the brass fittings (now numbered 62C, even though the same) now cost \$2.50 for the pair. Credit for this solution goes to Gabor Agoston, a great mechanic who lives here in Blacksburg and does my work in his spare time.

On bleeding the hydraulic system by use of the clutch pedal (rather than by use of a radiator pressure tester applied to filler neck of master cylinder), you need to know several things. First, it can be done and is done by many competent mechanics without apparent damage to the seals. It is much simpler than using a radiator pressure tester, especially if you don't have one. You do have to have two people. One person pumps the clutch several times, holds it to the floor, and waits while the other person lets air out of the bleeder valve on the slave cylinder. Then the bleeder valve is closed, the clutch pedal is pumped several more times and held to the floor while the person under the hood lets air out of the fitting which connects the hydraulic line to the master cylinder, by loosening and then closing it again. You go back and forth until all air is out of the line. I wasted a lot of expensive silicone brake fluid trying to bleed the line without bleeding at the master cylinder as well as at the slave cylinder. A mechanic at Performance Cars told me he gets about one call a week from someone who doesn't know this trick and can't figure out why he can't bleed the line to get a firm pedal.

I enjoy your Newsletter and probably would not have attempted my own repair on the EMS hydraulic system, while Agoston was away on an extended vacation, except for the earlier technical sheet on this subject by Bill Barnhart (Sept. '77).
Robert G. Dyck, VA.

DON'T PUT LEADED GAS IN CATALYTIC CONVERTOR

To those who would consider using leaded gas in a catalytic convertor equipped car - DON'T!

I am a research chemist for a company which among other things, develops, tests and manufactures catalytic convertors for major U.S. manufacturers as well as for several European makes, one of which may be Saab. Within that convertor you are carrying around approximately 1% of the total convertor weight as very precious metals. The rest of the support monolith is only that - a support. Those 4 precious metals are very

chemically active until they are exposed to poisons - in particular lead, and about three tanks of gas will totally ruin the entire active metal component. You will be left with an expensive, heavy, ineffective piece of scrap in your exhaust line. I don't know if we have assessed the after effects of such poisoning, but my chemical intuition suggests that you may end up pumping more pollutants out the exhaust pipe than if you removed the convertor entirely. Although I personally think that the convertors are a "band-aid" fix-up, they do work, we do environmentally need them and I would hope people would not intentionally ruin them. We are currently working with other manufacturers to develop advanced exhaust treatment methods, but for the near future, bad as it may be, the catalytic convertor works.

For the same reason, I am incensed by the companies selling plastic attachments for gas nozzles which will allow any dummy to put leaded gas into an unleaded car. I realize that most of the public doesn't understand the chemistry of a catalytic convertor, but I am mad that the average jerk tries so actively to defeat it. Saab owners are in general, know much better than to try something so asinine, and I hope our friend from Maryland maintains his aloofness from the insanity caused by the current gas "crisis" to save that very expensive system.

Editor's Note: Better to remove the cat' convertor in non-California states than destroying it with leaded gas.

WHY YOU PAY \$2,000 MORE FOR A SAAB (THAN A CHEAPIE)

Approximately a month ago my wife was rear-ended in our EMS while stopped, by an 18 year-old in a Chevrolet. We guess-timate that he was doing at least 50 when he impacted. The Saab protected my wife and the kids in precisely the manner which the salesman told us it would. My wife may now be sold on the Saab as I am - she and our two boys climbed out much to the amazement of everyone involved and walked away with only bruises, muscle pulls and some whiplash.

Most of all, I was impressed that as badly as the rear was smashed, the gas tank didn't crack or leak. Damage to the car is surprisingly moderate; I assume because of the excellent bumper system. No glass broke out in spite of the fact that the trunk lid was pushed on to the rear glass, the sides and roof buckled and the rear passenger window and frame were torn loose. An incredible statement on the crash-worthiness of the car, in my opinion.

Dr. Don Brubaker, Mt. Prospect, Ill.

ANOTHER SURVIVOR (see page 12 for more)

I was turning into my driveway in December (in 2nd gear), and was rear-ended by a couple of joy-riding teens traveling about 85-90 mph. Needless to say, the '78 EMS was a complete write-off, but my wife and I were shaken up without any injuries except in my case a separated shoulder.

The seats broke back the way they were supposed to, and the rear absorbed much of the impact leaving the gas tank bent but not split. Luckily, no one was in the →

rear seat, as the hatchback model doesn't have much back there to crumple. I would think that the trunk models might have an advantage in a bad rear-ender.

As it was the end of the model year, there were no EMSs left, so our dealer really put himself out and arranged a Turbo "at a cost I couldn't refuse". Well satisfied after 10,000 km - absolutely no problems, and a joy to drive.

I have attached my cheque for my renewal, and one of the brass cloisonne badges. Your continuing efforts as editor of a relatively thankless job is really appreciated by all of us that have become Saab converts.

Douglas M. Catto, Ontario, Canada

REMOVED ENGINE/REPLACED IDLER SHAFT

I do all my own non-warranty work on the cars, and I hope to exchange information with other Club members to our mutual benefit.

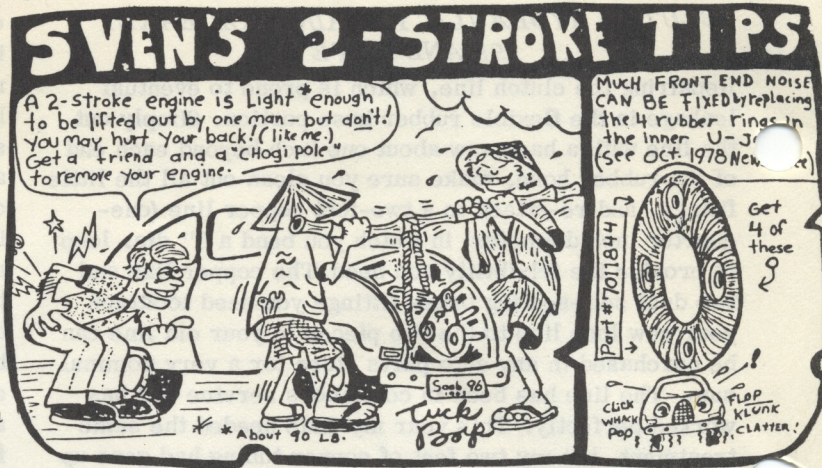
My latest major escapade involved removing the 99's engine to replace the idler shaft, which had lost all the teeth at the water pump, which was also toothless. I think the pump or shaft or both were damaged during warranty work to fix a small leak, and it took almost a year to finally self-destruct. The dealer had told me that the first replacement water pump he put in tore up, but did not damage any other engine innards. The water pump teeth, he assured me, were "softer" than the idler teeth and no harm was done. Sure. The slight rumble from the water pump after that should have been my first clue. But it continued to operate for so long that I forgot about it, until the engine began to overheat while cruising on the Interstate at a steady 55. Anyway, the dealer, helped me getting parts and I supplied the labor. What could have been a \$600. job, (estimated) cost me about \$135., including hoist rental, three weeks down time, and the usual grunts, groans and swearing. Maybe this problem wasn't caused by previous work, but I haven't heard that idler shafts are regular maintenance items on 99's either. If any other Club members have experienced similar problems, I would be interested to hear about them.

On the subject of 2-stroke oil, I started using Saab oil for the first few years in the 96, and later switched to Castrol for availability and lower price. About six or seven years ago, I switched again to Pennzoil 2 stroke motorcycle oil for the same reasons. So far, no problems. Performance on all three oils has been about the same. All gave low smoke emissions and decent plug life. I change plugs (K-9) at every 6000 whether they need it or not. Compression checks now give about the same results as when new, but I only have about 80,000 miles on the little gem. It's always been our "second" car.

John F. Betsill, Jr. Ohio

FLASH, 9:30 A.M., Aug. 13, we just received about 17 Shop Bulletins from Saab-Scania as Pres. R. J. Sinclair promised. Also, thanks to A. S. Lieuwma and D. L. David who assisted.

One summer correction; Air cond' could use a rewiring causing cooling fan to run as soon as ignition is switched on. See your dealer. We will print them this Fall.



MORE RATTLE CURES

To Joseph Drab and others with rattles in their gear-shifts. There is another cure that works very well. Look under your shifter on the column and you will see a small Allen wrench screw. Tighten it. And that's all there is to that. And if you chose you can grease the rod where it goes thru the firewall at the same time. Just pull back the spring and apply the grease with an old toothbrush. Move gearshift around to work in grease. If any other rattles occur check drivers head, bolts have been known to work loose from earlier driving experiences of Detroit pig iron before converting to Saab!

Paul Florance, Long Beach, Calif.

AIR FILTERS FOR V-4

- AC - PF-20 Fram - PH-16, PH-43, CA-154PL
- Lee - 16, or AFL-45-FC (also comes in two stage filter w/foam Motorcraft - FL 173, FL 300
- Mopar - L19, L138 NAPA - 2054
- Purolator -PER-81-17 Size \approx 2-1/4" ht. x 10-1/2" O.D.
- J.C. Whitney - 73-234 1Y Also sell a heavy duty foam air filter for RU's that can be adapted.

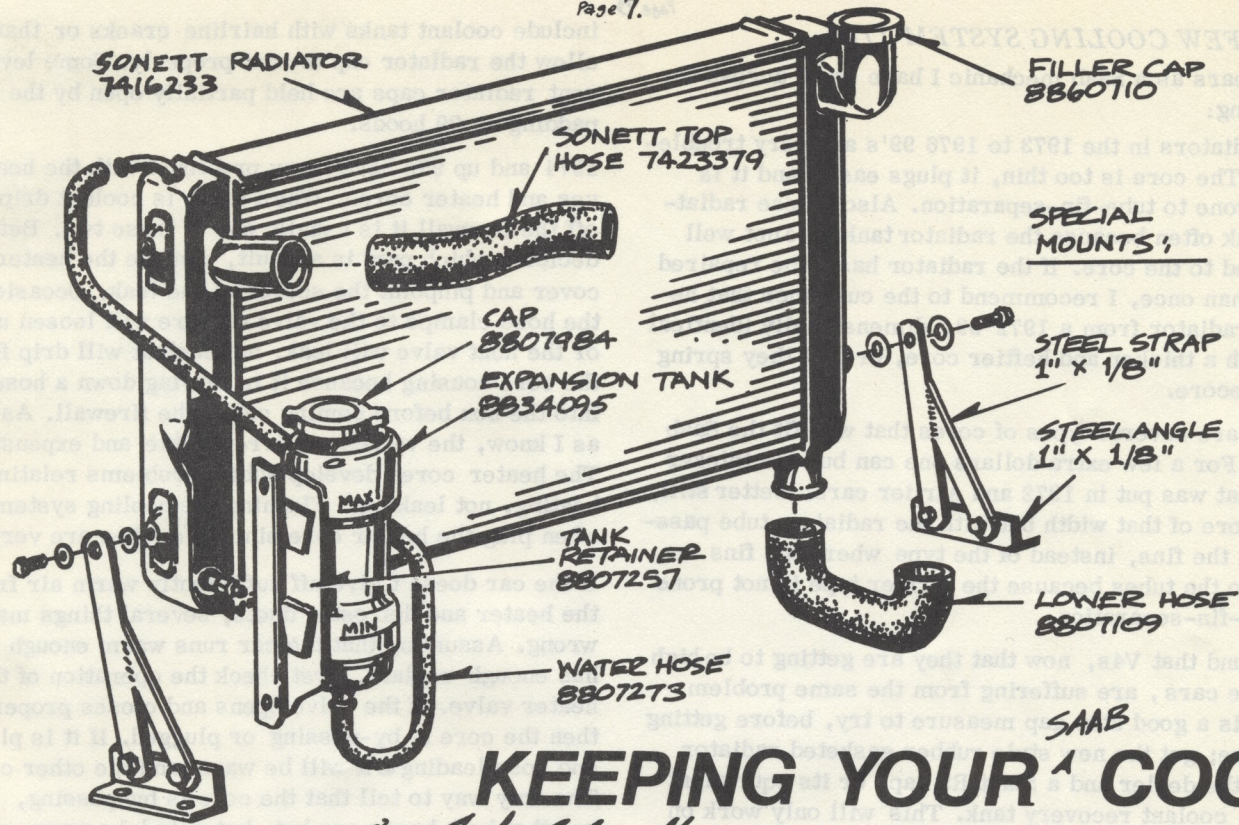
The Lee two-stage filter is nice because of the removable foam ring, but the filter itself is not of outstanding quality. I'm using the foam ring from the Lee filter on a NAPA filter. Two stage filtering and the foam can be cleaned and used repeatedly. J.R. Weiss, Penn.

ANOTHER RACE TECHNIQUE ON MY 95-97

With 175/70 tires on the front and 155's (not 70 series) on the rear I can use conventional rims and though the front tires are wider, they stand no further off the rims than the rears and do not affect speedometer, gas mileage, etc.

For those having a hard time finding transmission oil for 95s and 96s, you might be interested in knowing that cycle shops are beginning to carry BelRay 75/80 trans' oil for about \$2. a quart. Stuart Kurth was looking for a 3 cylinder tach in the classifieds. A conventional 6 cylinder electronic tach works in 3 cylinder Saabs because a 3 cylinder two-stroke fires six times in two revolutions, the same as a six cylinder four-stroke.

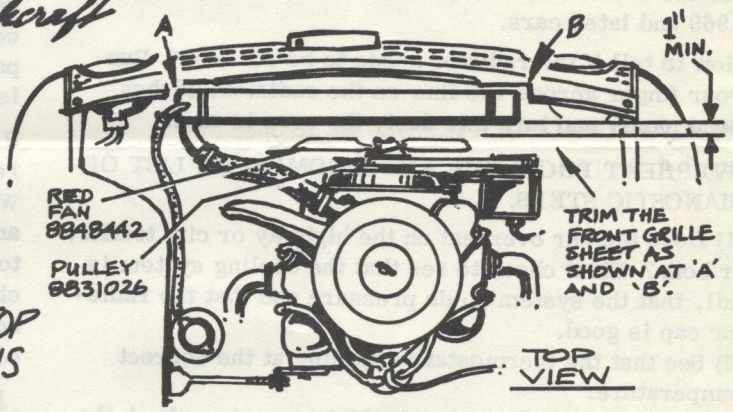
Bob Miller, Tucson, AZ.



SAAB KEEPING YOUR COOL

by Jack Ashcraft

SAAB HAS A LOT OF PARTS YOU CAN USE TO MAKE YOUR 95/96 RUN COOLER THIS SUMMER. A 99 OR A SONETT RADIATOR (SONETT SHOWN) NEW OR USED, IS THE KEY. POSITION IT EVEN WITH THE TOP OF THE GRILLE SHEET, WHICH IS TRIMMED FOR FAN CLEARANCE. SPECIAL BOTTOM BRACKETS MUST BE MADE UP, AS SHOWN. USE STD. TOP STRAPS. BEND OLD MOUNTS OVER OUT OF THE WAY. RADIATOR MUST BE ALTERED BY A RADIATOR SHOP TO THE CONFIGURATION SHOWN.



USE A FOMOCO THERMOSTAT, 160°F, NO. C5JZ-8575-B, AVAILABLE FROM A FORD INDUSTRIAL DEALER. RUN A 50-50 MIX OF WATER & ANTI-FREEZE, & KEEP THE ENGINE IN TUNE. THERE'S ALMOST NO WAY YOU CAN OVERHEAT YOUR SAAB WITH THIS SETUP!

YOUR FANS MISSED YOU JACK

Sorry to take so long to get you some new material. I've had this Sonett radiator modification on 5 different Saabs and it really works well, even with an air conditioned car. I just ran a hill climb racing event at Keno Oregon, with my modified '68 V4 last weekend. In 85 degree temperatures at the starting line at 3500' elevation, we climb to 5200' in just 2.2 miles. I used 7200 RPM as the rev limit, and the car never got past the "N" of the temperature gauge in any of the four runs I made. ↗

I took second in the class, just .30 of a second behind a race prepared Datsun 510 with wide racing tires and something like 2" of ground clearance. My Saab sits at normal ride height and was running Gislaved steel belted street radials for the event. I started the event in street stock class but the event officials decided I was much too fast for that class and bumped me into the race prepared group for the same general type of cars (class C sedans). I was still pleased with the results-not bad for an "obsolete" car with over 120,000 on that chassis!

Jack Ashcraft, Oregon

A FEW COOLING SYSTEM TIPS

Five years as a Saab mechanic I have come across the following:

The radiators in the 1973 to 1976 99's are very troublesome. The core is too thin, it plugs easily and it is very prone to tube-fin-separation. Also, these radiators leak often because the radiator tanks are not well soldered to the core. If the radiator has to be repaired more than once, I recommend to the customer that he find a radiator from a 1972 99, dimensionally identical but with a thicker and heftier core, or that they spring for a recore.

There are several types of cores that will fit the Saab tanks. For a few extra dollars one can buy the thicker core that was put in 1972 and earlier cars. Better still, get a core of that width but with the radiator tube passed thru the fins, instead of the type where the fins are stuck to the tubes because the former type is not prone to tube-fin-separation.

I've found that V4s, now that they are getting to be high mileage cars, are suffering from the same problem. There is a good stop gap measure to try, before getting a recore; get the new style rubber gasketed radiator cap at the dealer and a Staut R9 cap, or its equivalent for the coolant recovery tank. This will only work on 1969 and later cars.

How to tell if the radiator needs to be recored? Run your finger across the fins on the radiator. If they bend easily and turn into dust, the core is shot.

OVERHEAT PROBLEMS AND INCOMPLETE LIST OF DIAGNOSTIC STEPS.

(1) Does the car overheat on the highway or city traffic, or both? First check to see that the cooling system is full, that the system holds pressure and that the radiator cap is good.

(2) See that the thermostat is opening at the correct temperature.

(3) If the car overheats on the highway only, check the radiator for tube-fin-separation or send to a radiator shop to have it tested for flow and flush.

(4) Check water pump. A 99 water pump cannot fail to pump unless the coolant has frozen previously causing the impeller to slip on the drive. V4 pumps, however, can be dysfunctional in more subtle ways. If the pump bearing is very loose replace it. Sometimes the impeller deteriorates. There is no way to be sure short of taking the pump off and looking.

(5) If a 99 overheats in traffic, first check the cool' fan fuse. Then ground the fan switch lead with the engine running-to the exterior of the fan switch. If the cool' fan runs but it doesn't dome on when the temperature gauge reads close to hot, replace or adjust the switch. If it doesn't run when grounded to the exterior of the switch, then ground the wire to the engine. If it runs, the radiator ground wire is broken. Run a new wire from the radiator to the negative terminal on the battery. If it doesn't run, check the fan motor connection and swap the fan relay for another similar one on the car.

Other weird cooling system problems I've seen on 99s

include coolant tanks with hairline cracks or that don't allow the radiator cap to seat properly. Some lever vent radiator caps are held partially open by the foam padding on 99 hoods.

1974 and up 99s have many problems with the heat valves and heater cores. When there is coolant dripping off the firewall it is usually one of these two. Before deciding which part is at fault, remove the heater core cover and pinpoint the source of the leak. Occasionally the hose clamps to the valve or core will loosen up, or the heat valve will leak, but coolant will drip from the core housing because it is flowing down a hose and into the box before coming out of the firewall. As far as I know, the valves are irreparable and expensive. The heater cores develop subtle problems relating to heating, not leaking. Flushing the cooling system will often plug the heater core since the tubes are very fine.

If the car doesn't give off sufficiently warm air from the heater and defroster ducts, several things may be wrong. Assuming that the car runs warm enough and has enough coolant, first check the operation of the heater valve. If the valve opens and closes properly, then the core is by-passing or plugged. If it is plugged, one hose leading to it will be warm and the other cold. The only way to tell that the core is by-passing, is to see that both hoses are hot, but only luke warm air comes out of the vents. Some radiator shops can repair these cores and as they cost more than \$150. this is a good route to try.

Heating and plugged cores are not good candidates for repair, but, a by-passing core will usually workout. What happens is that the separation between the inlet and the outlet leaks, so hot water goes from the inlet to the outlet without warming the core. Also, when changing the heater core, it's a good idea to change hose clamps. The original ones often don't tighten sufficiently.

Robert Tagiuri, Cambridge, Mass.

1973-74, 99 IGNITION SWITCH BURNS UP THE STARTER MOTOR

We received two reports this past week from 99-ers who had their starter switch jam - which caused the starter motor remaining turning after the engine fired up. Removing the distributor wire could kill the engine, but the starter motor keeps cranking. You must be sure to have, at ready, a box wrench and tool to remove one of the battery terminal connections to stop the starter motor before it burns out, do it quickly!

This type of problem is caused by a broken hair-spring jammed under the locking tongue. Bernie Wassertzug, of Maryland, removed (filed down) the locking tongue for good.

We urge all Saab owners to be sure to have the necessary 3 or 4 box wrenches, medium flat and Phillips screwdrivers, at ready, in the side pockets or under the front seat in a canvas bag or small plastic box.

In the trunk, near the jack and heavy tools, keep a supply of 4 new - properly gapped spark plugs, light bulbs, fuses, fan belt, pocket knife, flash lite, tough tape, etc. Two car keys, one in your key ring or leather fob, and one in your wallet.

"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: 1973 Sonett, 64,000, (20,000 on eng.), AM/FM, orange, Mtr. Spt exhaust, Konis, walnut steering whl., special rallye, etc. 185 & 195 tires. \$3000. S. Ray Preibe, 509 Pointfield Dr., Millersville, MD. 21108 (301)987-5166

FOR SALE: 1969 96, 70,000 miles, engine & body in good condition. \$1200./best offer. (714)593-4688 Rick Dickerson, 9294 SanDimas Canyon Rd., LaVerne, California 91750

FOR SALE: 1962 95, (#4407), original Florida car, w/hood louvers & cooling cap, body good, white, good eng. & trans'. \$1600/best offer. ALSO: Complete rear seat for 96 MC. Red/gray cloth, good cond. \$50/B.O. Roger Harris, Box 47, South St., Ashfield, MA. 01330 (413)628-4435

FOR SALE: Parts of red 1967 3 cyl. 95. Glass, Interior parts (red/grey), radiator, \$20. Misc., chrome parts. Tom Wineman Box 306, E. Orleans, Mass. 02643 (617)255-3491 or after Sept. 4, (413)782-7585

FOR SALE: 1973 95, new green paint, good body, new clutch & rear shocks, recent maintenance work. \$2600. John Poulton, Rt. 7, Box 79, Durham, N.C. 27707 (919)489-4069

FOR SALE: 1971 96 good cond. body & int. Eng. has 40,000 mi. AM/FM cass'. Michelins. Best offer over \$1400. ALSO: '71 96 radiator, \$50. Engine (needs rods) \$35. Exhaust, body parts, etc. Wally Sedovic, 308 E. 27th, #6, Cheyenne, WY. 82001 (307) 635-8448 or 777-7695

FOR SALE: '66 95 Wagon, 3 cyl., body good, new lining, brakes, master cyl., muffler. Eng. & trans good. 2 complete int for wagon, seats, side panels, floor mats. Extra set carb & manifold. \$400. ALSO: '67 96 3 cyl. Trans good, body & tires OK. Engine frozen \$75. (415)854-1778 Bill Clopton, 2720 Alpine Rd., Menlo Park, CA. 94025

FREE: Must take all. 1968 Monte Carlo body, less engine & trans, radiator. Can be towed but right frt tire rubs upright. Good glass, body parts has 4 bolt wheels. (317)253-2606 M.O. Blackburn, 1203 Oakwood Trl., Indpls, Ind. 46260

FOR SALE: 1973 96, green, 105,000 mi., blue eng. 40,000 mi., body, int. good also mech. New brakes, alt. \$850. (212)358-4914 Dave Leibman, 144-60 27th Ave., Flushing, N.Y. 11354

FOR SALE: 1971 96, good cond. 75,000 mi, no rust, State I tuning kit, Bilsteins, extractor exhaust, snow tires & wheels, \$2500. (616)381-9250 Zip:49008 Richard Paulson, 4041 E. Hillandale, Kalamazoo, MI.

FOR SALE: 1971 96 V4, 62,000 mi. Body fair, eng. good, runs well. New brakes & clutch. AM/FM, snow tires. \$800. (608)233-7841 or 263-6111 (work) Alice Tariot, Madison, Wisconsin

FOR SALE: 1957 93, body restored early '75. Most mech converted from '67 MC-: all brakes, gearbox, eng., seats, gauges, double gas tank, Mich. radials. rust free, green/int. brn. \$950./offer. FOB Picture/50¢ & stamp. (602)276-3958 Ray Handlong, 730 E. Dobbins Rd., Phoenix, AZ. 85040

FOR SALE: Very sharp red & gold 96, 1500CC, v4. 82K, new interior, brakes, clutch, carpet and paint. Fog lights. \$2500. firm. (213)438-3257 Paul Florence, 54-62nd, #M, Long Beach, CA. 90803 ALSO: T-shirts, Trolls front & back. Powder blue & bright yellow. All mens sizes XL-S. \$6. Plus 50¢ postage.

FOR SALE: 2 cycle 96 parts. Starter mtrs., \$45. Universal joints, \$30. pair. Wiper mtrs. & fan heater mtr \$10. Clutch alig. tools, \$12. CD ignition system \$20. Shop manual 96 & GT-850, \$25. Wagon tail pipe, ('64) \$15. Back door ('64 wagon), \$69. and 96 front seat, black/gray \$10. Others write, send SASE to John J. Bartko, 5712 Roosevelt, Bethesda, Maryland, 20034 Days: (301)496-2586, Eve: 530-7633

FOR SALE: Blueprinted 1500cc V4 engine, w/Weber 28/36, stock cam, 28-36 mpg, \$1200. Good trans' overhauled last yr by J. Poulton, \$500.-\$1500. takes both. (12,000 miles on both). Also misc. parts. Mark Langner, 640 E. Seminary, Greencastle, Ind. 46135 (317)653-4703

FOR SALE: 95/96 & M.C. Factory service manual, 1967-'70, water pump, front brake disc set, rebuild kits for clutch slave & master cyl, carb' kit and more. \$50. postpaid, or complete list. George E. Carter, Aviation Detachment, PSC Box 113 APO, N.Y. 09611

FOR SALE: Majestic car cassette, \$30./offer. Clarion AM/FM stereo radio, fits in dash, \$65./offer. Both for \$90, incl. radio/tape switch. Two inch round tach, perfect for mounting in dash right of speed' for V4, \$25./offer. Misc. 3 cycle parts. Zip: 80521 Eric Killinger, 301 S. Sherwood, Ft. Collins, Colo. Leave message, (303) 499-2648

WANTED: 1 or 2 Solex carbs, must be 28-32 PDSIT-4 Good cond., will pay \$30.-35, or rebuildable cond., will pay \$20.-25. Leave message (303)499-2648 Eric Killinger, 301 S. Sherwood, Ft. Collins, Colo. 80521

WANTED: V4, 95/96, mech. sound, good body, no rust, up to \$1,000 depending on cond. Or mech sound but decent, up to \$500. Or trans. engine sound-all else??, up to \$200. Anytime: (213) 477-3409 David Klinger, Los Angeles, Calif.

WANTED: for 95/96, a set rubber 'checker-board' floor mats, \$25. Head rest 'butter fly' cushions, \$10. M.C. beauty rings, \$10.-15 each. Two stroke tach, \$20. Buy, sell or trade any other parts. (412)363-1498 J. R. Weiss, 543 Hulton St., Carnegie, PA. 15106

WANTED: 93 or 96, sound boyd, no rust, mech. cond. unimportant, 1957-1964 (to build off-road racer) \$300. or? (714)981-3165

Arne Gunnarsson, 1439 W 8th St. Upland, CA. 91786

WANTED: Electric fuel pump, '69 to '74 -99, \$15. Turn signal/headlite dimmer switch, '74 or newer, \$10. G. Thomas, 5 Candlewyck Dr., C-3, Ithaca, N.Y. 14850

WANTED: Temp' gauge with sender & interconnect tube (either ball type) for 1967 95 or 96. \$25.

Bob Miller, 431 E. Yavapai Rd., Tucson, AZ. 85705

WANTED: Seat material for '71-'73 V4, tan/brown complete bucket seat set and red bucket set material for '71 99. \$40. (4 pieces) (413)628-4435

Roger Harris, Box 47, South St., Ashfield, MA. 01330

FOR SALE: 1975 EMS, silver, air, front spoiler, very good throughout. \$4800. (303)761-3185

David Anderson, 245 W. Cornell, Englewood, Colo. 80110

FOR SALE: 1976 99GL, 4 dr., automatic, pwr. strg., 27,000 mi., good cond., \$4800. (213)761-6493

Tony Zero, 5639 Troost, N. Hollywood, CA. 91601

FOR SALE/TRADE/PART OUT: 1972 99E, auto., 119,519 miles. Camshaft, \$30. Radiator, \$35. Inj. system, \$75. Body(almost perfect) \$350. Haynes manual, \$5. Willing to make fair trades on all or any pieces, for 96 parts, Cibies, C.B. set, manuals, etc. Postage extra. (714)745-9935

Wayne Sexton, 1320 Taft St., Escondido, CA. 92026

FOR SALE: 1972 99, 86,000 miles, well maintained, good motor & body. \$1,400/offer. (517)291-3852

Eric Hansen, 318 Grant St., Sheridan, MI. 48884

FOR SALE: Tach/clock, '78 99, \$50. AM radio, used 1 month, fits dash '73 99. '69-'73 shop manual \$30. Following manuals \$4. each: Haynes 99, Clymer 96 & 99, Chilton 96 ('60-'70) Autobook 96, Autobook 99, ('69-'74) Manuals like new, will pay postage.

Alex Markons, Norwich, CT. 06360 1-203-886-2241

FOR SALE: 55 AMP Marchal alternator-new bearings, \$55. Regulator \$10. Factory tach/clock, \$70. '77 wiper motor, \$65. (607)277-0501 Zip: 14850

Gary Thomas, 5 Candlewyck Dr., C-3, Ithaca, N.Y.

FOR SALE: Breakerless electronic ignition for most 99s with Bosch point-type distributors. Make for Montgomery-Ward by Mallory. New in box, never installed. \$40. Jack Vines, 3227 E 28th, Spokane, WA. 99203

FOR SALE: Air Conditioner from '77 GLE. \$200, free shipping. (206)632-5868 Zip: 98103

Wayne E. Hough, 4315 Whitman Ave. N, Seattle, WA.

WANTED: For 1975 99: Good cond. trans-will pay up to \$200. plus shipping. Also dashboard heater control assembly, will pay \$15. (714)833-7280 or 557-1991

John King, 1818 W. Central, Santa Ana, CA. 92717

WANTED: Shop manual for 1973 99. Will pay \$15.

Jack Vines, 3227 E 28th, Spokane, WA. 99203

WANTED: 1974 99LE cylinder head, good cond., no leakage marks. \$100.-150. (914)632-0660 (work) or 779-8918 (home) Sheldon Lipke, 35 Pietro Dr., Yonkers, N.Y. 10710

DELETE: Pioneer Valley Sales & Service, So. Deerfield, Mass.

RECOMMENDED SHOP: Perry & Key, 28953 Mission Blvd., Hayward, CA. 94544 (415)537-1175

RECOMMENDED FIBERGLASS SHOP: Mr. Auto Body, 1405 Hagan, Champaign, Ill. (217)352-8585

RECOMMENDED MECHANIC: Nick Toomey, Ware, Mass. 1-617-867-9262

REPAIRING V-4's, 95's & 96's: TIPS

I regret the lack of V-4 articles recently, but, I have no one to blame but myself, so here are some!

(1) F. DeWitt's article on shock modification for rear of 95 was excellent and I thank him for sending me details of his installation. I made the following changes/additions to his mounting (refer to the March 1979 Newsletter for DeWitt's write-up). I used Sears 29281 shocks instead of NAPA; any shock that fits the front of an early '70 Chrysler Imperial or Dodge Polara will work. I then mounted the shock as far to the outside as possible-*ie.* -as close to the wheel well on the inside of the car, about 3/4 inch from the well. This allows the shock to be in an as upright as possible position, in relation to the lower, existing mount. I have done three wagons like this with excellent results. Write me for more details if you want.

(2) Rear muffler mount: To solve this plague of V-4's I use a bolt that will fit through one of the holes in the muffler designed to take the rubber mounts and will also fit through the hole in the frame bracket. Bolt should be long enough to go through frame-bracket at top, and through muffler hole to be caught by a nut similar to the original rubber mount, with about 1 1/2 inches of space. I used a couple nuts as spacers.

(3) The day/night inside rear view mirror from at least an early 99 will fit a 96. Mirror pulls off of frame that mounts above windshield.

(4) Brake master cylinder repair, '71 and V-4's: Disassembly of the cylinder beyond the snap ring and rubber seal-the first two things that must come off-require the cylinder to be tapped rather hard to release primary piston. It is held in place fairly snugly by a white nylon bushing which appears as if it won't come out. Just tap whole cylinder on block of wood, pushing piston in process until piston comes out. BE CAREFUL NOT TO LOSE FLYING PARTS!

I am now repairing Saabs (V-4's only) at 301 S. Sherwood, Ft. Collins, Colo. Locals or passing through, please stop by for some help or just talk.

Eric Killinger, Colorado

V4-INSULATE BARE WIRE IN STARTER MOTOR

My starter refused to turn the engine over while on a trip to Washington, D.C., despite a good battery and connections. The local dealer in Bethesda insisted: "You need a new starter". Not convinced, I removed the starter and discovered the problem to be a shorted lead. It seems that on Bosch starters, the battery power first goes to the solenoid, then via a bare lead, thru a hold in the starter to the brushes. Repair cost about 39¢ for some electrician's tape to insulate the lead. Originally, there was a rubber grommet at the hole, but it had long ago rotted away. Tape it up when you have the starter off for other repairs such as front wiper replacement. Incidentally, this problem can occur on other cars using Bosch starters.

V4 TRANSMISSION REWORK

Not long ago I overhauled the transmission because of mainshaft bearing failure. I would agree that it is always best to replace all suspect ball bearings, even if they look good. Usually this means mainshaft, countershaft, and clutch shaft (5 bearings). These are all very easily available from any halfway decent bearing dealer at less than half the dealer prices. I've been told that it is a good idea to replace the 4th gear needle bearing as it is a frequent cause of failure. You'll have to get this at the Saab dealer as it hasn't any reference number on it, and you'll also need an end cover gasket. It's been my experience that you don't need any special tools to overhaul a V4 transmission provided that the pinion gear shaft doesn't need repair. I've had very good luck sealing the case halves, top, and end cover with silicone gasket sealer (G.E. or NAPA) but you must be very careful to scrupulously clean the mating surfaces and then use a thin coat. Obviously you should always replace the driveshaft and clutch shaft seals. After spending about 3 hours trying to re-install the freewheel mechanism in its housing, I discovered that a large hose clamp works well in lieu of the Saab special tool. As others have noted in this Newsletter, the mainshaft and countershaft end nuts usually are loose, and should be loctited upon reassembly.

To my chagrin, after installing the trans' and new clutch, the clutch wouldn't disengage completely, therefore wouldn't shift. The solution was to install a new (longer) clutch release bearing. Don't try to "shim" the clutch. As most of us know, it's the same clutch release bearing as old VW Beetles used. The cheapest source I've found for clutches and release bearings is Warshawsky (\$16. & \$7. respectively).

Ted Ehlke, Roswell, Georgia

LAST MINUTE ARRIVALS...

WANTED: A/C for 96, \$90. Also 2 head rest/restraints \$35. pair for 95/96. (213) 224-1949
John Nuler, 489 W. Ave. 46, L.A., Calif. 90065

FOR SALE: V4 A/C, complete, for '70 to '73 95 or 96. \$100. WANTED: One/more EMS alum. whls., rad. & fan. Or headliner for '75 2dr. 99. (914)888-2246
Tom Nola, P.O.Box 627, Wurtsboro, N.Y. 12790

EARLY 99 & V-4 TIPS

99 injected owners watch out for plugged fuel filters—due to impure fuel (dealers are pumping the bottom of their tanks). Letting the filter plug up you are running the risk of gumming up or jamming the electronic injectors. I am now changing filter at 5000 miles as insurance. Injectors sell locally here for \$24. to \$32 and don't think the dealers are "expensive" as the \$24. injectors are from my local dealer and \$32. from a brand X store.

I recently repaired a leak at the hose/injector connection—it was a "permanent" clamped-on hose which loosened allowing fuel to leak—I just removed the injector slowly, pulled off the short piece of hose attached to the top (the "clamp" came with it) then just removed clamp from the end of the hose and replaced it with a #4 hose clamp (good quality) put it back onto the injector, tightened it and the injector down and presto! One el cheapo injector—the leak accrued after the car had set for awhile, so maybe the hose dried out—I'm not sure but it's a shame to replace an injector because of such a minor problem.

Also, the fuel pump on the "black box" system is the same as Type III VW, so, you've one more place to "shop around" - in fact I believe injectors, etc. also are almost the same. Anyway Bosch clamps the fuel pump together in such a way as to make rebuilding near impossible.

Recently, I read that Bosch has put out booklets on their various F.I. systems. The question is where do you get one?

CHEAP V4 WATER PUMP

V-4 water pump buyers beware of el cheapo pumps. Mine though less expensive than genuine article lasted for less than 9 months. As I recall it was "Made in Italy" and I bought it from my local Bap-Geon dealer.

On alignment - It is wise to spend the \$15. or so \$ to have alignment checked even if car is new as assembly tolerances are not that tight and my last 2 cars had poorly aligned front ends and its cheaper to realign the front end than buy new tires.

Bob Freitas, Santa Rosa, Calif.

FOR SALE: 1972 Sonett III, mid-night blue. Body, int. & mech. good. New 165x15, qtz. drivers lites, elect' mag' distributor. New dual exh., AM/FM, 64,000 mi. \$2500.

Mark Piltingsrud, Winnetka, Ill., (312)446-2863 eves.

AUGUST ANNIVERSITY . . . In 1970 consumer advocate Ralph Nader, won a \$425,000 out-of-court settlement from General Motors after he sued the firm for digging into his private life in an attempt to dissuade him from pursuing his consumer campaign.

This issue was brought to the printer/platemaker - August 13th, Monday morning. We are ordering 3,500 copies to be printed. About 2,760 for present subscribers, and the balance for future new members.

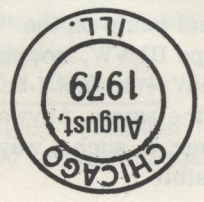
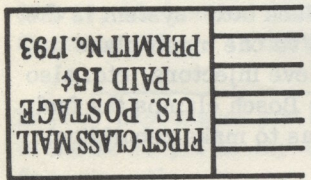
Please use knife-Letter opener

AUG 1979

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Page 12.

DON'T SLAM THAT SONETT HATCH!

At least not if you have a late model '73 -'74 Sonett which incorporates hydraulic dampers. About mid-way through the '73 production year, Saab shifted over to hydraulic dampers on the rear hatch. But then did not beef-up the cast aluminum hinges and pins to take the additional stress and sheering forces which these dampers exert. Tremendous leverage is transmitted to the pins when you slam the hatch, and the soft aluminum pin will sheer without warning if not treated very gently. Don't ask what your friendly dealer wants for a replacement hinge assembly, would only give you heartburn.

Solution: Drill out the sheered aluminum pins and replace it with a stainless steel clevis pin of suitable length, available at any nautical supply store. Insert and crimp the cotter pin which holds it in position, and your hatch hinge is now better than new. Total cost, \$.95¢.

Dissimilar metals in direct contact sometimes deteriorate due to galvanic action, but stainless steel is relatively inert chemically, and in over a year I've noticed no sign of corrosion in the aluminum housing surrounding the pin.

Don Heydendahl, Evanston, Illinois

Gates #8411 alternator belt fits 99 2L engine with air, cost \$3.40

P.S. TO DR. BRUBAKERS' CATALYTIC CONVERTOR STORY

Ten minutes after I finished talking to you on the phone I had some more answers to your questions;

- (1) The convertors have between \$30.-\$35. worth of precious metals alone, and the case is made of stainless steel, so the case will not corrode under the high operating temperatures. (Note: Platinum is currently \$440. per oz.).
- (2) The convertor must still cleanse an exhaust to Federal standards after 50,000 miles which is long after initial rapid deactivation has occurred. Most of the deactivation occurs prior to 50,000 miles, so the convertor could conceivably easily last 100K if the car is kept in a good state of tune.
- (3) Diesel engines are approximately equal to convertor equipped gas engines overall, except for the particulate level. There are significant variations within each engine type, so it is difficult to be specific.

Certainly hydrocarbons and C.O. are similar. The diesel may also have slightly higher NOx levels at this point, but that may be controllable as may the particulate level.
D.B.

• All the textbooks in social psychology put together hardly add up to Kierkegaard's single profound sentence: "Ten thousand people shouting the same thing make it false, even if it happens to be true."