



COMPACT FRONTWHEEL DRIVE CLUB of AMERICA

SEPT 14, 1979

DEDICATED TO SMALL-ENGINE SMALL CARS & ENERGY CONSERVATION

SAAB Clubs of North America • publisher & treas.: Dick Grossman - 1918 W. Hood- Chicago, Ill. 60660 • phone: 312-743-6742

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MEMBERSHIP/SUBSCRIPTION

Newsletter #75, our 58th multipaged monthly. Dues for membership/subsription 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¢ one issue.

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

MILWAUKEE, WISCONSIN: Next meeting September 24, 1979 at 7:30 P.M. We will have a presentation by Ian Simpson on auxiliary lighting - driving, fogs, etc.

Because of a change in their management policy, this will be our last meeting at the Mill Road Pizza Hut. If any members want to suggest a meeting place, they must be present to make their voice heard and cast their vote. Call: Don Kaap, 444-0785

GOLDEN GATE, SAN FRANCISCO, CALIFORNIA

Sunday, October 7th. What to do before you call a tow truck. A tech' session on trouble shooting emergency problems for all Saabs. At: Dumont, 27720 Industrial Bl., near the east end of San Mateo Bridge. Starts at 1 P.M. Call: 282-2161

IMC in Richmond has on sale Abarth mufflers: \$27. (Club members only) Chapter has a supply of Quaker State 2-stroke oil, \$10.46-12 qt. case. Some Ford manifolds for Weber carbs & Stevens rally equipment. Call: 282-2161

CHICAGO AREA MEETING -CLINIC- OCT. 9th

On October 9th, 1979, 7:00 to 9:00 P.M., Tuesday, at: ULTI PRO 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.

Bosch representative; Walt Kreitling will explain the operation of fuel injection - electronic control or continuous flow.

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).

ULTI PRO specializes in engine diagnosis, Ph: 864-1103.

SAAB TO G.M. ALTERNATOR CONVERSION

Gary Thomas of N.Y. has made up a 2 page tech' sheet on: "How to use a 63 AMP G.M. Delcotron with built in regulator." Write: Saab Club, Box 60272, Chicago, Illinois 60660.

SONETT HEADLIGHT SWITCH

The headlight switch on the Sonett shorted out. I replaced it with a GC Electronics Electrocraft switch, part #35-432 purchased from Lafayette Electronics. It works quite well. Price: \$2.70.

Rick Withers, Holly Hill, Florida

NEW PARTS #

Please tell our members that the new number for the Gates #8411 alternator belt for 2L 99's with A/C is #7640 and its dimensions are 64" x 3/8" x 38 degrees. Also, my dealer, Meteor Motors in Brooklyn, N.Y. told me that they have received a shop bulletin advising them to use SAE 40 oil in my gearbox (1978 99 EMS). My gearbox has neither a fill plug nor a level plug. The oil goes in through the dipstick hole and the dipstick is used for checking the level of oil.

I have found that 34 lbs. pressure front, and 30 lbs. rear eliminates a lot of the understeer I experienced and makes the car handle much better than Saab's recommendation.

Joseph Sussman, New York

LIKES OUR METHOD

Here is my check for \$5. to pay for my subscription renewal. I must congratulate you for your method of notifying subscribers that renewal time has come-- the simple rubber stamp with highly visible purple ink does it nicely. One could wish that many magazine publishing houses could be so intelligent in their notifications. But they begin to harass subscribers months before expiration so they hopefully can get people to mail in a renewal check three or four months before it is needed. If they can induce a sizeable number of people to do this, the aggregate sum of money is substantial, increasing the publishers cash flow and saving the interest the banks would steal from them by excessive charges for operating cash.

Ted F. Silvey, Washington, D.C.

FOR SALE: 99 up to 1972 Parts Manual & Shop Manuals: \$15.00 each. Sonett III (no binder) \$15.-Service Manual. Petersen Automotive, 1445 Oakton St., DesPlaines, Ill. 60018

Letters: How come you don't hate Chrysler as much as G.M.?

Why don't you say something about Chrysler?

- Terry & Bill M.

My favorite column is: 5 minutes of hate.-Russ McN.

Of course I despise Chrysler management - however, G.M. is 5 times bigger, therefore a greater crime.

Six foot-two accountant, Lynn Townsend, said in 1974; "We got to get those little cars off the street." In 1975 he said: "If I'm wrong (about big car sales) I'll retire." So, Townsend quits and replaces himself with another accountant as board chairman, another design idiot! Neither one of these jerks had sales-promotion experience, no design-engineering aptitude, and no tool making, production experience. They did not "work themselves up the ladder" of auto manufacturing. Rather, they were accountants of an outside accounting office. About 1960 several Chrysler corporation officers and buyers were caught making personal deals with suppliers whom they were stockholders/partners of these same outside suppliers. To clean up the mess/image, the accounting company head was placed in charge as chairman of the board. If the chef in the kitchen gets drunk do you replace him with the cashier?

Henry Ford's original concept was: Put Americans on wheels. (2) Do it economically (cheap). Edsel Ford persuaded his father to buy the Lincoln Auto Co. for prestige purposes (to compete with his new competitor: G.M.). However, the second generation inheritors of Ford, G.M., Chrysler never accepted this concept - the "management profession" stressed profit first, above all, and the best path to maximum profit is in bigger cars - bigger engines. Now, we have 115,000, 000 cars most of which are monsters and our oil wells can only supply 50% of demand, all because of the narrow minded, fat headness of the pigs in Detroit. \$450,000 salaries plus stock options and yet these short sighted jerks couldn't see what would happen 15 years hence, or 10 or, 5 years ahead.

If you were on the board of directors - would it be so difficult to conceive of a policy that would offer your customer/consumers both a sub-compact car and a large car? No sir! not these S.O.B.s - they were determined to promote the big car - "the family car" even to 65 year old coots and suppress sales of compacts. Even today, all we hear-is advertising of Cadillacs, \$400 rebates on Chrysler "standard" models and nothing but silence about Citations or Omnis-Horizons. They must lay-off laborers on standards, but, they won't transfer these workers to the compact car production lines.

I would be happy if their advertising said: "hurry - this is your last chance to buy a six passenger 4,000 pound car" - But no, instead they stress a \$400. rebate, etc., so that they can sell as many big cars as possible - even at a loss---so that they can make room for next years' production of big cars, a million if possible. ¹

Be sure to keep a lid on the 300,000 Omni/Horizons sales per year - don't increase sales and production of those little cars, people might get accustomed to them. Chrysler management would rather fold up the company then succumb to sub-compacts.

There is only one cure; arrest, trial, and life imprisonment. -Dick G.

HE DISCOVERS THE SECRET TO MAXIMUM SALES

I've been noticing a plethora of little cast-metal signs on most cars like:

442 QTO overdrive SUNROOF V8
Liftback AUTOMATIC 5-Speed DUAL-EXHAUST

I'm thinking about making some that say:

4 tires 4 SEATS Speedometer BUMPERS
GLASS Paint Litterbag SQUISHED BUGS

And little venetian blinds on the side windows too!

I've been thinking up more ideas. . . .

Pat Tennis, Washington

FIRST LOOK AT 1980 SAABS

Having just returned from Sweden and have Saab news for 1980 models.

The big news is the five speed gearboxes for Turbos and EMS's 900's. Also, other changes are larger tail lights which are partially incorporated into the tailgate. New head rests and seat design for improved ventilation. The spare tire is the "space saver" type.

With the five speed, the Turbo at 3000 rpm goes 110km/hr. vs 102 km/hr. for the four speed. The 99 continues to be offered as a two and a four door throughout Europe.

Dr. Carl Zenz, Wisconsin

1974 CRACKED CYLINDER HEAD WELDED

The local dealer, Dunford Imported Car Center, West Lafayette, Indiana, was able to find a welder in this area with heli-arc equipment to repair my cylinder head saving the cost of a new one or even used one plus valves. Peerless Pattern and Machine did the work.

Clark R. Smith, Indiana

GASOHOL

Has any Saaber experimented with 10% alcohol or, even 20%? Does 10 or 15% alcohol compensate for 87 octanes tendency to pre-ignite or knock. Will gas-ohol using 87 octane perform as well as 93 octane gas-ohline? Is there any adjustment required on 99 -fuel injection?

DEANE
BUICK • OPEL • SAAB

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SAAB

RICHARD "RICH" OSNEN
Special Accounts Representative

(With SAAB From 1962)

Res. Phone 751-1557

Your Newsletter has already become helpful. As the result of information you provided I was able to pinpoint a "clunking" in the rear end of a blown gas shock absorber when the mechanic himself had some difficulty in understanding the problem.

In addition I would pass on a general note that apparently there are two design problems with the 900 5-dr. Turbo, 1979 models which are coming to the attention of the service centers in various places. First, the wire for the air-conditioning fan may be on backwards causing the fan to blow air through the radiator as opposed to pulling cool air through the radiator. This would cause the engine to run very hot and the wiring should be reversed forthwith. Second, the bracket on the factory installed air-conditioning (you were wrong when you said this was a dealer installed option as it is factory installed on the 5-dr. Turbo 1979 model only) may be a weak design and cause a loosening of the nuts that hold the bracket to the manifold support brackets and consequently a crack in the support bracket. This should be changed and can be noticed by a black support bracket as opposed to the replacement bracket which is brass color.

H.I. Lewin, New York

Editor's reply: I never said: "A/C was a dealer installed option". I said in the July '79 issue that A/C was: "installed state side." In several previous issues I said: "that all air-cond' were installed wrong on all cars." Most A/C's are installed by an A/C specialist shop either near port-of-entry or, at an area center near each city. Otherwise, York would have to ship their parts to Sweden and then back to us. In the case of the new 900 if you order A/C, you don't get the great air filter. How do you explain the reverse wiring? Who was the dummy who did this? Next, there was a recall on the weak (poor design), A/C bracket two years ago, built by ARA, the biggest A/C makers.

Saab Co. switched to a Japanese pump, then switched back to York in 1978-79. Who's on first? I don't know. No, he's on second, etc., etc.

We have received several reports on failure of brand-new Bilstein-gas shock absorbers. Some report leaks on all four shocks. Bilsteins are over-rated and over-priced - they are not three times better than Gabriels - they only cost three times more.

The term: "factory installed", and "factory trained" is very ambiguous and most often is not 100% accurate, but rather about 10% to 50% truth. Almost 100 years ago Thomas Edison said: "Believe nothing of what you hear and only half of what you see." *Dick G.*

We published about 15 of the 18 Shop Bulletins that Saab-Scania graciously sent us last month - in this issue. Last month we printed about 30 tech' tips sent in by our active members. Our average issue usually contains about 19 tech' tips. Don't thank us, instead, write the other car clubs that you subscribed to in the past and scold them!

CARE FOR SONETT WINDSHIELD REFLECTIONS

If you're over 5'-10" and drive a Sonett at night you are probably irritated by the instrument lights reflecting off of the windshield right at eye level. Solution:

- (1) disconnect speedo cable at transmission.
 - (2) remove 4 screws holding instrument cluster inset.
 - (3) push speedo cable in from hood (or pull on panel) and pull instrument cluster back into car.
 - (4) Be gentle with speedo connection to speedometer. Mine was made of plastic and shattered when I attempted to put it back on. I recommend not disconnecting it in the first place, as sufficient slack is guaranteed by Step 1.
 - (5) remove tach' from cluster (label the wires).
 - (6) remove small plastic receptacle from back of tach' where wires connect. This exposes a small square hole.
 - (7) Use a small "artists" paintbrush that fits through the hole and paint the bottom 1/3 of the tach' with flat black paint over the existing reflective silver finish. Be careful to get the paint only where you want it.
- Make sure to coat silver edge visible from front of tach' just behind glass.
- (8) When the paint has dried, reassemble everything and go take on some dark twisty road.

Chris Wood, VA.

STARTER MOTORS' PROBLEM-FAULTY BRUSH

Our car started fine when cold but would not even turn over when hot until car sat for 30 minutes to an hour. Adding foil backed insulation in starter area and around battery did not seem to remedy our problem, so I removed the starter.

Upon removing the commutator bearing housing, I checked the condition of the brushes and brush plate and think I found the problem. One of the two brush holders for the field brushes had rotated on its point of attachment to the brush plate to such an extent that only a tiny corner of the brush was making contact with the rotor. A locking tab on the bakelite backing plate for the brush holder was not bent out far enough to resist the rotational moment caused by the spring holding the brush. By bending the tab out and wedging a short piece of wooden toothpick under the tab so it would remain in locking position. I hope I have corrected the problem. So far, the car is starting normally again.

Steve Kennedy, N.C.

ANOTHER WAY TO BLEED AND PUMP CLUTCH HYDRAULICS

Robert Dyck says you need two people. I found a floor wax applicator was a good substitute for a second person.

I pumped and placed the applicator between the seat and the clutch pedal, then bled the slave cylinder and repeated.

Margot Sinnott, Little Silver, N.J.

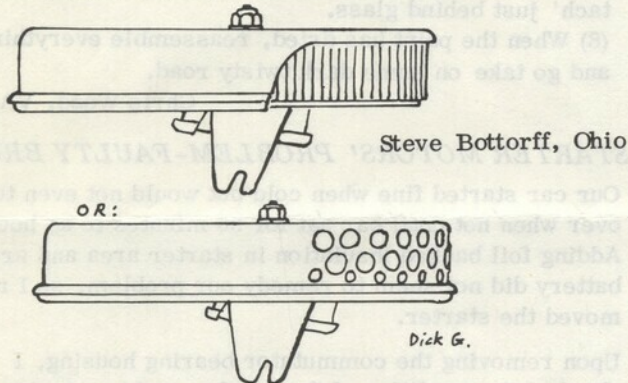
The following is a summary of what can be done at low cost for a street or rally car in the process of a minor repair such as a valve job.

Mill the heads .040. This is the maximum they can be milled without milling either the intake manifold or the block and gives compression of about 10.0 to 1. (In the 1500, about 9:1 in the 1700) . Use premium gas. Match the head, intake manifold and carburetor to each other, don't forget to check the gaskets, and deburr all rough surfaces in the gas passages.

An early model Solex carb can be used with a main jet of 185-200. This carb has no emission control devices. If the present carb is retained, replace the standard 127 main jet with a 140-150.

These changes and a good tune-up will add an honest 5 hp. If you want to get Saab's instructions and go all the way, more power to you. The Saab instructions and their competition parts list are reprinted almost verbatim in Chilton's Saab tune-up guide.

The air cleaner should be modified as illustrated.



SUSPENSION IMPROVEMENTS FOR 96

The rear shocks are merely installed on the regular setting. New Saab upper bushings and washers should be used instead of those supplied with the shocks. A set of shock absorber helper springs with a 600 to 800 lb. rating should be installed over the front shocks. A pair of such as the Loadmaster 14-0490 can be found at your local auto parts store for about \$6. These must be cut to 10" total length before installing. Set the shocks on the firm setting. After installation, check that the helper springs and their clamps do not rub the body when the car is bounced.

This installation will stiffen the front considerably, increase ground clearance, reduce roll and brake dive, and replace weakened rear shocks, which tend to deteriorate faster than the front shocks. These settings are right for my kind of driving; to and from work and weekend rallying.

SKID PLATE FOR 96

This plate protects only the oil pan, mounts to existing holes in the Saab, and is simple and economical to make.

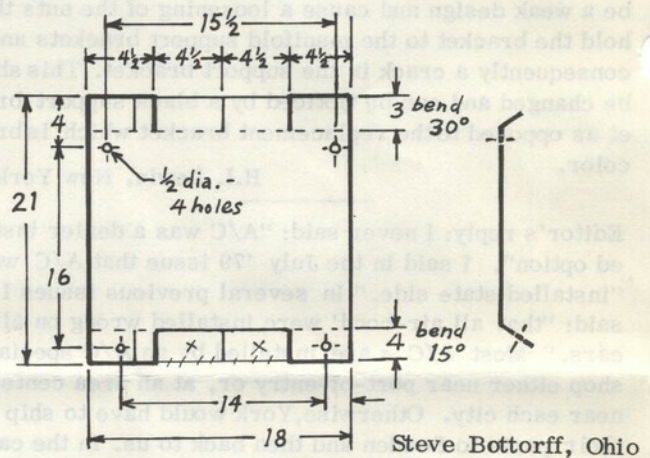
The holes at the front are partially closed by an overlapping piece of sheet metal and may require some fil-

ing. The rear holes are drain holes approximately 3/4" in diameter. Use 3/8" x 1-1/4" bolts and large 1" washers to mount. The cuts each 4-1/2" allow the plate to be bent in a 4" or 4-1/2" vise, and may be deleted if a shop that can handle such heavy sheet is available for your use.

Recommended material for this plate is either 1/8" or heavier steel or 3/16" - or heavier aluminum. The 2 areas marked "X" may be eliminated without any loss of strength. If difficulty is encountered while tightening the front edge to the rounded profile of the car, cut each of the leading edge cuts into a shallow "V".

The plate is an ideal place to mount a front tow ring. Use a heavy duty "U" bolt (not muffler quality) with nuts above and below the skid plate. Mount the "U" bolt toward the left side to avoid hitting the oil pan.

Skid plate design - All dimensions in inches.



CAN'T SAY ENOUGH ABOUT CLYDE

Speaking of recommended dealers and mechanics, I was leafing through the Club's list of recommended shops a while back and noticed that someone had put Clyde Billing Saab of Augusta, Maine on the list. I grew up in Augusta (in Maine there is one Saab dealership for about every fifty thousand people, at least while I was growing up), convinced that the Saab was the best small car money could buy. The high quality of service at Billing's and the enthusiasm of the entire Billings family for Saab cars had a lot to do with that attitude. It was a rare Monday morning paper (in season, of course) that did not carry a story about a Saab win at ice racing on the nearby lakes and rivers.

John L. Labbe, Mt. Prospect, Ill.

A recent newspaper story - . . .

Saab-Valmet, the Swedish-Finnish auto maker, will introduce a new car this fall powered by gasoline, kerosene, turpentine and alcohol. The Petro Saab 99 uses gasoline only when the engine is started and then switches to one of the alternate fuels to power the car during normal driving. It switches back to gasoline when moving up steep hills. The car, tested in Finland for two years, has been subjected to severe conditions, including extreme cold in northern Lapland. The Petro Saab 99 gets about 25 miles to the gallon and will sell for \$15,600 in Finland. Elsewhere it will sell for about 10 per cent above comparable Saab models.

**STAN'S AUTO AND BODY SHOP
ESSEX CENTER, VERMONT**

Our shop name hasn't been around that long, but Edgar Stanley Fleury has.

Edgar, better known as Stan, began work in a one bay "mud hole" eight years ago. We now own and operate Stan's Auto and Body Shop, Inc., as a family business. We have a six bay shop complete with its own parts store (Foreign Parts Warehouse, Inc.) We employ 7 mechanics, two parts people and a bookkeeper. We pride ourselves on our reputation (nobody goes away unhappy!) and we offer eight hour service to our Canadian customers. Stan and I are here anywhere from 10 to 14 hours a day, Monday thru Saturday, 7AM-7PM.

Our parts inventory consists of new and used parts. A good used part can save the day and a customer a lot of money.

If you are wondering why Saab? Couldn't we have picked VW's or Chevy's? It is because we consider it the best winter car manufactured and so do a lot of other Vermonters! My father also had something to do with it. He bought his first Saab in 1959 and now has a 1977 5 dr. I drive a '71 V4, my sister has a '70 & '71 V4, the youngest son drives a '78 Turbo, the oldest son a '71 Sonett, Stan drives a '73 V4 and we have 4 used 99's on the lot for sale. As you might guess, we prefer the V4's (you can't kill them, they just don't die). Our only problem with 95's & 96's is the rust - the floors rot out and we have no solution yet. - Sally Fleury

TECHNICIAN WANTED!

CLEWS & STRAWBRIDGE, Inc., seeks to add to our distinguished roster a SAAB technician. The right man have a minimum of two years experience with Bosch F.I., Triumph/SAAB engine and is interested in upholding our fine reputation. Twenty three miles from the culture of Philadelphia. We offer paid vacation, uniforms, insurance, sick days and factory training. Write: Mr. Raymond Holland, Service Mgr., 310 Lancaster Pike, Frazer, Penn. 19355 or call: (215) 644-5054 days.

ANOTHER CAPRI PART FOR 99s

I just replaced the steering rack boots on my '74 99LE with boots from a 1974 Capri. The Capri boots are not exact replacements but seem to fit adequately. They cost \$3.45 each (compared to \$15. plus for genuine Saab boots!). At those prices, a little misfitting is tolerable. Parts #'s are D2RY-3332-B and D2RY-3332C

John Hlavka, Cleveland Ohio

LATE ARRIVALS:

PARTING OUT: 1972 99 automatic 4 dr. Most parts available. Trans', \$250., engine, \$150. Desert car, body sound. (509)375-3535 ex. 255 days, 967-2395 nites. Bob Paasch, 207 S. 46th, W. Richland, WA. 99352

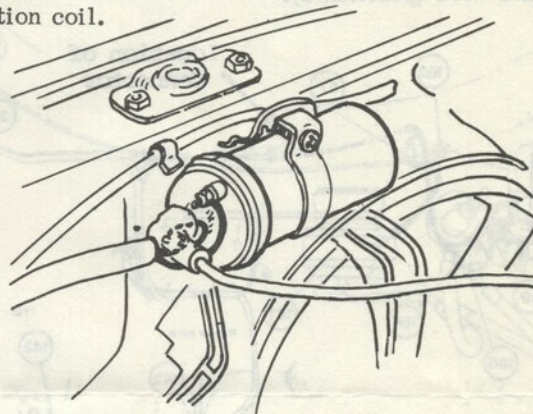
SAAB SERVICE INFORMATION

**IGNITION COIL FLASHOVER-VEHICLES WITH
BREAKERLESS IGNITION**

Intermittent ignition misfire can be caused by flashover between the high and low tension connections of the ignition coil. This usually occurs when the primary connections are positioned so that they lie close to the coil tower (secondary or high tension connection).

On VIN'S below 90791030320, 90792003197, 9079600-4344, repositioning the coil in its bracket and repositioning the wires will reduce the possibility of flashover.

1. Loosen the coil mounting clamp and rotate the coil 90 degrees. Reposition the connectors to point toward the rear of the car. Tighten the clamp and correctly position the rubber cover on the coil.
2. Check that the rubber strip between the radiator and radiator member covers the area in front of the ignition coil.



**ROUTING OF COLD START & CONTROL
PRESSURE LINES 1975-79 CIS CARS /EGR**

Both the cold start and control pressure lines must be routed clear of the metal EGR pipe and the EGR valve. The extreme heat will melt these lines if allowed to contact the metal of the EGR valve and pipe.

1. The cold start line should be routed UNDER the EGR pipe with the banjo connector on the fuel distributor pointing down.
2. The control pressure line should run behind the vacuum diaphragm of the EGR valve.
3. Check all new 99's and 900's before delivery to verify correct factory installation. Double check after your shop performs any repair requiring disturbance of the fuel lines, fuel distributor or EGR pipe on any EGR-equipped models.

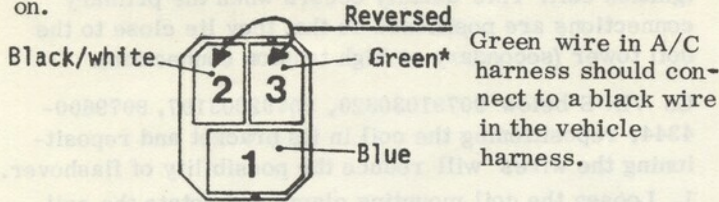
CHANGE IN SPECIFICATION -FUEL PUMP FUSE

This change applies to: 99 - 1978 All. 99 - 1979 VIN's-up to 99792006402, 99793007447 and 99796005857 900 1979 VIN's up to 90791025356, 90792002220 and 90796003982 Change the 8 amp fuse to a 16 amp fuse. The 8 amp fuse is marginal in capacity and might blow unnecessarily under some operating conditions. The 16 amp fuse will provide the necessary capacity without sacrificing circuit protection. The 16 amp fuse was introduced as a running change during 1979 production (from above VIN's).

WIRING CORRECTION-EARLY 900 A/C KITS

In air conditioning kits shipped prior to Jan. 19, 1979, wiring harness T-1 has two of the wires installed in incorrect locations in the 3-pole connector.

The symptom of the incorrect wiring is that the main cooling fan will run as soon as the ignition is switched on.



INCORRECT WIRING A/C Harness Connector, Rear View

Figure 1 illustrates the incorrect wire positions. Exchange the green wire (position 3) with the black and white wire (position 2).

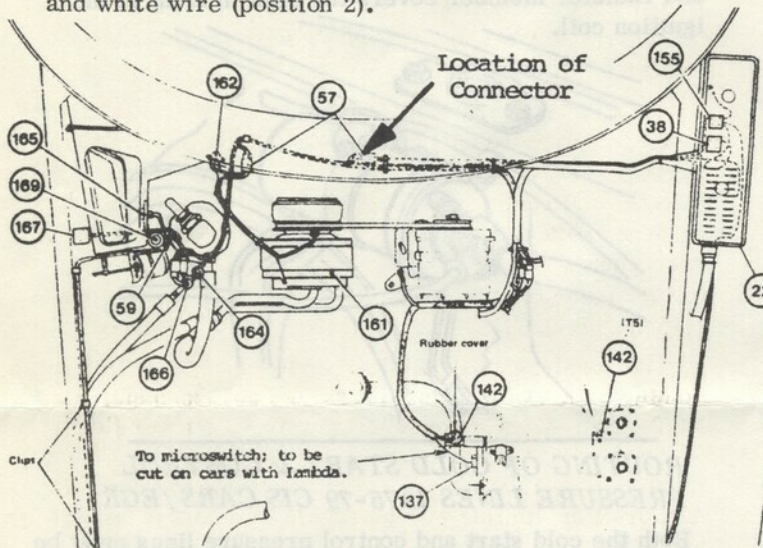


Fig. 2. (The fig. is also shown in assy. instructions for air conditioning)

22 Fuse Box	142 Solenoid Valve	165 Thermo Contact
37 Cooling Fan Motor	142 Solenoid Valve	166 Pressure Switch
38 Cooling Fan Relay	155 Cooling Fan Relay A/C	167 Time Relay
57 3-Pole Connector	161 Compressor	168 Thermo Contact
59 2-Pole Connector	162 Fuse A/C	169 Vacuum Switch
137 Venturi Contact	164 Overpressure Switch	

SAAB SERVICE INFORMATION

ALTERNATE RADIO CONNECTION - 1979 900

Should it be desirable to have the radio function with the ignition key in the "L" position, a fused connection is available that will provide a power supply at all times.

1. Remove the sheathing covering the radio supply and ground wires as far from the two-pole connector as possible.
2. Cut the red wire as far from the two-pole connection as possible. Tape off the live end.
3. Connect the remaining section of red wire (from two-pole connector) to the supply wire for the hazard light switch (wire #70 OR).

NOTE: The hazard switch supply wire uses fuse #9 on the fuse panel.

SHUT-OFF VALVE KIT-IMPROVING WARM START CHARACTERISTICS-CIS EQUIPPED 99's 1975-77

A kit has been developed that substantially improves the warm start characteristics of earlier (1975-77) CIS equipped vehicles which experience premature loss of rest pressure due to build up of deposits on the warm-up regulator diaphragm.

This kit, P/N 93 04 460, incorporates a solenoid operated shut-off valve in the fuel return line from the warm-up regulator. Connected to the "+ 15" terminal of the ignition coil, the valve closes when the ignition is turned off preventing system pressure loss through the return line.

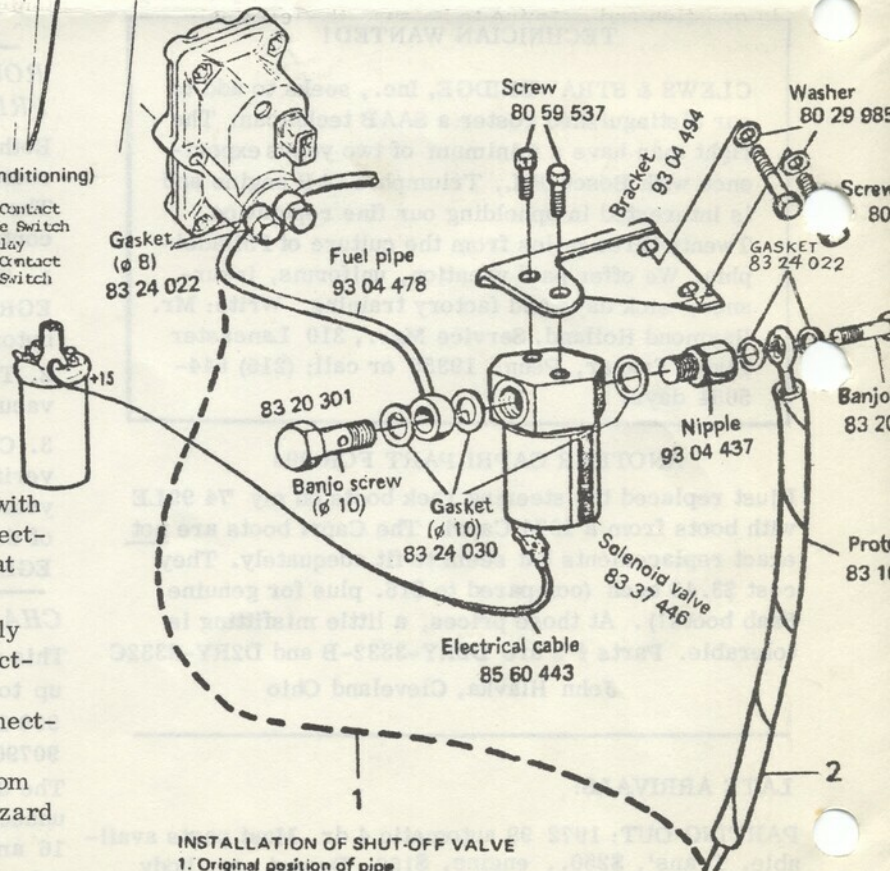
NOTE: If incorrect RPM's are indicated after installation of this kit on a Faria tachometer equipped vehicle, refer to S.I. 7/75-195, Section 9, Page 16, for correct connection of tachometer wiring.

All hardware required for mounting is contained in the kit.

NOTE: This is not a cure-all. The CIS must be completely checked and ALL faults corrected before in stallation.

CAUTION: Check to ensure that the bracket mounting screws do not come into contact with the cylinder head.

SAAB SERVICE INFORMATION



INSTALLATION OF SHUT-OFF VALVE

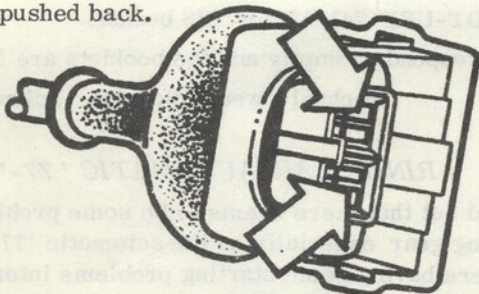
1. Original position of pipe
2. Cut the protective hose and wind round the return pipe.

DIAGNOSIS OF NON-PRESSURE RELATED CIS PROBLEMS

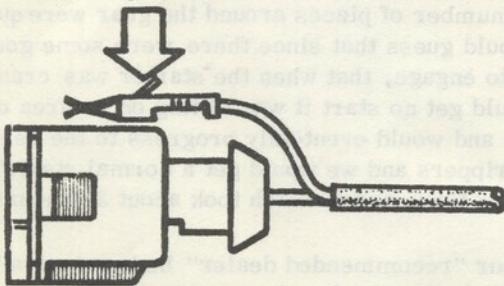
Occasionally symptoms develop in the operation of an engine that cannot be diagnosed through normal testing procedures. The following check list will be helpful in the elimination of problems that may be electrically induced.

SYMPTOM	PROBABLE CAUSE
Hard starting or no-start cold.	Loose or no connection at cold start valve and/or thermo-time switch. *Loose or no connection at the starter motor for cold start valve power during start up. Terminal 16.
Unusually long fast idle after cold start. Fast idle after turnpike driving (specially during cold weather).	Loose or no connection at auxiliary air valve.
High fuel consumption. Rough idle after warm up in cold weather driving.	Loose or no connection at warm up regulator. *One-pole connector.

Remove the electrical connector from the component in question and examine to be sure the terminals have not pushed back.



If the terminals can be or are pushed back, remove the rubber sleeve, extract the terminal, and bend the locking flange outward.



Reinstall terminals and sleeve on connector and plug onto the component.

NOTE: It is advisable to perform electrical checks to determine that the circuit is functional while checking the terminals.

BACK TO BASICS

"Shotgun Diagnosis" can get very expensive, also very embarrassing if it does not result in a cure. Today's cars are getting more complicated and will be even more so in the very near future as modern technology is used to make new cars conform to government regulations.

No matter how complicated systems may seem to be, a sound understanding, for example, of the basics of electricity, fuel distribution, and the combustion process coupled with proper diagnostic procedures will enable the technician to determine "what to fix."

Use of basic knowledge is of vital importance in diagnosis. Proper diagnosis is vital to a correct repair the "first time around" as well as a profit for the shop. Therefore, if you do diagnosis for the shop, constantly review the material available in your service manuals and other publications. The information is just as valuable as your tools. It is a tool!

1. Drilling an oversize hole for the antenna mount can promote water leakage and eventual corrosion. As the corrosion develops, AM reception is affected first, then the FM band. Finally, it will be necessary to clean or even replace the antenna and lead to restore radio reception.

2. 900 wiper blades are a new size. They are 40 cm (15-13/16") long, P/N8553544.

3. The accelerator pedal damper has been deleted beginning with VIN's 90791018953 and 90792000892. Do NOT claim this item under warranty as a misbuild.

4. Bumper covers 1978 and up that develop a grey or a white discoloration may be cleaned and protected with Armorrall or similar products. Also for just cleaning without giving the "polished" look a methanol-based cleaner may be used.

5. 900 engine overheat on moderate to hot days may be due to the electric cooling fan running in reverse rotation (blows air toward radiator). Check this first before investigating for water pump or radiator blockage. If polarity is wrong, reverse the wires in the electric harness plug that connects to the fan plug.

*6. The Y-hose from the 900 water pump has been improved from late M79 production. The early hose may have a tendency to split at the juncture. P/N 930-1581 is superseded by P/N9330820 which has a greater wall thickness in this area. Keep a few of the new hoses in stock in case of emergency.

*7. The 900 expansion tank elbow fitting for the small hose to the radiator has been improved from 1/79 production. The original P/N8332819 (black) is superseded to P/N 9328857 (white) which has a metal insert. Bushing 9324542 is unchanged.

*NOTE: Supplies of the part numbers listed in items 6 and 7 will be replenished during the month of July.

This issue closed Friday Sept. 7, 1979. 2:00 PM.

- WE WASTE NO SPACE -

SAAB SERVICE INFORMATION

REBUILDING THROTTLE ASSEMBLIES
CIS 2.0 LITER ENGINES

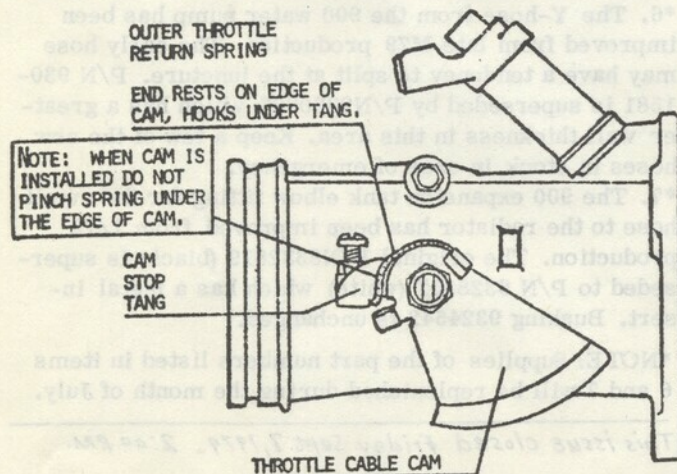
The throttle assembly needs no periodic maintenance or lubrication, yet occasionally a problem may arise which requires attention. When diagnosing a complaint of a "sticky" throttle, always eliminate the possibility of a problem in the throttle cable, accelerator pedal, accelerator pedal damper, or decel control system (valve or solenoid).

If the problem is in the throttle assembly itself, disassembly and cleaning of the parts will normally correct it.

NOTE: Bent throttle shafts can normally be attributed to external causes. If such damage is found determine the cause and correct it to assure a lasting repair. Bent and warped parts must be replaced.

DISASSEMBLY AND CLEANING PROCEDURE

1. Remove throttle body from manifold.
2. Remove cold start valve.
3. Remove all hardware (levers and springs).
4. Using a suitable support under throttle shaft, carefully remove retaining screws from throttle plate and shaft (use posidrive screwdriver).
5. Remove throttle plate and throttle shaft from body.
6. Examine shaft seals. If in good condition, retain for reinstallation. NOTE: DO NOT ALLOW SEALS TO COME IN CONTACT WITH CLEANING SOLVENT.
7. Examine all parts for damage or unusual wear. Replace as necessary.
8. Soak housing and all metal parts in suitable solvent until clean. Stubborn deposits in the throttle shaft bores can be removed by installing and "working" the shaft in its bore while wet with solvent. DO NOT ream the bore oversize.
9. Reinstall all the parts checking for freedom of movement after each item is installed. (Use Loctite on throttle plate screws.) Install new type return springs (P/N's 93 06 184 and 93 06 192) making sure they are completely free of all adjacent hardware and exert full tension at their anchor points.



10. Adjust throttle stop. (STOP SCREW IS NOT TO BE USED TO SET IDLE SPEED.)

- a. Back out the stop screw until the throttle plate is completely closed.
- b. Turn the stop screw in until it just contacts the throttle arm.
- c. Turn the screw 1/3 additional turn and tighten the lock nut.

The throttle, after cleaning and reassembly, should move from closed to wide open positions with complete smoothness. Any binding or roughness MUST be corrected before installing body on the manifold. Check that the flange gasket surface is perfectly flat. Recheck throttle movement after body is torqued to manifold. If throttle now binds, replace throttle body assembly.

Once throttle body is assembled to manifold and throttle cable connected, start and warm up engine. Adjust idle speed to specification using air bleed screw provided. Check function and setting of decel valve. If resetting is necessary, refer to pages 254-1 through 254-3 in your 99 Shop Manual and 254-2, -3, and -4 in your 900 Shop Manual.

NOTE: Decel valve will affect idle speed setting. Be sure to check the valve before making final idle setting.

FREE BOOKLETS

Bosch supplies "information booklets" on both EFI and CIS. Send request to: Robert Bosch Corp., 2800 South 25th Ave, Broadview, Ill. 60153. Ask for publication number-

VDT-UBP-751/1B for EFI booklet

VDT-UBP-741/1B for CIS booklet

They respond promptly and the booklets are free.

Michael Owens, Box 691, Tolono, Ill.

RING GEAR/AUTOMATIC '77-'78

I found out that there seems to be some problems with the ring gear especially on the automatic '77-'78 99's. We were having some starting problems intermittently and with too many variables in time, temperature, etc. to pin it down.

On this tune-up, our mechanic found that a number of teeth in a number of places around the gear were quite worn. I would guess that since there were some good teeth left to engage, that when the starter was cranked and we would get no start it was hitting on an area of worn teeth and would eventually progress to the remaining good grippers and we would get a normal start. We had the thing taken apart which took about 3-4 hours to fix.

As usual our "recommended dealer" had parts available. About the biggest hassle in replacing the gear is the new style clutch and its removal. The old clutch was a cinch to remove by way of a few bolts, but this one is very difficult both to remove and to replace. This is the first time I ever had this particular problem and its a bit unusual at only 11,000 miles.

Margrit Adler, Champaign, Ill.

"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 III, 50,000 mi., needs trans' & some body work. \$1000./offer.
Ed Oshaben, 1783 Cadwell, Cleve. Hts, Ohio 44118

FOR SALE: 1973 Sonett, red, 35,000 mi., 6 wheels, radial tires, tuned single exhaust (Performance Cars) Very good cond. \$2,900. (703)455-6291
J. Chris Wood, 8431 Rainbow Bridge Ln. Springfield, VA. 22153

FOR SALE: 1973 Sonett III, #1274, 45,000 mi., original owner, AM/FM, XAS tires, yellow, MSS exhaust. Excl. cond. \$3500./offer (702)733-0389 Zip: 89119
Tom Jervis, 893 Laramore Dr., Las Vegas, Nevada

FOR SALE: 1970 Sonett III, good cond., 60,000 mi. No damage, A/C, honey comb wheels, elect. ign., green. \$2,995/firm. (501)758-6844
D. LeStourgeon, 3 Sugar Creek Rd., North Little Rock, Ark. 72116

FOR SALE: 1968 Sonett, 88,000 mi., burgundy. Body, engine & interior good cond. Best offer over \$1,000.
R. Moskaitis, 2625 Swanson St., Easton, PA. 18042
1-215-253-8964

FOR SALE: 1969 Sonett II, mech. sound, new exhaust, blue, \$1200./best offer. (312)882-6876 zip:60477
Dave McGee, 17619 Anthony, Country Club Hills, Ill.

WRECKED: Late '73 or '74 Sonett (large bumpers) No lift door, nose, ft. bumper, seats or rear window. Hit left front. Eng., trans', rt door, complete rear clip, bumper & 5 wheels appear in good shape. At: Moyers Auto Wrecking, Crestline Ohio (419)683-2255

FOR SALE: Saab manuals & literature collection; covering 93's to 99's. Over 400 pieces. Send 50¢ for listing or \$550. for entire collection. ALSO:
2 bucket seats, mounting hardware from '69 96, grey & red, \$15. ea. Matching rear seat, \$15. grey interior panels, \$10. Head rest inserts 1969 to '73 for 96 & 99's, \$20. pair. Bucket seat 1965, \$10.
Vic Palumbos, 121 Westview Ter., Rochester, N.Y.
(716)473-3116 Zip: 14620

FOR SALE: Large selection of Saab original parts, most brand new. 3 cyl. 850 eng./3 carb., \$375. (300 miles on it). 3 cyl. starter/rebuilt \$30. New front muffler-3cyl. \$30. 1964 3 cyl. 4 spd trans', 42,000 mi., \$200. Michelins mounted on 96 wheels, \$40. each. More parts. Delivery extra. (212)228-1435
Luis Rodriguez, 168-170 E. 7th St., N.Y., N.Y. 10009

FOR SALE: 1974 Peugeot 4 dr., manual shift, A/C, tape deck, burg/white, trailer hitch, 24,000 mi., rust free, new muffler, 27/28 mi./gal. (regular), Michelin steel radials. Perfect shape, many extras. \$4300. 1-217-435-3084
Ken Wyle, 251 W. State St., Waverly, Ill. 62692

FOR SALE: 1973 96, 37,500 mi., needs restoring, \$650. (815) 725-4742
Rev. John Kuchta, 1018 Barber Lane, Joliet, Ill. 60435

WANTED: For 1972 Sonett III, center grille, side grille & turn signal plastic. \$50.
D. M. Watts, 1649 Huntington Dr., South Pasadena, CA. 91030 - (213)799-3259, 799-9188 before 5 P.M.

WANTED: Good trans', 4 sp. for 96 (ribbed case, '69 on) \$100. to \$150. plus, or 2 stroke trans' in good cond., offering \$75. Electric water temp sensor head unit for M.C.850, \$10. R.H. outer U-joint with new style inner hubs(not doughnuts) \$15.
Ron Russell, 6742 1/2 6th Ave. N.W., Seattle, WA. 98117 (206)782-7239

WANTED: Good radiator fan motor & fan housing for 1972 - 1974 99. About \$40. (602)774-1564
Charles Reibel, P.O. Box 1792, Flagstaff, AZ. 86002

WANTED: Rear Sonett 1969 window, consider plastic/plexi. \$250. for glass. Radiator & gas tank \$50. ea. Headliner for 1959 93F (904)392-1721 wkdys - 376 1228 nites. Zip: 32611
Bob Allen, Florida State Museum, Gainesville, Fla.

WANTED: A/C for 1973 Sonett. \$135. for complete system. (502) 239-6366 (home) Zip: 40228
Gary Rumrill, 6801 Switch Bark Ct., Louisville, KY.

WANTED: Sonett II V-4 for Ultimate Sonett project. Prefer '69 with decent body, all glass intact, no rust. Must have trans'. Engine, exhaust, whls, tires, seats unimportant as long as car can be delivered to Seattle. \$1000.-\$2000. depending on condition.
Sundog Racing Services, 823 W. 53d Ave. Anchorage, Alaska 99502

FOR SALE: 1978 Turbo, grey, 28K mi., A/C, fog lites, stereo, \$10,000/consider trade & cash. 415-329-5546 (work) Al Toy, 5409 Baffly Ct., Soquel, CA. 95073

FOR SALE: 1974 99LE, 2 dr., fuel inj., AM/FM, A/C, 49K, very good cond. Will deliver for plane fare home. \$2000. (205)249-8768 Eves.
Don Brown, 1005 Magnolia, Sylacauga, Ala. 35150

FOR SALE: 1978 EMS steering wheel/padding & collapsible hub, \$75. WANTED: 1978 EMS right hand GLE electric side view mirror/control, \$50.
Joe Sussman, 190 Beach 149th St., Neponsit, N.Y. 11694 - (212)474-4148 or 634-5966

FOR SALE: Brand new voltage regulator for 1975 99. \$15. Don Kaap, 2903 N. 55th, Milwaukee, Wisc. 53210

FOR SALE: Pro-Rally 99. Roll cage, 200 H.P. turbo, limited slip differential, modified suspension, skid plate, Bilsteins, Cibies, fiberglass hood, some spares \$3000. (215)536-8069 Eves.
Dave Entler, Quakertown, Penn.

FOR SALE: 55 AMP Marchal alternator (new bearings) \$55. Regulator, \$10. Tach & clock, \$65. Wiper mtr. (1977) \$60. (607)277-0501 Zip: 14850
Gary Thomas, 5 Candlewyck Dr. #c3, Ithaca, N.Y.

WANTED: 99E 1971 or later under \$2000. to be delivered or picked up near Ellsworth AFB, Rapid City, N.D. Contact Major Terry Maisey, 9969-A Sturgis Dr. Ellsworth AFB, S.D. 57706 (605)923-5520 or Warren Bland, 707-644-3584, 732 Jennings Ave., Vallejo, CA. 94590.

RECOMMENDED MECHANIC: John Bus /Scandia Impts. Whitter, Calif. (714)970-6908

RECOMMENDED MECHANIC: Joseph Sterbutzel, P.O. Box 196, Moorefield, West. VA. 26836 - Services 1973 99's on.

RECOMMENDED MECHANIC: Colvin H. James, at Bob Brown Imports, 4902 S. Orange Ave., Orlando, Florida 32809 857-3620

HIGHLY RECOMMENDED MECHANIC: 15 years a Saab mechanic, Paul Murphy/Acton Foreign Auto, 4 Eastern Rd., Acton, MA. (617)263-0775 Services any year Saab and selling new Saabs.

EMERGENCY SERVICE: For 96's & 97's Ole Volks Home, Highway 45 North, Humboldt, Tenn. 38343 784-4936 =Boone Humphreys

RECOMMENDED MECHANIC: Smith Imported Car Service, 1250 E. Broadway St., Louisville, KY. (502)583-4724

RECOMMENDED DEALER: B.S.R. Imports, Inc. 315 W. Main St., Charlottesville, VA. 22901 (804) 977-6760

SAAB SERVICE TIPS

BACK TO BASICS

A poor quality ground can cause a variety of electrical malfunctions in the instruments, Lambda system, alternator, and ignition system. Normally, grounds seem to be the last item thought of in electrical diagnosis. They should be FIRST! It isn't enough that grounds are tight; they must be "clean and bright." Even a small amount of paint or corrosion can effectively insulate the connection. The most important ground connections on Saabs are the battery to engine ground near the starter and the instrument panel to firewall ground near the steering column. On catalyst cars the Lambda system grounds to the engine at the main ground connection. On Turbos the turbocharger support mounts at the same place and has occasionally caused problems (it is painted).

1. If a battery is totally discharged as a result of an accessory being left on a long time, it should be "trickle" charged to restart its chemical process. Start by charging at approximately 3 amps for the first 24 hrs. Charging voltage should not exceed 16 volts to prevent excess "gassing" of the electrolyte. (This is especially important with the new maintenance-free batteries.)
2. Gas shock absorbers (pneumatic) contain gas at pressures of 30-40 BAR (435-580 psi). They are easily recognized in that they fully extend themselves upon removal from the vehicle. For safety DO NOT INCINERATE!

Gas pressure can be released by drilling a small hole in the case approximately one half (1/2) inch from the end.

3. There are two muffler hangers available for 900 models. The rubber material is harder in one version, P/N 93 17 496, and is intended to be used on Turbo models. The softer material, P/N 83 86 476, (bears mold #'s 83 86 47 and 9-6 4085) is for non-Turbo 900s. Use of the harder version on non-Turbo models may transmit excess exhaust sound to the interior of the vehicle. The softer hanger was introduced on non-Turbo 900's after VIN 90791003205.

4. If all checks indicate a vehicle's Lambda system is operational but the modulating valve will not operate, check the ground circuit for the valve. The connector for the ground circuit located near the wiring harness at the lower right of the radiator may have been inadvertently disconnected.

5. After installing a radio in a 900 look through the left hand speaker opening in the dash panel to be sure that the wiring does not contact the vacuum motor or its pushrod immediately forward of the radio. Chafing of the wiring at this point can cause a short circuit. A few extra moments taken during installation can prevent trouble later.

6. Check the air plenum on air conditioned 900's if there is a complaint of low air flow in the maximum AC position. There should be a cutout in the right side of the housing (inside the car to allow the system to recirculate interior air.

7. To avoid blowing the "super heat" fuse when charging an A/C system on the 900, Step 9 of the charging procedure, page 854-20 in the 900 Service Manual, should be changed as follows: "open the valve on the gas cylinder and then open the low pressure valve on the manifold gauge set. Introduce approximately one (1) pound of refrigerant before starting compressor."

If the compressor is operated with less than one pound of refrigerant the excess temperature generated in the compressor may close the super heat switch which will ground and blow out the fuse. The purpose of this circuit is to protect the compressor in the event of sudden refrigerant loss during normal operation.

GASOLINE OCTANE REQUIREMENTS -1977-79 99 900

Listed herein are the gasoline octane requirements for the engines used in Saabs 1977-79. The octane rating given, AON (average octane number), is the number commonly posted on the filling station pump.

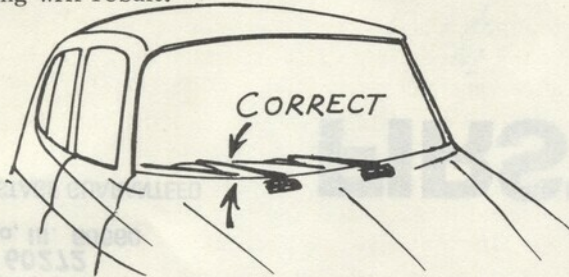
1977	B120PR	Compression Ratio	9.25:1	Regular - 90AON *
	B120CA(Catalyst eq.)		8.7:1	Unleaded - 87 AON
1978-79	B120PR	Compression Ratio	9.25:1	Regular-90 AON *
	B120CA(Catalyst eq.)		8.7:1	Unleaded-87 AON
	BS120CA(Turbo, cat eq.)		7.2:1	Unleaded-87 AON

*Use higher octane fuel (Premium-93 AON) for trailer towing or other high load driving conditions. If knock or ping is experienced with 90 AON fuel under normal driving conditions, use higher octane or retard ignition timing 2 degrees from basic setting.

CAUTION: Fuel mileage may be affected. (See bottom of Page 11.)

1. When installing a water pump shaft and bearing of the latest type (version III) in a 2.0L engine DO NOT press directly on the shaft. Installing tool P/N 83 90 551 permits pressing the assembly into place while providing the shaft freedom to rotate as the gear spirals into place. Pressing directly on the shaft prohibits free rotation and guarantees either immediate gear breakage or premature failure in service.

2. Saab 900 wipers park to the right hand position on the windshield. When adjusting or installing new arms be sure that the driver's side arm and blade assembly parks above the passenger side arm and blade. If it is installed below the passenger side arm interference and binding will result.



3. To prevent slippage of the cruise control throttle cable housing in its locating clamp apply a drop of Loctite "red" to the inside of the clamp. Determine the correct adjustment, scribe the clamp location on the cable housing, bend the clamp open so that the cable housing is easily removed and replaced. Apply a drop of Loctite Red and spread it to coat the interior loop of the clamp. Place the clamp over the cable housing between the scribed marks and tighten.

4. Checking the sealing and pressure relief of 1979 900 radiator expansion tank caps can be accomplished by inserting a tee fitting in the bleed line from the top left of the radiator to the expansion tank. Remove the bleed line from the fitting at the expansion tank. Insert a tee into the end of the hose. Connect the tee to the tank and radiator pressure tester with appropriate lengths of hose and clamps. The system can now be pressurized with the cap in place to determine if the seal is functional and that the cap releases at the correct pressure. If a faulty sealing cap is found, replace it.

5. The crankshaft pulley retaining bolt may be more easily removed on 99's equipped with automatic transmission and power steering if the rear motor mounts are unbolted and the engine jacked up approximately 1-1/2". After jacking place safety blocks between the motor mounts and the rubber blocks. The pulley retaining bolt will now come out over top of steering rack. See Service Information 04/78-304, Section 2, Page 69.

"AON" is the abbreviation used in Saab Owner's Manual to mean the Average Octane Rating or $(R+M) \div 2$. This number is sometimes referred to as the Anti-Knock Index (AKI). Effective June 1, 1979 the Federal Trade Commission requires that every retail gasoline pump be labeled with a minimum octane rating calculated by the $(R+M) \div 2$ method. R=Research Number and M=Motor Number - both of which are determined by standardized tests.

NOISE FROM HEATER CONTROLS: Engine vibrations can be transferred to the heater controls via the water hose from the inlet manifold to the lower connection on the heater valve.

The water hose is clamped to the alternator stay to prevent wear from chafing. Removing the clamp reduces the transfer of vibrations and eliminates the resultant noise in the heater controls.

Procedure:

- Drain off some of the coolant and remove the lower hose from the heater valve.
- Remove the clamp holding the hose against the alternator stay.
- Install sleeve, P/N 93 30 838, over the hose and position it so that it protects the hose from chafing against the stay. This sleeve is made from rubber hose with an I.D. of 1.24 in. (31.5 mm) and a length of 6.7 in (170 mm).
- Reconnect the water hose to the heater valve and refill cooling system.

NOTE: If after performing the above the noise persists, it will be necessary to replace the heater control shaft, P/N 94 22 965.

CHANGE IN SPECIFICATION - M78 TURBO COOLING FAN FUSE

To avoid the problem of turbo cooling fan fuses blowing during hot weather conditions, engineering has changed the fuse specification.

The higher starting surge load of the turbo cooling fans causes a partial melt down of the fuse element with each startup resulting eventually in a blown fuse.

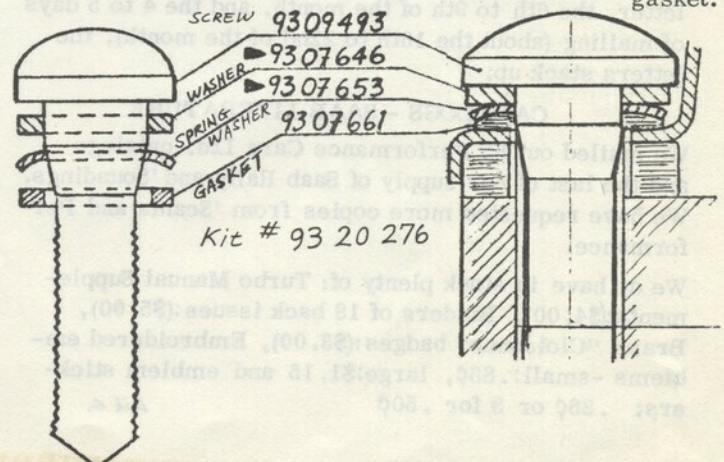
Replace the 16 amp fuse with a 25 amp fuse in ALL M78 Turbos.

IMPROVED VALVE COVER SEAL - 1973 to 1975 2.0L ENGINE *Supersedes S.I. 02/79-350*

A kit consisting of the following parts has been developed to improve the valve cover seal on 1973-75 models:

Installation: Any oil or grease should be removed from around the screw holes on the valve cover flange prior to installation. Torque screws 1.5 ft. lbs (2Nm/0.2 kpm).

NOTE: Over tightening will reduce the efficiency of the gasket.



Please use knife/letter opener

SEPT. 1979

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PUBLISHERS' REPORT

Page 12

Last month we mailed 2,724 Newsletters to our paid members - August 17th to 21st, 1979. We also mailed another 100 or more to new members or requests for first samples. We received 462 letters requiring answers, or literature, or bookkeeping during the month of August. All this without an ad running in the Road & Track Club columns for three months. It would be irresponsible to solicit new membership at a time when we are three weeks behind (delayed), in answering our mail to about half of our correspondence. We prefer to be prompt.

All mail is opened and read each day it arrives but, I can not reply during the days we produce the Newsletter, the 6th to 9th of the month, and the 4 to 5 days of mailing (about the 16th to 22nd of the month), the letters stack up.

CATALOGS - SAAB LITERATURE

We mailed out 85 Performance Cars Ltd. catalogs and the last of our supply of Saab Rally and 'Soundings. We have requested more copies from 'Scania and Performance.

We do have in stock plenty of: Turbo Manual Supplements:(\$4.00), Binders of 18 back issues:(\$5.00), Brass "Cloisonne" badges:(\$3.00), Embroidered emblems -small:.85¢, large:\$1.15 and emblem stickers; .25¢ or 3 for .50¢

Dick G.

FIXING UP THE OLD WRECK

Our rear door and bumpers was crumpled by an over anxious driver. A recommended body shop figured \$1,100 "to make it like new." We bought the rear door and bumpers of a wrecked 1972-95 for \$100. from Jon Petersen, Des Plaines and loaded the door and parts in our 95, took it to the closest body shop (4 blocks from home) and they estimated \$400. It is being repaired while this Newsletter is printed. We will then take the 1971-95 to a cheapo paint shop and have the whole car repainted for about \$75. State Farm paid us \$489. No damage to rear wheels or signal lights or glass. *D.G.*

EXCELLENT FOR FIBERGLASS TOO

My Sonett suffered considerable rust damage because no one found the persistent leak. Epoxy from Maison Corp., 130 Crescent Ave., Chelsea, Mass. 02150, (617)884-7760, \$40. a gallon (#81215) thru UPS-did the job and is excellent for repairs to the fiberglass body too.

Is there a solution to the problem of the design of the window lifts? Has anyone found a way to make them open all the way? Has the Sonett III window lift been tried?
R. Allen, Gainesville, Florida

We have no crystal ball; If a dealer or mechanic in your area drops out of the Saab business, you must write us this information.

If your address label is inaccurate you must write us.