

**THE
SAAB
CLUB**

**COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA**

OCT. 14, 1979

**DEDICATED TO SMALL-
ENGINEED SMALL CARS &
ENERGY CONSERVATION**

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MEMBERSHIP/SUBSCRIPTION

Newsletter #76, our 59th 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¢ one issue.

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

SAN FRANCISCO, CALIFORNIA - Next meeting Sunday, November 4th at 1 P.M. Tech' session, ignition basics, scope analyzes and tuning technique on all Saabs. At Parker Automotivè, 250 San Antonio, Mt. View, CA. From Highway 101 go west on San Antonio and turn just west of S.P. railroad overpass. Club will provide refreshments. Call 282-2161 or 941-0343

MILWAUKEE, WISCONSIN - Next meeting will be October 22 at Shakeys Pizza Parlour at Hwy. 100 and Silver Spring Rd. It is right at the Silver Spring exit off Route 45, a few miles north of the Zoo interchange. This will be a temporary meeting place. The final decision will be made at this meeting, so again, if members want a say, they should be there!

Bad news is that Larry Gesch, our ex-Saab mechanic, who has been greatly helping the Milwaukee area Saab owners, has sold his garage and will be moving to a large farm in central Wisconsin. We are sorry to see him go, but we also know he will be happier. We Milwaukee area members will have to rely on our combined skills and resources to assist each other and avoid high costs of repairs. Don Kaap, 444-0785

FROM QUEBEC...

I found the monthly letters quite interesting and I congratulate you for your work.

Living in the northern part of the province of Quebec I must admit that there is not too many Saab owners in the region. We are less than two dozen. There is only one dealer who sells mainly British Leyland cars. He has one good mechanic but he never sends him to training sessions organized in Montreal by Saab. It is funny because the owner goes and he is not and never was a mechanic. You get the picture..

Marcel Boulianne, Canada

(We sure do!)

WHO IS THE DEALER?

I own a 1976 EMS which I picked up in Gothenburg, Sweden. I had one very annoying problem which nobody but nobody could help me with.

The problem was a high speed shimmy in the front end. Thanks to your Newsletter it is now corrected. I informed my dealer of the factory authorized fix and the associated part numbers, which I found out about in your Newsletter and lo and behold, after 2 1/2 years of hassling, my car no longer shimmies and is rock solid at all speeds.

By the way when I informed my dealer to order the parts, two bushings for the front hubs, he was not yet aware that the fix really worked. He said he: "read or heard something about it."

Michael Tasso, Valley Stream, N.Y.

RECALL - 900 SAAB CRUISE CONTROL

A recall is now taking place with respect to the 900 Saab cruise control. Apparently there is a design modification to be made; the installation of a small metal piece, as in a number of cases, the cruise control is not switched off when the driver steps on the brake, clutch or switches the cruise control button to off. One could wrap himself around a tree rather quickly. I urge readers to return the vehicles to Saab for modification. I am told Saab is sending registered letters but I have not yet received mine so I pass the information on.

Harley I. Lewin, N.Y.

REPLACEMENT PART # - HORNBRUSH

I had to replace the hornbrush in my '76 99 and found that Lucas P/N 54301407 is exactly the same - fits some British cars. Cost is about 1/2.

J.A. MacLachlan, California

97 - V4, 60K MILES

Just tuned the valves and would like to put in a plug for Permatex (the blue stuff). It really seals those covers tight and makes them much easier to remove when the time comes. Cork gaskets alone don't do the job, especially with thin oil such as the Mobil 1 that I have been using these past few years.

Donn Mukensnoble, California

SOUTHERN CALIFORNIA - LOS ANGELES

We're in the process of updating our mailing list. If you didn't get a postcard announcing SCSC weekend at Big Bear and would like to get announcements of local activities in the future, send your name and address to Joseph F. Clift, 1048 S. First St., Alhambra 91801.

A friend of mine in the business cautions that an immediate fuel filter change may be necessary after the first few tankfuls of this mixture, due to the alcohol picking up the water from the gas tank and the fuel filter element absorbing same. I have tried 5% alcohol with 89-octane fuel on a well-tuned 99 CIS and didn't notice any improvement or anything detrimental. Will try it again this winter. I'm a bit leery of going to 10% since I don't want to buy a new fuel filter.

I want to drain and refill the cooling system on my 1975 99. Both Autobooks and Haynes refer to a bleeder nipple on the heater core. The manual that came with the car does not mention this, and I sure can't find one, either. Can anybody help me? Also, how do you remove the front cover of the heater core for cleaning or inspection when the vacuum-assist tank for the brakes is in the way of some very important screws?

In reference to your comments about GM and Chrysler - absolutely correct - management is interested in profit first, and above all. Saab management is no exception to this, unless Sweden is Utopia, which I doubt. However, we do have a choice in this country in regards to the type of car we buy. I have chosen Saabs since 1961, with brief flirtations with other makes as "second" cars.

It's the same old defective part, Dick, the nut behind the wheel. Chevy must be a "good car", they sell so many of 'em. Then we have the "buy American" fanatics. I hope to see this dingbat fringe extending their credo to the ultimate and refusing to buy foreign-origin gasoline and diesel fuel. Peter A. Grendysa, Wisconsin

SAAB SERVICE TIP

CAN GASOHOL BE USED IN SAABS?

We talked with Bosch representatives and tried it in several company cars. The results are outlined below:

- A. Federal cars (B120PR) displayed a deterioration of idle quality and idle speed requiring resetting of the idle adjustment.
- B. Federal cars seemed to be down on power (driver's observations).
- C. Lambda cars (BS120CA and B120CA) did not display the above symptoms probably due to the self-compensation of the Lambda system.
- D. Hot start problems appeared in all the cars while operating on gasohol.
- E. Gasohol will not cause deterioration of CIS components or fuel lines.
- F. Gasohol will not damage catalytic converters (just be sure the gasohol is lead free!).

If a Saab owner wishes to try gasohol and finds that engine performance and starting behavior are satisfactory to him/her, then the use of gasohol is acceptable. If engine knock (pinging) is encountered with gasohol, do not retard timing. Change fuel! Resetting the idle speed and CO (if necessary) to specifications are

the only adjustments that should be made (at customer's expense).

Saab-Scania of America, Inc. has not performed fuel mileage tests with gasohol. Therefore, data are not available at this time to evaluate what effect, if any, it may have on fuel economy.

The oily film that appears on the inside surface of car windshields and door glass is caused by the loss (by evaporation) of certain ingredients from plastic parts used in the vehicle such as vinyl trim fabrics, steering wheels, etc. The greatest action takes place during hot weather. The ingredients given off from the plastics condense on the cool surfaces of the glass causing the oily film. The film can be removed using common household glass cleaner containing ammonia and a clean cloth or paper toweling.

The majority of the screws used on a Saab are designed to accept a Posidriv - not a Phillips screwdriver. Use of a #2 Phillips where a #1 Posidriv is required is the most common cause of "rounded out" screwheads. Update your tool box with the addition of Posidriv screwdrivers. They will ease your job and help you be more professional by avoiding the problems created by improper tools.

WATER DRIPPING ONTO THE CARPET - on the passenger side of a 1979 900 can usually be traced to one of two sources:

- A. The heater duct housing assembly utilizes a foam gasket at the point where it passes through the firewall. If the gasket is improperly seated or otherwise damaged - it will not seal.
- B. The flange that presses the foam gasket to the firewall is actually two flanges riveted together. This is the joint between the inner duct work and the outer (the part that forms the evaporator housing in the engine compartment).

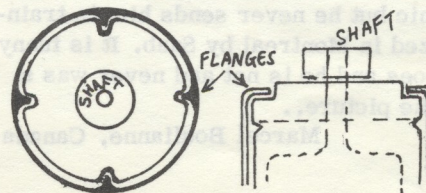
If leakage occurs at the foam gasket use a commercial sealer and seal the gasket to the duct flange and to the firewall. A leak at the riveted seam may be sealed from the inside the duct after removal of the A/C evaporator assembly or dust filter (cars without A/C).

99 FUEL PUMP

Glen Clark probably has to get a better (maybe not new) pump. I have taken 2 or 3 apart (VW have same type). Brushes usually aren't the problem, it's the bearing and shaft deforming slightly. Vibrating at certain loads, reduced air gap hence power, etc. Easy to get apart, hard to get together tightly enough to work well.

The flanges need to be bent straight up and then the motor can be slid out. Bending the flanges back reseals the motor. Good luck! Don't try it as a repair, use it as a lesson in patience, like running.

Al Bowers,
Pittsburgh, Penn.



SAAB OFFERS SPECIAL AWARDS

Robert J. Sinclair, Saab President, announced that his company will award a Grand Prize of \$1,000. to any Saab driver who wins a National Championship at the CSPRRC at Road Atlanta, Georgia, October 26-28.

Saab-driving runners-up get \$600.; a third place \$300. and fourth place, \$150.

About 25 Saab drivers throughout the nation have been invited to the run-offs by virtue of their showings during the season. The majority will be driving in the Showroom Stock A & B classes in cars that are basically dealer showroom stock, except for some safety modifications. One Saab is expected to participate in the B Sedan class finals.

"This is the third year that Saabs have appeared in any numbers at the Road Atlanta run-offs," Mr. Sinclair said. Seven or eight Saab drivers will come to the finals as Champions of their respective SCCA Divisions and Classes.

In the Showroom Stock A class, the Saab Turbo will be matched against formidable competition from cars such as Datsun 280Z and Porsche 924. In SSB the Saab 99L and GL will be racing against Alfa Romeo Alfetta, VW Scirocco, Mazda RX3, and many others.

LETTER FROM SAAB-SCANIA Sept 24, 79

I appreciate the kind observation at the bottom of column 1, page 3. As you know, I have established a routine to provide you with service information as issued. I trust you will let me know if the system should fall down. The problem is, of course, that our routines do not provide for such mailings to other than franchised dealers (who have been assigned a dealer code, financial account number and all the rest). Therefore, someone has to remember to handle your mailing manually. which means that someone can always forget. Keep me posted.

Directly above that reference in the same column I note your statement that all air conditioners are installed wrong on all cars. Perhaps that is your honest opinion, but my honest opinion is that your comment is not true.*

Regarding air conditioning installation, Saab-Scania of America has no present arrangements for installation by air conditioning shops at or near ports-of-entry or in major metropolitan areas and I am advised that there have been no such programs in progress since at least 1972, prior to which time some AC units were installed at our previous corporate facility in New Haven, Conn.

At present, air conditioning units are installed on 100% of the 5-door Turbo automobiles during the manufacturing process (i.e. on the assembly line) at Trollhattan and are so-installed on a substantial number of the GLE models. Other than those two models, air conditioning is a dealer-installed option and are installed either at the dealer facilities or at a local air conditioning shop under arrangements made by the individual dealers.

Finally, and in the same general area, I note the comments regarding A/C cooling fans being reverse wired.

We are not aware of such a problem, although we have noted a small number of instances regarding the basic cooling fan (not A/C fan) being reverse wired. I enclose Service Tips Vol. 6, #6.

Perhaps you would like to clarify this point to your membership. Also, of course, if you have some more information regarding improper wiring of the A/C cooling fan, please let me know by return.

P.S. You might be interested to learn that Saab-Scania of America last week purchased Saab 92 #06829 from the family of the late Willis "Bill" Goodale, who had been a franchised Saab dealer for many years (Goodale's Garage) in Storrs, Connecticut. It is my hope and intention to restore this vehicle to showroom condition and then place it on permanent display in our lobby here at Orange.

Robert J. Sinclair, President
Saab-Scania of America, Inc.

SERVICE TIPS -Vol. 6, Issue 6, JUNE 1979

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.

*All cars with A/C have their heat exchangers (radiators) mounted right in front of the cars' engine radiator. The A/C heat exchanger should be mounted elsewhere; under the car, aft of the gas tank-to the side of the muffler, or under a fender. Either to the side of the engine radiator with separate fan. The pump can stay where it is now. Many home A/C's have the heat exchanger standing in the garden or roof far from the cooler unit. That's a fact not just an opinion.

There is no law of physics nor economics, that requires the A/C 'exchanger to be one inch of the hot engines' radiator. I do not have the back of our refrigerator against the stove-oven. - Dick Grossman

AIR-COND. HOSE PINCHED BY BATTERY

People who own 1977-99 with 'factory air' should check that the high pressure A/C hose connecting the evaporator under the dash with the receiver/drier mounted near the battery does not slide down and become wedged between the battery and fender-well. The hose will be pinched by the edge of the battery and will rupture. Mine did and because the unit under the dash had to be removed to connect a new hose, the cost to have it all repaired was substantial.

Later, I determined that preventative measure could have been applied. The receiver/drier tends to slide down in its mount and consequently pulls the hose down into the area where it can be rubbed by the battery and eventually fail. The remedy was to pull the receiver/drier up, retighten the mount, and place a wooden wedge underneath the unit to prevent it from sliding down again. The hose should now be safely above the top plane of the battery and not cause further trouble.

Bill Brown, Ann Arbor, Mich.

Since the rust is almost always from the inside out, due to moisture trapped under the mats, it is essential that the mats be taken out and the floor dried regularly.

If rust is already started, remove front & rear seats, mats & boards and clean out as much rust as possible (use a rotary wire brush). Patch holes, if any, (welding is best, or riveting) and flood the whole floor pan from firewall back (do trunk too) with rustproofing spray (Duro's Do-It-Yourself Rustproofing Kit, about \$10. is good) or a tar-based paint, such as asphalt sealer. Rust-o-leum and paint WON'T do the trick. This is more or less how 99's are treated at the factory and I've found it to be very effective. Also, patching chipped undercoating is important.

Gary P. Stottler, Troy, N.Y.

Editor's Note: Of course, rustoleum or zinc chromate won't cover holes, but, it will protect metal that is partly rusted.

The main reason for water on the front floor of the 95-96 is the leak at the top edge of the windshield, not the ventilator. As I mentioned last month, I did get my 95 rear body-door reworked and floor sealed. I did take the car to a Earl Schieb (quickie, paintee, cheapie) dropped it off in the morning, picked it up in the evening, \$69.95 + \$2. tax. They spray right over the rust spots - you must do your own sanding and undercoating. They gave me a 5 oz. can of the same (white) paint which I used to go over the rust spots I previously neglected to scrape, and I used the little brush and painted in (sealed), the rubber edge of the top of the windshield. Two days later it rained substantially day and nite, the following morning I found the floor absolutely dry. If your windshield leaks water, take an old-worn-small screwdriver and slightly pry the rubber gasket and run/flow/apply permanent rubber cement at the lip. Tire patch rubber cement, or, shoemakers cement, or artist's poster-one coat rubber cement can be used. Later, paint that edge for greater endurance.

PIONEER (1972) MEMBER - 200,000 on 93

Our Saabs 93 & 99 are both doing just great as one would expect. The 99 has 43,000 and shows no signs of being more than 2 months old even though it has sat in the Florida sun for 3 years. The 93 is going for 200,000 by November 1979

I will have used approximately 7,690 gals. in that 200,000 miles compared to 16,667 gals. for a car that only averaged 12 mpg. to my 26 mpg. or a difference of 8,976 gals. of gas.

We have a new Saab dealer in Tampa, "Hawke Mazda/Saab, a good dealer for Mazda and, hopefully Saab. The last Saab dealer left town owing \$300,000. at two banks.

During the "new dealer" week with Saab, a rep from Orange and the sales manager were driving a Turbo 900 when a truck hauling an 11,000 lb. fork lift ran them into a ditch and landed on the Turbo. No one hurt, Turbo totaled. They have faith now. Dennis Phillips, Florida

For no apparent reason the clutch on my 1970 96 started to have trouble releasing. The pressure plate, disc, and throw-out bearing had all been replaced within the last 10,000 - 20,000 miles. I adjusted the clutch play to its minimum and checked to see that the hydraulic components were working properly, but still the clutch pedal would engage about 1/8 inch above the floor, and with the engine running and the car stopped it became difficult if not impossible to shift into any gear. This difficulty was not experienced with the car moving, nor was there any difficulty shifting without the clutch in freewheel.

So I took my car and checkbook to "Stan's Saab in Essex anticipating an expensive clutch overhaul or (God forbid!) transmission work. Stan agreed that there was something wrong in there, probably a weak pressure plate, but couldn't tell for sure without taking the whole thing apart, but he posed an alternate solution. He shimmed the hydraulic clutch slave cylinder, that is he loosened the bolt holding the slave cylinder to the transmission case and slipped a couple of washers in-between the cylinder and the case, moving the cylinder forward enough to allow the pressure plate to release more completely. This amazingly simple solution cured the problem completely and only cost me \$7.50. You can do it yourself for the cost of the new washers.

A WORD OF CAUTION: After shimming the clutch start the engine with your foot OFF the clutch pedal and push it in slowly and carefully toward the floor to be sure that the throw-out bearing lever does not touch the spinning pressure plate with its new extended range (click, click, click, click). If it does, back off or forget it. If not, drive away smiling.

Richard Squires, Montpelier, Vermont

BALANCE GEAR SHAFT FAILURE

Most V4 owners know that their engine was built by Ford in Germany. It has proven to be a most rugged and reliable powerplant. There is one failure that occurs rarely, however, that requires major labor to repair. That is the loss of the teeth from the balance shaft gear.

The crankshaft has a steel gear on the end of it. This gear drives the cam gear, and a fiber gear on the balance shaft. It is the end of the balance shaft that comes out through the "transmission cover" and has the pulley that turns the water pump, fan, and alternator. The stop-start load of the air conditioner compressor can cause failure of the balance shaft fiber gear, but I recently lost one on a '73, never air-conditioned, at 53,000 miles. The indication (while driving) that it had failed, came when the alternator light came on when the heat indicator went to 'hot'. The indication (underhood) was that the fan belt turned easily with the engine shut off. If only a few teeth have sheared off, the belt may only go back and forth a bit, but you'll know that is unusual.

INCIDENTS - 99GL 1976

The usual repair is to remove the engine, remove the pan, change the gear, and reassemble and reinstall. I tried a shortcut, and it worked well for me. I used a "Sawzall" to cut two cuts about 4" long down the front of the oil pan after the radiator and transmission cover had been removed. The old gear was then pried off, the flap of the oil pan being sprung forward in the process. The new gear (and I used the steel replacement) was installed, and the slots welded. I could not weld a short piece of the slot under the lip of the pan, so I cleaned it thoroughly and covered it with RTV rubber, inside and out. ONE CAUTION: Make sure the balance shaft spins freely, as bits of the old gear may bind it tightly. If this occurs, engine removal is mandatory.

THIS IS NOT a Saab approved repair, but it worked for me and saved me a lot of man hours. If you lose the balance shaft gear and need to replace it, it is worth your consideration. Bob Mitchell, Linwood, N.J.

SONETT V4 HEAD GASKET

My 1973 Sonett developed an overheating and coolant loss problem last June. The puzzling part was that no coolant leak was evident, even when using a pressure tester. Compression was good, no water in oil, and both heads passed leakdown and magnoflux testing. Finally decided, with a lot of help from Larry Gesch (Larry's Hometown, Saab Service) that coolant must be leaking across a head gasket. Replaced gaskets, problem went away. James Hart, Wisconsin

CORRECTION PLEASE!

The number for the Sears shocks used in the 95 rear shock conversion was wrong in the August issue.

It SHOULD BE: 79281, NOT: 29281. I regret any inconvenience this may have caused. I do have a 'tech sheet' with details of this conversion - please send SSAA envelope.

Eric Killinger, 301 S. Sherwood, Ft. Collins, Colo. 80521

FELL IN LOVE AT NINE YEARS OLD!

I must admit, I had seen your advertisement in R&T dozens of times but had never responded. I began driving Saabs almost 12 years ago, I fell in love with Saabs 22 years ago, when I was nine years old. Read about the car in Popular Science and then saw my first 93 in the flesh.

When I purchased my first Saab, a 67 96, I joined a couple of Saab and "front wheel drive" clubs but was always disappointed; hence my reluctance to reply to the various ads I've seen for your publication and Club. Anyway, I respond now and please find enclosed check for \$9.00 M. Tarr, Catlin, Illinois

Jon Petersen, 1445 Oakton St., Des Plaines, Ill., has installed a new computer analyzer for precise tune-ups. Phone: (312)299-7153

We prefer to acquire new members by recommendation and not by hi-pressure or exaggerated claims or promises. - SAAB CLUB

26,000 miles on the car and the following incidents:

1) Paint job lousy. Am in the process of redoing it myself. Bubbles, chips and uneven color from the beginning. Some surface rust (due to paint chips) but nothing in the seams or inner structure that I can find.

2) Car performs like a dream. 33 miles on extended highway trips, 25 around the city. I love it!

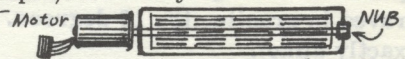
3) Car came with Goodrich radials which for some reason did not do the car justice, especially in the winter and on wet roads. Switched to Michelin: the difference is day and night.

4) Overheating problem at 10,000 and then at 17,000 miles. Faulty thermostat both times. (Question: is there a gasket required other than the rubber inner seal? I had to replace the thermostat both times. The first time, no gasket was found.)

5) Brake pads replaced every 8,000 miles on a regular basis. (Same experience with a Audi 100LS)

6) Heated driver's seat never worked. Any ideas on what to look for? (We'll send you pages from 1975 manual).

7) Question (albeit stupid): How do you check the coolant level?



8) Fan fuse kept blowing last winter. Checked continuity and load. Everything fine. Removed fan itself and found something interesting. The cylinder fits into tiny nub on side opposite blower fan. This nub had somehow loosened, dropping fan off level and putting extra load on motor (blowing fuse). Packed the space surrounding the nub with caulking (the heavy string stuff for windows) and no problem since.

D. A. Dalessandro, Youngstown, Ohio

AIR BUBBLES? VAPORIZED GAS? IN FUEL INJ.

When I see a Saab stalled at the side of the road, which isn't very often, I stop to see if I can lend a hand. Recently I stopped to help a 99LE with a CI fuel system. The engine would run but with no power available over that required to keep from stalling and prior to my arrival the engine had quit while driving. The problem seemed to be air being delivered to the injectors - all of them, not just one or two. What showed through the plastic tubes were slugs of air and slugs of fuel in about equal volume. Can somebody out there tell me how this can be? The pump is in the tank and everything, up to the injectors is under pressure. I have looked through section 240 in the Service Manual without finding the answer. I had the same symptom once on one injector which I assumed meant that the injector was sticking open - thus putting manifold vacuum on the line so I guessed that the bubbles were vaporized gasoline and not air. I simply cleared the injector by removing it and pulling up on the air flow sensor plate with the ignition on which cured the trouble. The cure has been rather permanent because this was 50,000 miles ago. I find it hard to believe that four injectors could all stick at one time so what the heck caused the bubbles?

B.W. Sheflin, Killington, Vermont

TURBO - 20° BTDC IS NOT AN ABSOLUTE

There is a problem with my 1978 Turbo that I'm having trouble finding its source. During acceleration under heavy load (i. e. uphill) with the turbo kicking in, I get some heavy pinging. The timing is on the recommended setting of 20 degrees BTDC at 2000 RPM. Could the problem possibly be the compression ratio? For a 1978 Turbo the ratio is listed at 7.2:1 as compared to 7.5:1 for the 1977 prototype they tested that year. Because I have a low VIN (#99781008357), would it be possible that I have a 1977 power unit? I use the highest unleaded octane available (89 AON).

The local stations do not carry high octane unleaded because of the elevation which is over 6200 feet. Since an engines octane requirement diminishes as elevation increases, I should have no trouble with 89 or even 87 octane. I have talked with two other local Turbo owners (also 1978) who do not have this problem. I would appreciate anyones thoughts. I could retard the timing but this elevation should have already compensated for that.

(Editor's Note: 20 degrees is very high, the earlier spec' was 19 degrees and then changed. It is not engraved in granite, try 18 degrees. No two engines are exactly alike).

Another, but smaller, problem concerns my windshield wipers. When they are at rest, the left side (in front of the driver) wraps around the windshields curve and seems to partially warp in that position. When switched on the left side leaves a 4 inch smear in the middle of its sweep area (which is eye level for me). I have tried bending and replacing them with some improvement, but not enough - any ideas?

Is there a bicycle rack made that fits the rear bumper of a M78-99 ro do I have to use a roof or rear deck rack?

Even with my complaints, my Saab is still the best car I have ever driven in the snow and mountains. I did enjoy my 1972 BMW 2002ii that I sold at 111,000 miles but it did not come close to the Saabs performance. I mentioned that once before but it came out 11,000 miles, hardly enough to adequately judge a car.

Again, I appreciate the work both you and Ruth are doing - I'm for raising the dues if you need more funds for any reason.

Rod Bedayn, So. Lake Tahoe, Calif.

TACHOMETER PROBLEM -SOLUTION?

I think Don Kaaps tach problem could be connection corrosion, heating causing expansion of the upper contact, hence the self correction. Cure? After cleaning the two contact surfaces suspected with medium sand paper until fairly shiny and bright, re-connect and tighten to about 6 or 8 ft lbs. I'm sure he already checked the tach ' itself for any problem with heat or whatever.

Al Bowers, Pittsburgh, Penn.

99 - 1974 HEAD REPLACED

I replaced the head at 68,000 miles and am convinced that I wouldn't have needed to if Saab had warned me to use a higher proportion of anti-freeze than 50:50. I now start out with 50:50 and add straight AF when needed. This keeps it above 50:50. (Theory: Little water-no electrolic action). Robert S. Drake, California

EXTRA SWITCH OVERRIDES RADIATOR FAN 'STAT.

The radiator fan thermostat can be overridden by hooking a wire from the "extra" switch to the thermostatic switch (I use an alligator clip) and another wire from the other lead in the "extra" switch to the body of the car (as a ground). This allows the radiator fan to be activated whenever the car is running hot and is particularly useful when the thermostat doesn't work at all (as in my case). It has the added benefit of costing about 35¢ in materials (2 wires and an alligator clip).

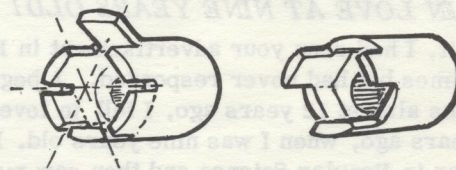
Bill Benjamin, Colorado

99 IGNITION SWITCH REMOVED WITH SPECIAL WRENCH

Whilst coming to grips with a stuck ignition assembly, a minor inspiration occurred.

An earlier (Jan. '78, maybe Feb.) Newsletter dealt with getting the gear housing off without using the Saab tool for the anti-theft nuts. In our case the nuts were snug enough that they couldn't be backed off with a screwdriver. Above tool probably costs \$\$\$, plus on Saturday they are closed.

So- solution: get a spare (cheapo) 11 mm socket (make sure it's skinny enough to be loose in the protective shroud on housing!), and clamp it in a vise. Using a new hacksaw blade (that stuff's hard), slice along the corners of the flats like cutting a pie, 1/4" or so. Undercut the sides for the three unwanted ears and then a few wiggles with a hammer and anything small and handy - and you've got an ugly but beautiful tool.



If, like us, you disassemble the mess and find out the lock cylinder (\$31.) was bad - wasting an afternoon of cussing, but it's the only way you can find that out. Remember that pushing in the catchpin when stuck in the wrong position means you have to wait on it. Timid pokes with a coat hanger don't work as you're driving the pin thru pot metal and destroying the old cylinder, and get it out.

By the way, if you're a car thief, the above doesn't help much. Even with the door unlocked it would take at least 15 minutes and a power tool to swipe a 99.

Jim Tolson, Chicago, Illinois



A 99 (CARBURETOR) IN ISRAEL

It might interest members in the U.S. to know what a motorist paradise they enjoy as compared to other countries.

To begin with, cars and spares are taxed here by about 200%. Gas is presently \$2.30 per gallon, keeping the car is also heavily taxed. Worst of all, we hold the woeful world record for accident rate (my original reason for buying a Saab), which is due solely to sheer recklessness and bad driving manners, as there is virtually no drinking and roads are better than in some other countries. There is no racing of any kind--except for the next street light. Many American tourists would not drive here.

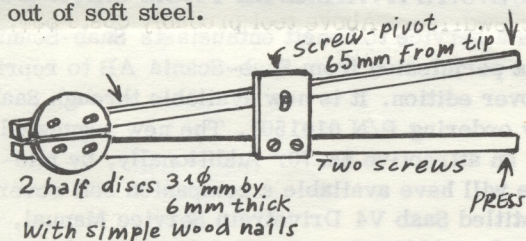
Saab service is reasonable by local standards (never used it, except for spares). We are often able to use cheaper spares that are similar to other European makes.

Here are some of my experiences:

(a) If you want to remove the radiator, you don't have to remove the "front sheet" as the manual says, just remove the four screws holding it, and carefully lift upwards.

(b) Changing the front disc pads (ATE) the pistons have to be rotated as described in the Club's "Service Tips" and using the template sketched there. However, special pliers, Saab # 899536 are required.

Here is a replacement tool which could easily be made at home out of soft steel.



I would be grateful if any member could be able to answer the following:

(a) The diaphragm in the overflow valve in my Saab is broken. Saab would sell only the complete valve housing and everything very expensive. What other make use the same valve? (2. L engine)

(b) Has anybody tried to replace the velour roofing? Can the fiberglass roof piece (inside) be removed without removing the steering wheel?

I would be glad to chat with any member passing through this troubled spot of the globe. I am 35, live near Tel Aviv and have a family.

A. Elhanani, 3 Mishmar Hayarden St., Givataim, Israel, Phone: 03-762027

ANOTHER WAY TO PRESSURE BLEED HYDRAULICS (#6)

Philip Czapl, Mass., uses a washing machine connector hose attached to a tire pump and the other end fits the screw top of the master cylinder reservoir. Open slave-bleeder-screw and pump pressure to expell air bubbles and a small amount of fluid flows, close bleed screw.

900 A/C COMPRESSOR NOISE DIAGNOSIS AND REMEDIES

Several types of noises can be emitted into the vehicle passenger compartment from the A/C compressor. A description of these noises, their causes, and remedies are listed below:

A. Noise Type - Sounds like exhaust system vibration or resonance under any conditions but more noticeable under engine decel, A/C compressor on or off.

Possible Cause - Early cars, loose compressor bracket mounting bolts (never factory "Loctited"). Later cars with loose bolts, improper application of Loctite?

Cure - Remove A/C compressor and mounts. Inspect for broken bracket or hairline cracks around mount bolt holes. Replace cracked or broken bracket with new two-piece bracket using Loctite on all mounting bolts. Also check exhaust system alignment.

B. Noise Type - Buzzing or ringing from A/C clutch plate fingers above about 3000 rpm, A/C compressor off only.

Possible Cause - Hairline cracks causing the bracket to vibrate excessively which in turn excites the A/C clutch plate causing it to buzz.

Cure - Remove A/C compressor and mounts and inspect for cracks. Replace if necessary with two-piece bracket. NOTE: In some cases clutch may still vibrate slightly (A/C off). Adjusting clutch clearance is not a reliable solution. There is nothing defective about such clutch assemblies.

C. Noise Type - Low frequency rumble with A/C on. Mostly at lower engine RPM.

Possible Cause - This is normal R-4 compressor noise with the A/C on. Refer to noise type A above if condition worsens or noises begin to occur with A/C turned off.

Cure - Low speed compressor rumble cannot be remedied as it is characteristic of the R-4 unit. In some instances it can be reduced if the bracket is loose or broken by tightening (use Loctite) or replacing the bracket, whichever is necessary.

A new two-piece bracket consisting of P/N 9316126 and 9316118 (order both pieces) has been designed for the combination engine support/compressor mount. Also needed are the following: Hex screw 79 65 569 (M8x95mm) and Hex screw 8084014 (M8x70mm).

NOTE: Use Loctite Red on all bolts when installing this bracket. These items are for Saab 900 only.

Whenever warranty work is performed requiring compressor removal, always use and claim these new parts to reinstall compressor.

This edition closed Oct. 11, 1979 10:00 A.M. Send newsletter articles and ads BEFORE the 9th of the month to appear in that months' edition. Mail addressed to: Saab Club, box 60272, Chicago, Ill. 60660 arrives three to four hours sooner than: 1918 Hood St.

We will not mail a December issue, for obvious reasons.

SAAB CLUB Oct. 1979

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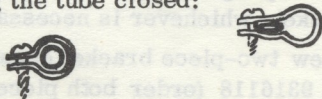
Last nite, Oct. 9, forty nine people attended the Bosch Fuel Injector lecture/instructions meet at Jim Thulkes' ULTRAPRO Tune-Up Shop (Clark & Howard St., Evanston, Ill). Don Kaap, the Boldras and the magnificent Andersons came from Milwaukee. Paul Thielman from Muscatine, Iowa.

Several of those attending came from the surrounding suburbs of the area, about 27 Saab cars parked in the lot. ULTRAPRO'S staff of four provided the fine seating arrangement of 50 chairs, two of the hydraulic lifts were used as a bench. Two sets of slides for the various fuel injector systems used by Saab were projected and explained. More than two hours were devoted to actual parts exhibited and questions answered by the expert Bosch rep' Walt Kreitling.

We collected over \$23. in "raffle" ticket sales and since there was no time to pick a demonstrator 99 for tune-up, instead, we gave door prizes; first prize was a autographed portrait of this writer, last prize was TWO portraits of me. We also awarded lesser door prizes of a 1974 Autopress book, brass emblems, and embroidered emblems. Ruth provided snacks, coffee, etc. Considering the late evening, Tuesday nite time, and limited space of this very neat shop-we consider the meeting was highly informative and successful.

It is impossible to review the technical explanation of the F.I. system in one paragraph or one page, even if I knew enough about it. The first lesson: When you have a bad cold start or a difficult warm start - check the ordinary engine functions first -before you blame or replace F.I. components; battery, spark plugs, wiring, fuel lines, timing, and water/dirt in the fuel. A classic case is when several Saab shops had replaced the computer box, cold start valve, thermo switch, temperature sensor, and fuel pump to no improvement. Then, the Bosch field rep' was called in and he discovered that a simple hose clamp that holds the fuel line along the body of the car was improperly clamping the hose - pinching the tube closed:

instead of:



EDITORIAL...

I am a little bit disappointed when I have received three or four letters recently from some members who suggested that we make a "survey" and/or a list of the "most frequent mechanical problems and parts failure." For Pete's sake! that IS what our monthly Newsletter is about. There is NO "most frequent" parts failure! Only panic and ignorance are the most frequent failures. Loose bolts, corrosion/rust, dirt/water, leaking seals, bad assembly, abuse, are the most frequent causes of stalling or bad warm starts or rattling noises. Most all which we report on in every issue. This is NOT a fan magazine.

If you see an article by some member who claims 100,000 to 200,000 miles on one Saab - that is our way of saying that: he is doing something right and

the rest of us are not.

Those Saab owners who are lucky enough to be located near a reliable Saab service shop are only slightly better off than the Saab owner who lives 100 miles from the nearest dealer-shop.

Many of us are convinced that the close proximity of a new dealer can be a curse - since there isn't a knowledgable Saab mechanic at work there.

Presently, the Bosch Co. has only one skilled F.I. instructor to cover an area between the Canadian border and Texas in the Mid-West.

We have not yet learned who the new (if any) technical trainer is - to cover the Mid-West for Saab-Scania. The same for the West Coast.

This Newsletter reaches about 4% of the American Saab owners, with a budget of about \$15,000 per year, most of it devoted to printing and postage costs. *pick G.*

SOFT COVER SONETT III MANUAL AND V-4 MANUAL AVAILABLE FROM SAAB-SCANIA

As a service to Sonett enthusiasts Saab-Scania, U.S.A. got permission from Saab-Scania AB to reprint a soft cover edition. It is now available through Saab dealers by ordering P/N 0101501. The new suggested list price is an attractive \$8.70. Additionally, by mid-October we will have available a companion soft cover manual entitled Saab V4 Drivetrain Service Manual, order number 0290908, suggested list price \$17. The latter manual will contain information about tools and engine, ignition system and transmission servicing reprinted from the Swedish V4 manual. All 95, 96 and Sonett V4 USA models 1969-1974 will be covered.

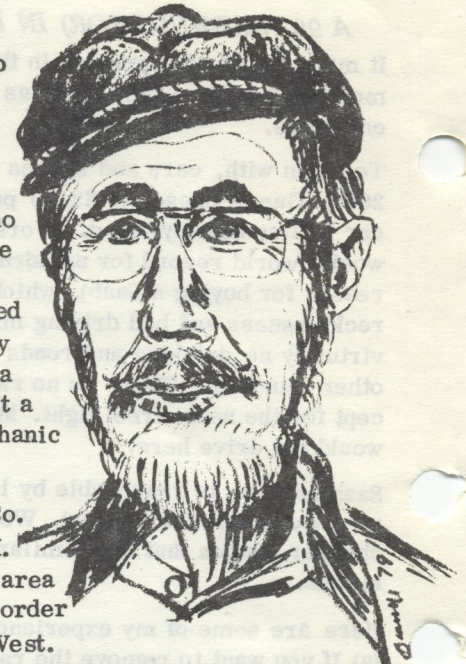
(This information was received through the courtesy of: Robert J. Sinclair, President, Alex S. Lieuwma, Natl. Service Mgr., and Daniel L. David, Technical Services Dept.)

We received this week, another batch of PERFORMANCE CARS, Ltd. Catalogues send us .67¢ postage.

Also, from SAAB-SCANIA, a stack of early 1979 SAAB SOUNDINGS, .41¢ postage. Also, Sports & Rally catalog by Saab-Scania, .41¢ postage.

Brass cloisonne (3 color) 1 7/8" X 3" grill badge: \$3.
Club sticker: .25¢, three for 50¢ Small embroidered jacket patch: .85¢. Large-4" X 6 1/2" patch: \$1.25.
AUTOBOOKS -99 covers 1969-74: \$5.

Our ring binder of 18 back issues contains: four 1977 issues, five 1978 issues, & nine 1979 issues. The twelve 99 tech' sheets and ten+ 96-97 tech'sheets are the same as you get in the new member packet.



CLASSIFIED ADS RATES

Ads offering parts or Saabs for sale or wanted, at prices under \$200. are FREE to members and non-members. 25 word limit, plus name and address.

Ads listing \$201. to \$900. enclose: \$2.00. Ads listing: \$901. to \$2,000. enclose \$5.00. \$2,001 & up: \$10. per 25 words, no charge for name & address.

We will delete superlatives, abbreviate where possible. Do not count 2 letter words. All ads without a price must enclose: \$10. check.

(Each Newsletter page cost over \$100. to produce and mail).

FOR SALE: '73 Sonett III, 44,000 mi., restored, red metallic paint, new upholstery, mech. perfect, extra parts, mag wheels, stereo, \$4500. (608)783-4578 Tom DeKeyrel, 521 S. 3rd St. Onalaska, Wis. 54650

FOR SALE: 1973 Sonett III, 35,000 mi., AM/FM, sun roof, immaculate, stored winters, red. \$3950. P.R. Wengert, 3336 Brantford Rd., Toledo, Ohio 43606 (419)531-8547

FOR SALE: 1974 Sonett III parts. Doors, windows, trans': \$1,000. Tires & wheels, \$150. each. Brakes, front end, odds and ends, make offer. Joseph Bledsoe, Rte. 1, Box 543, Kingsville, TX. 78363 (572)595-1497

FOR SALE: Sonett mags, early style spoked design. Complete set of 5 with new centers and a set of lug bolts. \$375. (515)225-1039 Evenings. Zip: 50265 Bruce J. Karn, 2401 Meadow Ln., West Des Moines, IA.

FOR SALE: Complete headlight assembly for Sonett III. Includes buckets, cross bar, lights, switch and control rod. \$195./best offer. Marty Weber, Ithaca, New York (607)277-2383 or Bethpage, N.Y. (516)796-1108

FOR SALE: 1974 Sonett, AM/FM, Lawrence carb & exhaust. New trans', 3/4 cam, mechanically good, floor & interior restored. Needs paint job for 100% restoration. \$3500./offers. 724-5100, 470-0458 Jim, c/o Willow on Wagner, Glenview, Ill.

FOR SALE: Two 1967 Sonett II, both in excellent cond. One running, \$2,000. one not running, \$1,500. George A. Reilly, P.O. Box 145, Wheelwright, Mass. (413)477-8765

FOR SALE: 1974 Sonett III, 49,000 mi., A/C, Balupunkt CR-2000, new Pirelli P3's, \$3700. (319)264-1646 Paul Thielman, 108 Amy Dr., Muscatine, Iowa 52761

WANTED: Front bumper for '74 Sonett in good shape, \$50.; set 4 wheel covers for '73 99, \$40.; 2 plastic inserts, 2 Sonett mag wheels, \$5. (608)788-2086 Ken Beck, 151 S. 6th St. LaCrosse, Wi. 54601

WANTED: Top portion of leatherette of dash board for 96, 1965. Offer \$10. Ernie Soto, 310 Wylie Rd., Lot 44, Marietta, GA. 30067

WANTED: 96 transmission set of tools and fixtures. \$100. up. (801)272-1111 Harry Wise, 4505 Gilead Way, Salt Lake City, Utah 84117

WANTED: '68-'72 95 V4, good sound overall condition. Offering \$1000.-\$2000. Write/complete description. Grey Elliot, 3303 S.W. Jay, Prendelton, OR. 97801

WANTED: Any year and model 2 cycle Saab in good condition. About \$900./up. Margrit Adler, (217)356-9244, Champaign, Ill.

WANTED: One headlight fixture for 93 hood. Adjusting screws must be on a horizontal plane, not diagonal as in 96. Will pay \$5. Zip: 03846 Michael Atherton, General Delivery, Jackson, N.H.

FOR SALE: 1971 96. Some rust, engine OK, '67 Weber manifold. Rebuilt trans', new clutch, brakes. Bilstein shocks, Semperits, two sets of seats, wood steering whl., \$750. (201)377-7340 Zip: 07928 Jim Villere, 15 Country Club Dr., Chatham, N.J.

FOR SALE: 1973 96, 58,000 mi., burns no oil, rebt. trans', new clutch, body good, 28 mpg, yellow. \$2500./b.o. (415)586-7922 Zip: 94112

Robert Hsiang, 517 Vienna St., San Francisco, CA.

FOR SALE: 1968 96 V4, good rebuilt eng., radials, needs trans' work & body work. Will deliver. Asking \$500. (615)297-1458 Charles Newman, Nashville, Tenn.

TRADE OR SELL: 1962 95 Wagon, Engine & trans' fine, body good, some rust. Have spares including good engine & trans'. \$300. Or trade for V4 sedan plus \$\$\$? (812)547-4437, eves: 547-3763 A. Hauenstein, 547 Main, Tell City, Indiana 47586

FOR SALE: 1965 96 M.C. Rebuilt engine, new door, 2 extra 4-bolt rims, manual, little rust, runs good \$1895. ALSO complete dash for 96, \$50. W. Wilson, Mukwonago, Wisc. Eves: 1-414-363-8393

FOR SALE: 1967 M.C., 2 stroke, 3 carb, oil inj. Seat covers, 2 snow tires. Body in bad condition, mech. O.K. \$400. Scott, Pit Shop, 6207 Commercial Rd., Crystal Lake, Ill. 60014 (815)455-1300

FOR SALE: New 2 stroke parts. (70) Bosch M225T1 spark plugs Nor drvng: 50¢ each. (8) 6 packs Hi-M oil concentrate; \$4.50 ea. (4) 731169 Mann Air Filters C1854/1; \$4.00 ea. (2) 737279 front brake cylinders; \$5.00 ea. (2) 737282 front brake cylincers; \$5.00 ea. (1) 731027 water pump; \$7.00 Plus shipping charges. Rev. John Kuchta, 1018 Barber Ln., Joliet, Ill. 60435 (815)725-4742

WANTED: Speedometer cable sheath, with/without cable for 63, or thereabouts, 2 stroke. \$10. Also info. for fast ratio steering for '73 99. Would like to buy performance for same. (513)275-7913 Tony Snyder, Box 802, Dayton, Ohio 45402

MORE →

FOR SALE: 1963 GT850 & 1969 V4. GT complete new eng. & trans. V4, hi performance 1700 & Bilsteins, competition brakes, etc. Spares. Both for \$1,500. (213)538-5060 days, 540-0426 after 5. Zip: 90503 Steve Christiansen, 22002 Linda Dr., Torrance, CA.

FOR SALE: Crankshaft for 850GT Spt. or M.C. Has full round crank webs, like new cond. \$100.00 Also complete 3 cyl. 1964 mtr., running when stored but has now seized; \$50. Other misc, 3 cyl. mtr. parts. Tom Nola, P.O. Box 627, Wurtsboro, N.Y. 12790 (914) 888-2246

FOR SALE: 1962-64 2-cycle parts. U-joints: \$30. Wiper & fan heater mtrs: \$10. Clutch alignment tools: \$12. Starter mtrs: \$30. Radiators: \$20. Back door (64 Wag.): \$69. Many others. Days: (301)496-2586, Eves: 530-7633 Zip: 20034 John J. Bartko, 5712 Roosevelt, Bethesda, Maryland

FOR SALE: Or trade: Pair of used old style (fewer splines) inner drivers for non-ribbed 96 trans'. Wear is moderate, good as new, \$50. Or trade for V4 dist. Bosch #1 231 146.

G. Anderson, 518 Park Way, Mill Valley, Calif. 94941

FOR SALE/TRADE: 2 Semperit mud & snow tires (155x15), used 1 season. Mounted on '71-99 style wheels. \$30. or trade for '78 99 steel wheel. Info from anyone having restored a Sonett II, esp. int. & headliner. Andy Fedorowski, 7264 W. Catalpa, Chicago, Ill. 60656 (312)454-4830 days, 631-4476 eves.

FOR SALE: Complete set of Bilstein shocks, used but still very stiff; \$25. or trade for stereo speakers. Also Saab clock for '74 99; \$10. (414)354-1717

FOR SALE: 1975 99 Wagonback LE, white, good con., no rust. Asking \$2000. (608)776-4516 Zip: 53530 T.W. Gollmer, 1218 Madison St., Darlington, Wisc.

FOR SALE: 1974 99LE 2.0L, 4 sp, AM/FM, A/C, flawless orange body. (612)529-1739 \$2,300. G. Faris, Minneapolis, MN.

FOR SALE: 1976 99GL, 2 dr., 4 sp., ex-showroom stock racer. Well maintained, runs strong, minor body work needed. Asking \$3000. Home: (206)676-WING Work: 733-5825 Daniel Wing, P.O.Box 1418, Bellingham, WA. 98225

FOR SALE: 1970 99, 2 dr., white, good body & int. Engine good but leaks water. Needs a trans' job. New parts: sun roof, clutch, 2 Mich., exhaust, rear shocks. Asking \$900. Send \$1. for record, photos & repair estimates. (215)534-3046 Eves. Zip: 19078 Yoshi Horiuchi, 320 E. Ridley, #1, Ridley Park, Penn.

FOR SALE: 1972 99E, gold, A/C, 53,000 mi., AM/FM, radials, manuals. \$1,000. (504)293-6829 Zip: 70810 M.E. McDonald, 15725 Highland Rd., Baton Rouge, LA.

FOR SALE: 4 headrests for 99GLE, 2 pop-out front & 2 cylindrical rear, never used, red velour. \$50. for set. (301)676-5746 Zip: 21040 J. Drifmeyer, 3414 Seabrook Ct., Edgewood, MD.

FOR SALE: 1972 carb 99 engine, 240k mi: \$200. 1972 trans, manual: \$150. Seats new corduroy/brown \$50. set. Tail lights, head lights, glass; \$15. - \$50. 1971 99 front & rear bumpers: \$100. Al Bowers, Pittsburgh, Penn. After 6 PM. (412)363-6298

FOR SALE: Front & rear sway bars for 99. \$65. Includes postage for both. (617)369-0224 S. Sawyer, 7E Bayberry Rd., Acton, Mass. 01720

WANTED: Towing hitch to fit 1972 99. About \$50. Charles Reibel, P.O. Box 1792, Flagstaff, AZ. 86002 (602) 774-1564

WANTED: 99 Automatic Transmission, 1972 to '76. Offer \$250. for good '72 or up to \$450. for a '76 mdl. Thomas Long, Crystal Lake, Ill. (815)459-7254

SERIOUS INTEREST ONLY - IMPORT 96

Anyone seriously interested in legally importing a 1980 SAAB 96 GL (probably last year of production) contact: David Katzakian, 26313 Whitman, #133, Hayward, California 94544. Want to gauge interest before starting this. Please answer NOW, not in 6 months. Serious inquiries only. - Dave Katzakian

NORTH CAROLINA SHOP SERVICES SAABS

Enclosed are the renewal dues for my membership subscription in the Saab Club. I am now the dealer for Renault and Peugeot in Asheboro, North Carolina, 1233 N. Fayetteville St. 27203. While I am not a franchise dealer for Saab, I am still interested in the automobiles. Our Service Department services several Saabs each month and I feel your publication will be useful for my service personnel.

Stephen A. Walker-Triangle Imports

ANOTHER OVER-PRICED, OVER-RATED PRODUCT. My 1978 99 GLE is approaching 25K miles and is a fine machine.

The AM reception on the Blaupunkt stinks. It couldn't draw flies. Next time I will buy a Japanese made receiver-they are far superior. (Right on!)

Don Nelson, Crystal Lake, Ill.

SAAB PRICES IN WEST GERMANY

I recently returned from a short business trip to West Germany where Saabs are considered great but expensive cars.

I checked into this and here is a short price list in \$ (exchange \$1. = 1.80 DM) - prices August 1, 1979. 99GL 4 door; \$10,736, 900EMS 3 door; \$13,750, 900 Turbo 5 door; \$17,139. Lets compare this to BMW 528i; \$15,950., Mercedes 240D; \$13,152, Volvo 244; \$12,611, Volvo 264; \$13,985.

So in conclusion we are very lucky in the U.S. to buy Saabs so "inexpensively."

Mike Perlmutter, Mass.



OVERHEATING IN TRAFFIC -1979 TURBO 5 DR. & GLEM / FACTORY AIR-COND.

1979 Turbo 5-door and GLEM's with factory-installed A/C do not have a cooling system thermo contact to turn off the A/C compressor during conditions that can promote excessively high coolant temperatures (about 115 degrees C, 225 degrees F). As a result on hot days and in heavy traffic a customer may complain of high temperature gauge readings or, possibly, overheating. This contact is recommended for all such cars if they are expected to tow a trailer.

These cars may be equipped with a kit, P/N 0268516, composed of the necessary contact and hardware including wiring harness. This same kit is installed on all GLEM's with factory-installed air conditioning and is included in all A/C kits intended for dealer installation. All 1980 models with factory-installed A/C will be equipped with the thermo contact.

Installation Instructions:

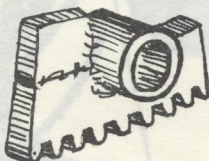
1. Drain sufficient coolant to allow removal of upper radiator hose.
2. Cut two 11 cm (4 1/2") pieces from each end of the upper hose.
3. Install thermo contact in metal hose (furnished in kit) and install using the previously cut 4 1/2" pieces as connectors at the thermostat housing and radiator. (On Turbo models be sure there is reasonable clearance between contact and boost pressure regulator.)
4. Refill cooling system.
5. Connect the wiring harness between thermo contact and the two-pin connector of the main A/C harness and cut out the blue jumper wire from the connector.

Warranty claims may be submitted for installation on 1979 Turbo 5-dr and GLEM models with factory installed A/C if contact is missing and is necessary for the conditions under which the car is likely to be driven. Use failure code 10304-09-0-01-01, labor operation 10304, .25 hour. Warranty coverage ends 12/31/80.

MODIFICATION OF FLYWHEEL LOCKING TOOL

Modifying locking tool, P/N 83 92 987, as illustrated can speed up replacement of the crankshaft pulley seal. When replacing the seal without removing the engine assembly, the tool is inserted through the hole in the underside of the primary gear housing. This eliminates the need for removing the clutch cover to attach the tool near the distributor on manual transmission vehicles.

The modification consists of a 13x13x6mm block or heel welded to the tool as illustrated.



REPAIRING LOOSENED BLIND MOUNTING NUTS IN INSTRUMENT PANEL - 1979 900

If excessive torque is applied to the four long screws in the instrument panel the nuts they thread into may break loose from the metal frame. When this occurs the long screws cannot be removed as the nuts, no longer securely riveted, are free to turn. They are not accessible and the entire upper instrument panel must be removed to gain access to them.

The following procedures will be helpful in making a repair:

Removal

1. Remove the safety pad from below the instrument panel. NOTE: Do not overlook the mounting screw behind the ashtray.
2. Remove the steering wheel.
3. Remove the radio/storage box and both speaker grills.
4. Disconnect all electrical and vacuum lines to the instrument panel and the heater valve linkage.
5. Remove the retaining screws for the upper section of the panel - one under each speaker grill, two near the steering wheel bearing cover, and two under the glove compartment.
6. Remove the glove compartment light wires and the side defroster hoses.
7. Remove the upper section of the panel along with the instrument (switch) panel.

Repair

1. Place the panel upside down on a workbench.
2. Scrape away the plastic material around the nuts.
3. Grip the nut with a pair of angled needle nose pliers and remove the screw.
4. Remove the switch panel.
5. Cut away plastic material to expose approximately 25 mm of metal. (Clean the nut and the sheet metal.)
6. Use a medium sized soldering iron and tin solder the nut to the sheet metal. Flow solder completely around the nut.

NOTE: While the panel is out and on the bench, solder all four nuts to ensure their future security.

Reinstall the panel in the car. (Reverse the removal procedure.) See pages 853-2, -3, -4 and -5 of your 1979 900 Shop Manual.

99-1975 HAND BRAKE REMINDER

99 hand brakes have a tendency to seize. The hand brake lever shaft (on the brake caliper) corrodes after the lubrication behind it leaks out, and the return spring is no longer able to disengage the brake. It's not hard to fix.

Remove the brake calipers, and then take the yoke off the caliper. The hand brake lever with its offenders shaft comes out without further disassembling the brakes and can be cleaned, lubricated and replaced.

Similar care and oiling is required of most other 99's and 96's. Cleaning and oiling should be done about every 5,000 miles or less. Stellan Ostlund, Cambridge, MA.

Please use knife/letter opener



OCT. 1979

FIRST CLASS

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SAAB SERVICE INFORMATION

Page 12

TOWING PROCEDURE - 900, 99, 97

Basic towing procedures are the same for all Saab models. The equipment used for this illustrates in this S.I. was manufactured by Holmes and was selected due to its widespread use. Detailed equipment information may be found in the 1978 AAA Towing Manual.

FRONT TOW - 900 MODELS

1. Attach J-hooks to the outboard ends of the lower control arms (near ball joint).
2. Position the 4x4 and spacer blocks beneath the underpan with the blocks outboard of the engine compartment opening.
3. Position tow bar just forward of 4x4.
4. Attach safety chains to lower control arms.

FRONT TOW - 99 MODELS

1. Attach J-hooks to outboard ends of lower control arms (near ball joint).
 2. Position 4x4 and spacer blocks beneath the underpan.
- NOTE: Use of 4x4 without spacer blocks is acceptable on all 99 models without front spoiler.
3. Position tow bar just forward of 4x4.
 4. Attach safety chains to lower control arms.

Some early license plate brackets will not fit between the sling straps. Removal of bracket requires 10mm and 13mm wrenches.

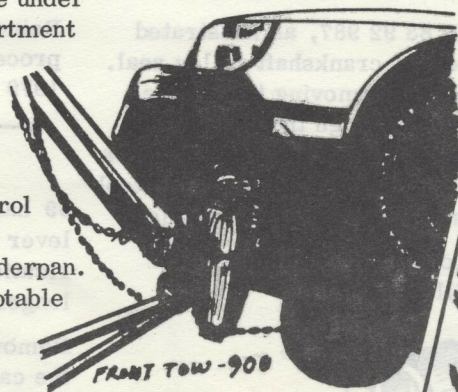
FRONT TOW - 99 WITH FRONT SPOILER

Normal procedure dictates removal of the spoiler to

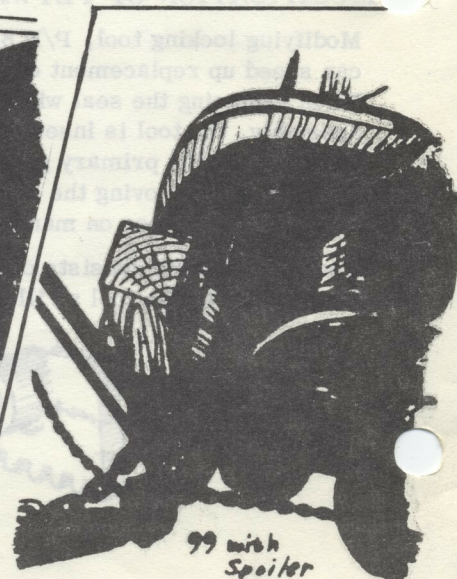
prevent crushing when lifting the vehicle. For short tows at low speed the vehicle may be lifted as follows:

1. Attach J hooks to outboard ends of lower control arms (near ball joint).
2. Position 4x4 and spacer blocks under bumper forward of spoiler.
3. Position tow bar under 4x4.
4. Attach safety chains to lower control arms.

EXTREME caution must be exercised using the above procedure as hard braking may cause the 4x4 to roll against the spoiler.



FRONT TOW - 900



99 with Spoiler