

04 Fuel pump (pinto)

The logo for The Saab Club, featuring the word "THE" in a small font above "SAAB" in a large, bold, sans-serif font, with "CLUB" in a smaller font below it. The text is enclosed in an oval border.

COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA

NOV/DEC 1979

DEDICATED TO SMALL-
ENGINEED SMALL CARS &
ENERGY CONSERVATION

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

• Consultants: Rick Sanders, Ruth Grossman, John Fog, Jack Ashcraft, Merle Young.

MEMBERSHIP/SUBSCRIPTION

Newsletter #77, our 60th 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 DIEGO, CALIFORNIA — Saab Club of Southern California will sponsor a seminar by John L. Johnston III on basic things a Saab owner should know: what to do when it dies in the middle of nowhere, what that ominous noise means, and so on. Talk will be on Saturday, January 5, 1980, at Johnston Racing, 8656 Commerce Av., San Diego (see map), and can cover any model Saab, depending on who shows. Doors open at 11:00 a.m. There will be a couple of 99 race cars for your inspection, and you can bring lunch if you like. Talk will start at 1:00 p.m. Info: John Johnston, (714) 299-7721 or 578-1348; Paul Florance, (213) 438-3257; Andy Buc, (213) 980-9983.

SCSC has recently begun paying a small honorarium to people who are kind enough to conduct clinics. We feel that to support this, it will be necessary to charge admission to clinics. Admission for this one will be \$2 per adult.

GOLDEN GATE CHAPTER - SAN FRANCISCO:

Next meeting on Sunday, December 2nd, 1 P.M. -Tech session on carburetors. How to fix or replace that cranky Ford, Solex or Stromberg. At Dumont, 27720 Industrial Bl., near the east end of the San Mateo Bridge. Further info: 282-2161

ROCKY MT. SAAB CLUB: - Organizational & Planning Meeting, December 4th, 7:30 P.M. at the First National Bank of Golden, 13th & Jacksons Sts. As we approach the end of our third year as a local chapter, we're desperately in need of some new blood. Both Steve Colman (Secretary) and Michael Machette (treas.) will resign effective the new year. Stan Beitscher, V.P., has agreed to continue in some capacity. New officers will be elected and a slate of events will be planned for next year. Membership is about 70. In the event there is insufficient interest to continue the local chapter the existing club balance and assets of the club will be forwarded to the National (Chicago) Club. For more info: Contact Machette: 744-3014, Colman: 237-1409 or Beitscher: 424-4876 or Rocky Mt. Saab Club, P.O. Box 10801, Edgemont Branch, Golden, Colo. 80401

This issue brought to printer Friday Nov. 12, 12:30 P.M. 3,600. We have several hundred extra Sept. 1979 issues available for samples (printers over-run), write for a dozen. SAAB CLUB, Box # 60272, Chicago, Ill. 60660.

MILWAUKEE, WISCONSIN - The Wisconsin Club will continue to meet at Shakey's Pizza Parlour at Hwy. 100 and Silver Spring Rd., one block off Hwy. 45 and Silver Spring exit. We will meet at 7:30 on the 4th Monday of each month, which means our meeting for Nov. will be on the 26th. (No December meeting).

PUBLISHERS' REPORT ... 2,800 MEMBERS

By October 29, we caught up with our correspondence, that is, we were replying to most of our mail the following day we had received it. October brought us 437 letters. We estimate that we now have 2,800 paid members, the exact number is counted on the days we mail this issue.

OCT. 3 & 4 MAIL RETURNED-MISTAKE

Our Hood Street substitute mail carrier confused our name with another Grossman (Sol), who moved away from his apartment in our complex. The sub' returned about 20 "Saab Club-Dick Grossman" letters on the 3rd & 4th of October, an honest mistake, we find him a good carrier, and often delivers two hours earlier.

After we finished mailing out the October issue on the 22nd we discovered that we ran out of Club stickers emblems and so we must mail about 100 emblems separately to our new members who joined in late Oct. and most of November. Our records indicate that we have distributed 6,000 sticker emblems of the 3 color plastic type in the past 3-1/2 years. I do wish more of our members would display these emblems on their Saabs. In addition to ethical and deserving advertising it does for our Club - the display of the Club emblem also notifies dealers, mechanics, that the bearer knows something about his or her car and should be talked to in an intelligent manner - without bull throwing, bushing, or dishragging. Membership in the Saab Club means that you are willing to pay a reasonable price for competent service, and most of us tip, (when-ever possible). - Dick G.

CLASSIFIED AD PAGES

Some, but not all, of our readers who use our classified ad page ignored our new charge rate and rules. The two or three hundred of our subscribers who use and exploit our ad pages should pay for and support the cost of those pages. Actually, the average rate we are charging will not pay for the entire page.

We know from direct reports, that our ad-pages are productive for most of those who use it. Obviously, those who ask a very high price for their old Saabs will get the least response. - D. G.

DO NOT try to test your fuel injector solenoid valves with your 12 volt battery - the F.I. valves tips operate on 3 VOLTS only - use flash-lite batteries instead, lest you burn out the tiny coil.

DO NOT try to air blast the injector in an effort to clean out the spray nozzle - it is useless. If the nozzletip is not spraying a correct pattern due to "clogging", it is a build-up of "varnish" like coating or corrosion or wear - exchange them for new injectors.

The late 1978 or '79 F.I. distributor has THREE pipe inlets instead of just two. The new additional pipe returns drip accumulation occurred during cold starting or warm-up time - which used to cause restart problems.

That's all I remember from the Oct. 9th Bosch lecture, the instruction booklets distributed by Bosch does not point out these tips. Dick G.

ONE OF TEN "MOST FREQUENT FAILURES"

In a recent article you mentioned corrosion of the relay contacts. An additional point of warning, this corrosion gives a high contact resistance which on the high current contacts can cause sufficient heat to melt the plastic panel holding the relays and the plastic case of the relay. Cleaning periodically with emery cloth or a file can keep the corrosion under control.

Chas A. Mills, Hamilton, Canada

Many Who Ordered GM Compacts Find They're in Slow Lane

Some Wait 6 Months for Cars; Even Firm's Divisions Vie For Popular New Models

By ANDY PASZTOR

Staff Reporter of THE WALL STREET JOURNAL
Last spring, just as Mary Hicks was thinking about buying a new car, General Motors Corp. introduced a line of front-wheel-drive compacts with an unprecedented promotional blitz. Miss Hicks eagerly ordered one.

Assured of prompt delivery, the New York City secretary put down a \$100 deposit on a Chevrolet Citation and waited. And waited. In July, following nearly two months of promises and vague excuses, she got the bad news: It would be five or six more months before her dream car arrived. Stunned, she canceled her order.

The Nov. 7th article goes on for two page columns on how G.M. execs' miscalculated on what the market wanted - "80% of the Citation customers ordered 4 cyl. engines". Several months ago I put in print that the G.M. execs' are outrageous liars when they say: "We know what the market wants" and "We supply what the people want." Instead the execs' do what they want-design, make what they want, to persuade the people to accept what the G.M. board wants the U.S. market to live with ... Even is it means to force people to consume twice as much fuel as necessary to get from here to there.

Don't write back to me until you get this point: G.M., Chrysler, & Ford are NOT producing HALF as many compacts as the market wants! Consequently, we must buy Arab and Persian (Iranian) oil to supply our voracious need. - Dick Grossman

INSURANCE MONEY BOUGHT A '78

My old Saab (1976GL) got totalled on Hwy. 401 when a 20-year-old driving his father's souped-up Camaro cut across 3 lanes of traffic without looking and hit me.

My Saab bounced over the curb and rolled over in a grassy ditch and ended up on its side- the car was totally demolished, but I just rolled down the window and climbed out uninjured. The inside passenger compartment was not deformed at all. I feel that if I had been driving anything else (especially a smaller lighter import car) I would have been in serious trouble. Naturally, I went out and bought a '78 Saab with the insurance money. Victor Wong, Toronto, Canada

FROM SAAB-SCANIA (11-79)

Enclosed are recent service bulletins, many of which cover product and maintenance changes for model year 1980.

Also, during the past month we made a mailing of a booklet entitled "Caring for Your Saab Turbo" to all owners of '78-'79 turbo models. The booklet is a supplement to the Owner's Manual (the information is integrated into the 1980 O/M). It also makes mention of the two fuse specification changes which have recently been the subject of dealer bulletins.

As I mentioned in my last letter we now have available a new manual entitled "Saab V4 Drivetrain Service Manual", order number 0290908. It covers all Saab V4 engines and complements the Sonett Service Manual.

Owners of 1975 and later models (except Turbos) will soon receive notice of a recall concerning the possibility of throttle icing under extreme winter conditions. Intake air preheating improvement kits have been devised and dealers will begin to get supplies in time to start repairs November 28. Parts will be channeled first to dealers in the northern midwest and northeast where the only instances of this problem has been known to occur. The humidity in these areas is apparently higher than in Sweden where, despite even lower ambient temperatures, icing has not been a problem!

Daniel L. David, Manager, Technical Services Dept. National Service Office, Orange, Conn.

DON'T USE GASOHOL IN 2-STROKES

I enjoyed the extensive coverage in the Oct. Newsletter concerning the compatibility of gasohol and Saabs. The Service Tip from Saab-Scania neglected to consider the 2 stroke Saab engine in its discussion.

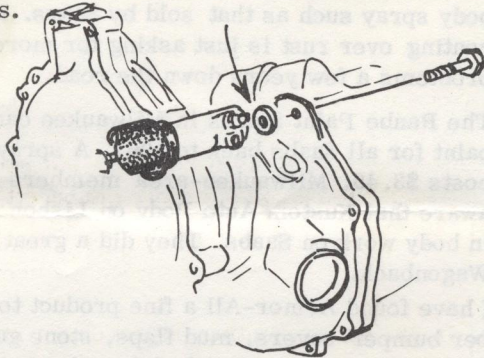
Fuels with any blend of alcohol or benzole in them should be avoided by 2 stroke owners. To quote from my 1960-64 Saab Service Manual, "Avoid alcohol and benzole blended fuels as, in certain combinations with oil (the oil added to the gas as lubrication for the two stroke), these may be definitely damaging to the engine." I do not know what chemistry is involved here, but I think it would be worthwhile warning 2 stroke owners to stay away from gasohol.

Stephen Laxton, Penn.

I recently put a new plate, disc, and release bearing in our V-4 Sonett II. Well, true to style, the clutch disc was too thick, therefore it would not disengage enough to allow any gear changes.

I drove it around the block a couple of timed (in free-wheeling) and put it in low before I came to a stop. When I held the clutch in then it would slip enough to allow the car to stay still. Reverse of course had to be done by stopping the engine, engaging reverse, then starting it again. Well, I knew my wife couldn't handle this, and I knew the starter and transmission didn't like it either. So, I got to thinkin' about it, and the clutch slave. I realized that the slave doesn't care where the clutch lever (and throw-out bearing) sit, and adjusting the lever in and out only changes where the piston sits in the cylinder. The master cylinder therefore must determine the length of the stroke.

So, I went out, dug through my tool box and found a flat washer about 1/8" thick. I unbolted the clutch slave and put the washer between the slave and the bell-housing. When I bolted it back together I was tickled pink to find I was right, and I think it shifts better. Took 5 minutes.



What probably helped me decide on this method is the information I've read about pressure plates; tighten the screws evenly, remove the keepers only when the plate is installed, etc. (This is I think to keep the plate from warping and causing things like grabbing and chatter). I didn't like the idea of shimming the plate; either by pulling the engine or working through the inspection plate. The truth is, of course, I'm too lazy!! But, I think I've found a way to solve the over-thick clutch problem - let me know if anyone else has tried it.

Also, I adjust the clutch free-play by looking in the inspection hole and setting it (by eye) just before it begins to spin (engine running). This method works great on any of the 93-95-96's. You must adjust every few thousand miles.

Pat Tennis, 18726 103rd N.E., Bothell, WA. 98011

SOURCE OF EARLY PARTS-NEW MEXICO

We have in stock a number of components to fit cars from the 50's and early 60's your members may own. Included are cooling system, internal engine, front end, ignition, brake and lighting parts. If you would be interested in a more specific listing, including prices, please write me in care of European Auto Pts. 8211 Central, N.E., Albuquerque, N.M. 87108 800-432-8324 - Peter Colburn

SONETT HEATER CARE

I've had two Sonetts, and in both of them the heater control valve has quit working due to blockage. A fellow at a radiator shop suggested opening the valve every once-in-awhile during the summer and let the flow clear it out so the corrosive materials won't settle in there for long periods which causes the blockage problems.

Duncan Snowden, Evanston, IL.

My 1969 V-4 has 122,000 miles now, and the only major engine work was one valve job at 60,000 miles. Compression in all cylinders is over 160 psi and the gearbox continues to operate well with absolutely no attention other than regular changes every 6,000 miles of the 75 weight oil. I took your advice on how to drive with freewheel, and I always engage it very gingerly.

I took Jack Ashcraft's advice and ordered 1967 distributor springs to replace the ones in the 1969 unit. But, for the life of me, I can't figure out how to get the point plate off. I can see that its held at three points by small projections around the distributor body, but I'm afraid to try anything unless I might face the prospect of not being able to reassemble it.

Also, what kind of tool or technique is needed to get that miniscule snap-ring off - the one located under the felt wick? Tom Mudd, Saginaw, Michigan

NOVICE 96 -97 MECHANIC-W. VA.

I would appreciate hearing from other 95/96/97 owners in Charleston. I've got manuals, tools, parts and even an alignment gauge, and I would be glad to help other Saab owners whenever possible. Ted Ehlike, 104 Bradley Dr., Charleston, W. VA. 25312

I just returned from a tremendous trip thru Sweden and Finland. I had arranged to visit Saab -Valmet in Finland. The presentation they gave was nothing short of incredible and took a full day. What a thrill to see a 1980 model 96 crank up for the first time and take a spin on the dynameter.

The big news up there is, of course, the Petrol 99 utilizing diesel, kerosene, alcohol, even turpentine as an accessory fuel metered into the gasoline, (after the car warms up). Fifty cars are on the road, many more soon.

Also, in Finland is the Finlandia model. Its a 900 that they cut and lengthen to create an ultimate Saab.

In Sweden, the Saab Museum was great. I also checked out the junkyards for old and rare parts for my 93F restoration. In 9 yards I found only a '64 96 a '59 93B and a 1952 model 92! Of course there were scads of '65 and newer cars. Picked up some great stuff - European grill for 96, interior for 93F, emblems, etc., etc.

Would anyone be interested in importing that model 92? Its complete, restorable, not smashed, rusted out floor, and I photographed many angles.

The new 96s have an optional 2 barrel carb, front air-dam, and a great steering wheel. Finland is just crawling with them too! I hate to see them become extinct.

Robert Allen, 3035 NW 6St., Gainesville, Fla. 32601

→ V4 - PINTO FUEL PUMP FITS WITH VW FILTER

I find that the Pinto fuel pump fits the V4 just fine. The problem is adapting the 5/16" inlet/outlet hose connection to the 6 mm Saab fuel line.

I accomplished this by using two VW inline plastic filters that has both 5/16" and 6 mm (or 1/4" ?) connection on each end like so that I found at K-Mart.



P.D. Phillips, Maywood, CA.

BLEEDING HYDRAULICS METHOD #7

The cap over a reservoir has a small insert that can be snapped out to reveal a small hole. Take a bicycle pump and a basketball needle, insert the needle into the hole and you can pump with one hand and bleed with the other. A longer hose could be used so you could work anywhere on the car.

Harry Idol, Ohio

METHOD #8

I use a bicycle pump (the kind that is carried on the bike). Place a piece of old inner tube w/perforation over the m/c opening, and hold it in place with the pump. The pump will seal the inner tube against the neck of the m/c. No hose clamps etc. necessary!

John Allen, Calif.

Found a quick fix for the problem of loss of ground connection at the back-up lights of my 1968 96 V4.

Corrosion from water leaks had reduced continuity to the point that the lights would not work. I stripped about an inch of insulation from some stranded wire, and wrapped this around the brass base of the bulbs where it would be wedged against the holder. I then ran this wire straight up into the housing for the tail and stop lights and connected the other end to a small nut and bolt attached to a convenient hole in the metal frame - work holding the lights. A little bit of caulking to keep water from entering the back-up light housings and I now have the lights again.

I have followed these steps to arrest corrosion of the underbody. Scrape off all loose and hanging undercoating. Remove loose rust and scale with a wire brush. Apply two generous coats of rust-proofing primer, allowing several days drying time between each coat and after the final coat. Apply a coat of a rust-proof enamel. If there are any holes in the underbody, now they can be filled with Bondo or whatever. Putting Bondo over rust is a waste of time. Protect your work with a coating of underbody spray such as that sold by Sears. Putting undercoating over rust is just asking for more severe rusting problems a few years down the road.

The Raabe Paint Stores in Milwaukee can make up cans of paint for all Saabs back to 1967. A spray can of paint costs \$3.49. Milwaukee-area members should also be aware that Kustom Auto Body on Lisbon Ave. specializes in body work on Saabs. They did a great job on my 1975 Wagonback.

I have found Armor-All a fine product to use on the rubber bumper covers, mud flaps, stone guards, and tires. It is abit too glossy for dash boards, but can be used on vinyl with good results.

With new car prices going out of sight and logic, more attention should be given by owners to inspection of the car's underbody. Engines can always be overhauled, but once the body is gone, the car is junk.

Peter A. Grendysa, Caledonia, Wisconsin

V4 -

VALVE COVER STUD CONVERSION - I finally got around to this simple conversion to make installing valve covers easier. Parts needed: studs, nuts, old washers now on car, new valve cover gasket, silicone gasket material, stud and bearing mount. Procedure: Remove valve covers by loosening 5 bolts for each cover. Clean cover and mating surfaces well. (Now's a good time to adjust those valves). Install studs into old bolt holes (cleaned well with starting fluid) using stud mount liquid, and tighten by using two nuts on stud. Let studs set a little then install valve cover with new gasket and some silicone onto heads using old washers and new nuts.

WATER PUMP REMOVAL - Save time and frustration by first taking off right motor mount. Jack-up engine to take weight, then completely remove mount. Now all the 10 mm bolts will be accessible!

Eric Killinger, Ft. Collins, Colo.

On the V4 engine, the front cover seal can be replaced perfectly with a Chicago Rawhide seal #13985, and the rear main seal can be replaced with Chicago Rawhide #23632. I have used these with fine results, and the cost is about 1/10 of Saab seals! Here is this area they are available thru N.A.P.A. stores.

When overhauling V4 engines, a top end gasket set is all that is needed. Silicone form-a-gasket works fine for the front plate, front cover, oil pan. I then make gaskets from gasket material for the oil pump, pickup, fuel pump. I've also used Silicone ONLY for the valve covers - it makes a permanent gasket by running a bend around (clean) valve cover gasket groove, let set 24 hours, and from then on when tappets are due for setting, pop the covers off, set tappets, install covers, and no seeps!

Another item that maybe is already common knowledge to you, but I'll pass it along anyway. Early 96 V4 sedans and wagons used the 3 cyl. front springs.

In 1968 they came out with a little heavier front spring-my 1967 had the weak ones, and I replaced them with springs from a wrecked 1971 96 V4.

Now for a question Dick. I live in very hilly country and drive in a car pool with 3 other guys, so the old Saab is always loaded. On the route to work we have a 6% grade 3 miles long, so it's a 3rd gear hill. I have thought about putting a 3 cyl. ring and pinion shaft in the V4 transaxle. Have you done this before? If so, how has it worked out? What does it do to the gas mileage? I sure would like to know if this is practical - I have a 3 cyl. transaxle and thought that possibly I could use the 3 cyl. transmission, then put the V4 bellhousing onto it, using the 3 cyl. ring in the V4 bellhousing. I have 156,000 miles on this car, with several bearing, ring reworkings.

Robert Rohde, Rte. 1, Box 44, Wilbur, WA. 99185

COOLANT TANK LEVEL

To D.A. Dalessandro; Get a clear plastic tank from Performance Cars Ltd. to replace opaque tank that came on the car. Dr. W.F. Meiklejohn, Colorado

5 YEAR MEMBER

The organization sure has grown since I joined five years ago. I have been meaning to write for some time but haven't gotten around to it.

Have a question concerning my 1977 VW Dasher Station Wagon with mechanical fuel injection. The problem is dirty gasoline which clogs the fuel lines and injectors quite periodically. Is there anyway to clean the injectors? I think I remember something John Fog or Jack Ashcraft wrote about several years back but I can't find it in my old issues. Do you or they have any suggestions on how to keep or clean my injectors and fuel system? Even though I "sold out" and bought a VW, my Saab just can't be beat. I enjoy and have benefitted immensely from the Saab Club and really appreciate your commitment and dedication to it. I wish there was a similar organization so I could trouble-shoot the problems with my VW.

Thomas Peterson, Kansas City, MO.

The Saab Owners Club of G.B. is alive and well, but it appears that we have been somewhat remiss in letting you know about it.

The Club enjoys a fair amount of support from Saab (G.B.) Ltd., but not on a grant or monetary scheme. However, the Club is 'given' a car for use at camping weekends, and other events and it is also used to advertise the Club at non-Club events. Recently the Club took delivery of a 1980 spec 3 dr. 900 GL and although (G.B.) pay for the maintenance and insurance the X petrol costs etc., are met by the Club.

The members are kept happy by branches throughout the country, one of the newest ones being in Ulster. The branches cater for their areas individual needs, but generally activities range from Film Nights to walking treasure hunts around the local area. As with any organization only a minority of members actively take part in the Club's events, approximately 600 out of the 1800, so for the majority, the only contact with the Club is through the Club Journal, The Saab Driver. Over the past 12 to 18 months the 'Driver' has undergone quite a few changes to meet the demands of the membership, and is now produced professionally for the Club by a printer. As Editor, I retain the power to say what goes in and what doesn't, and I also provide the typed-up copy, but the printer deals with all the technical aspects for us. The 'Driver' is the most expensive single item in the Club and accounts for about 75% of the membership fee, which is currently 4.70 pounds per year, about \$9.90.

Kim Butcher, Editor, Saab Driver,
Saab Owners Club Great Britain

INVALUABLE SAAB CLUB

I belong to the Austin Healey Club of America as well as the Saab Club. Speaking on a relative basis, the A/H Club is a waste and the Saab Club invaluable. Even the A/H newsletter admits this in its title: 'Chatter'. Keep up the great work!

Gregory Kurtz, Minnesota

I may disagree with your editorial comments at times, but not enough to want to take over your job.

Sid Gates, Mass.

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SAAB CLUB
v./Dec.
1979

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SYNTHETIC OIL CANNOT BE CLEANER THAN PETROL OIL

by Don KAAP,
SAAB CLUB-MILWAUKEE

Page 6.

As you know, I am working as a mechanic for a Toyota dealership here in Milwaukee. In this situation, I may be able to help clear up some areas of dispute from my own experiences.

Toyotas may not be as complex as Saabs, but their owners can be classified as just as concerned and ignorant about what a car needs to operate adequately.

Not being a Saab mechanic I really can't say for sure, but the rumor is that Saab owners are more enthusiastic and knowledgeable about caring for their car. I hope so! For instance, in our shop I bet 9 out of every 10 cars do not even have 20 pounds of pressure in their tires!! As insignificant as this sounds, at \$50. to \$95. each for a tire, I'd think people would be concerned about their longevity! At \$.93 to \$1.10 a gallon for gas I'd think people would do everything they could to get their best MPG, which means 30 to 32 pounds in all tires, or bias the higher pressure in front where the weight is. (The tires are made for this pressure, but manufacturers recommend lower pressure for two reasons, one: so the tire will wear faster and they can sell more, and two: so people moving to a smaller size car will have a softer ride, just like their old Ford LTD or whatever. My Michilens will make it into the Spring, and they just now passed 76,000 original miles!)

Toyotas, unlike Saabs, need valve adjustments every 8 to 10,000 miles. At these times, we get to see the inside of many valve covers. It is extremely easy to tell when a car's oil is changed properly or not. If the owner changes the oil at 3 to 5000 miles, the cover will be clean of sludge. When oil changes are ignored, there is a build-up of sludge on the inside of the valve cover, which, I've seen almost a quarter inch thick! I would hate to see the bearing faces and inner oil passage ways in those engines. Luckily we usually don't, the owner junks the car first. The point I am getting at, is that the oil is exactly like the blood in our bodies. It is there to lubricate, to remove dirt, and to help cool the moving parts. Our blood does many of the same things, but we do have the advantage of a built-in waste system which automatically gets rid of the dirt (germs) and unwanted substances (beer). In a car, it can't automatically dispose of dirt or moisture that gets into the engine. So the engine oil is what collects the dirt and moisture, and it has a filter which does its best at trapping dirt, but somewhere along the way that will become too dirty to trap anymore. So then it must be changed. A synthetic oil may be thinner, but eventually will get just as dirty, and carry just as much moisture as any other oil, and should be changed. If you run it twice or three times as long before changing, it will only get two or three times as dirty (think of taking a bath in the same water two or three nights in a row without changing it, as opposed to using clean water every night). What matters is that you change the oil regularly, not what oil you use. If you can afford \$5. a quart, fine; I can't so I just use a 10-40 and change it every 3000 miles.

Also, a note about add-on accessories. They exist so someone can make a buck. A cosmetic add-on is fine if you feel like it and have the money (sun roof, spoilers, wheels, stereo, etc.). Engine add-ons, however only complicate things usually. For instance, I have used two different breakerless ignition systems, one; the Pirrana Kit, which NEVER ran, and the Allison system which ran for two years or so. Suddenly the car is cutting out while riding along on the highway (and no, it isn't a J, but a K-Jetronic, CIS).

Is this a problem with the fuel injection system or the car's ignition system? Not having the Bosch \$250. testing equipment for the fuel injection system, it is easier to test the ignition. But where do you start with a breakerless system? You start by taking it off, and putting in points and a condensor! Test equipment can quickly tell if they work or not! Now had I just bought points every 15,000 miles or so at \$5.00 a shot, I would have only spent \$25. on tune-up stuff instead of \$39. for the Allison system, which only lasted about 20,000 miles! So, I guess obviously you should try to do everything in your power to keep your car as simple as possible, because if you have a problem with it, it will only cost more money for a mechanic to figure out what the add-on system does, before fixing what he does know and was trained to know.

So there's my 2¢ worth, I hope it helps some people make their decisions.

Don Kaap, Milwaukee, Wisc.

SAAB OIL FILTER P/N 02 04 495

My '76 99 uses no oil after 60,000 miles and I change oil & filter every 3 to 4 thousand miles. I have noticed that the Saab oil filters I have been using lately allow the oil light to remain on for 3 to 5 seconds when starting cold. The engine emits a chattering sound that stops immediately as soon as the light goes out.

I have not experienced this previously so I assumed a defective anti-drain ring, purchased another Saab filter from a different dealer, replaced it and still have the same condition.

These filters have a solid blue ring painted around the body in contrast to earlier filters that had a blue and white checkerboard ring.

I am concerned about possible engine damage due to momentary lack of oil pressure. Can you recommend a list of acceptable filters by other manufacturers? Is there another explanation? Has anyone else experienced this?

Alan Hursh, Orlando, Florida

REMOVAL OF STEERING WHEEL

If you don't have the special Saab steering wheel puller. Unscrew the four screws holding the horn button strip. Remove the large nut that secures the steering wheel to the column. Use an air-driven impact hammer (tapered punch) on the indented shaft while applying upward pressure with your knees to the steering wheel. I've never used the manual impact driver, but it should work also.

Bob Moon, Texas

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6.

ALTERNATE CHARGING PRESSURE (BOOST) ADJUSTMENT SPECIFICATION - 900 TURBO 1979

The existing specification is 0.45-0.55 bar (6.4-7.8 psi). The following alternate specification has been approved for the 900 Turbo if the owner of this model wants more performance. (NOTE: The 87 minimum octane rating (91 RON) unleaded fuel recommendation still applies.)

0.55-0.60 bar (7.8 -8.6 psi)

This adjustment can be made in connection with the 1000 mile service or one of the major service points (every 15,000 miles) when charging pressure is normally checked. The adjustment procedure is given in part 291 of the Engine Section 2 of the 900 Service Manual. Observe the caution on page 291-21.

WARNING!

1. The alternate specification does not apply to the '78 99 Turbo which does not have a distributor pressure retard system.
2. Do not run a new car at a maximum charging pressure greater than 0.55 bar until the mileage has reached 1,000 miles. Do not use the alternate setting when adjusting at high altitude unless the vehicle will not be driven to lower altitudes.
3. Do not increase the charge pressure setting as a means to overcome a performance deficiency caused by a mechanical or ignition system fault.
4. Do not exceed the maximum recommended charging pressure adjustment and/or tamper with the overpressure safety switch cutout level. Resultant engine damage will not be considered under warranty.
5. Always replace the anti-tampering wire and seal after reinstalling the charge pressure regulator (wastegate) cover.

IMPORTANT!

As before, the 1,000 mile service is to be performed free of charge to the owner with the exception of fluids and oil filter (which are to be paid for by the Saab owner).

The appropriate box in the Service Record section of the Owner's Manual should be filled in (date, mileage, and dealer seal stamp) whenever routine maintenance is performed.

SAAB SERVICE INFORMATION

MAINTENANCE SCHEDULE - 1980 99 & 900

The 1980 schedule contains several changes from that schedule applicable to 1975-1979 models. Pay particular attention to the following:

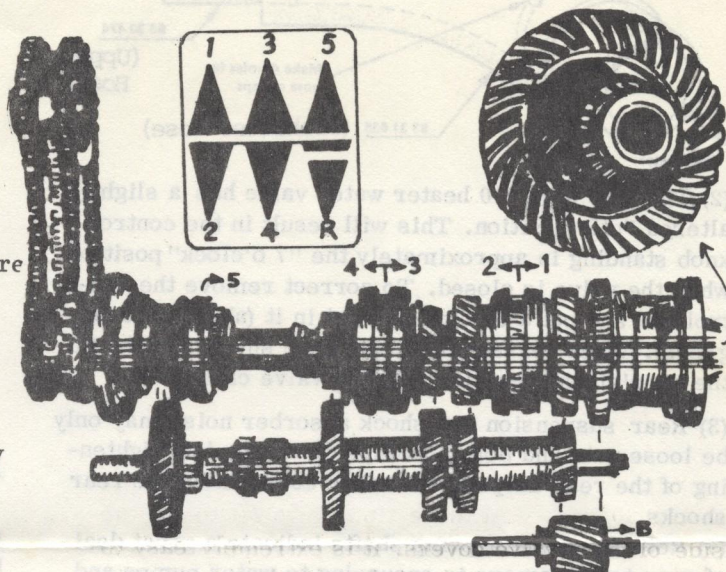
1. The oil and filter change interval for the non-turbo-charged models has been increased to 7,500 miles. IT IS STILL 5,000 MILES FOR TURBOS.
2. The replacement interval for spark plugs, air cleaner insert, fuel filter, and oxygen sensor is now 30,000 miles, twice that for earlier models.
3. Other intervals have also been increased. In some

instances time limitations have been added in conjunction with the mileage interval.

SAAB SERVICE INFORMATION

FIVE-SPEED GEARBOX -1980 900


A five-speed gearbox has been introduced for the 1980 Saab 900 Turbo. The five-speed box is a redesign of the four-speed box. It has been equipped with a new primary housing that provides room for a pair of gears, synchronizer and counter-shaft. The mainshaft and countershaft have been lengthened. The input shaft has a separate bearing housing and runs in cone tapered roller bearings.




A new type clutch disc with a predamper has been introduced to reduce clutch noise at idle. Due to the greater torque of the Turbo, the clutch lining on this model has been increased in size.

Gear changes are accomplished through a floor mounted gear lever positioned between the seats. The lever is spring loaded in the neutral position to rest between third and fourth gears. Therefore, some resistance will be felt when selecting first, second, fifth, and reverse gears.

The gear lever is equipped with a reverse gear lock-out pin in the lower part of the gear lever housing. Raising the ring under the knob lifts the lockout pin as on four-speed transmissions to permit selection of reverse gear. The gear lever itself is two pieces separated by a rubber bushing.



DEANE
BUICK·OPEL·SAAB

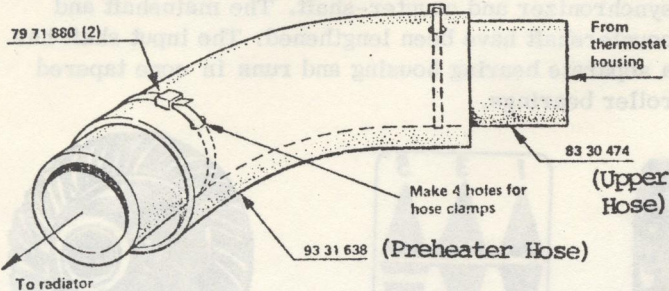


1080 SOUTH COLORADO BOULEVARD
DENVER, COLORADO 80222
(303) 757-6161

RICHARD "RICH" OSNER
Special Accounts Representative
(With SAAB from 1962)
Res. Phone 751-1557

RECOMMENDED DEALER: Ken Mead, 371 Patrick St. Frederick, MD. (301)662-5100

(1) The radiator to thermostat water hose on 99 Turbos can be a source of leaks if the vehicle is subjected to extremely hard driving. The reason is lack of flexibility due to the curved metal pipe. The cure is to install the upper hose (8330474) from a standard 99. To protect this hose from turbo heat, install a heat shield made from aluminum preheater hose (9331638) as illustrated below. Fasten with two Nylock ties(7971880)



(2) The late type 900 heater water valve has a slightly altered "off" position. This will result in the control knob standing in approximately the "7 o'clock" position when the valve is closed. To correct remove the control rod and put a clockwise twist in it (about 5-10 degrees). When reassembled, the knob should now be in the "6 o'clock" position with the valve closed.

(3) Rear suspension and shock absorber noise may only be loose nuts and bolts. Always do a complete tightening of the rear suspension before condemning the rear shocks.

(4) Returns of water pump shafts indicate a great deal of gear tooth damage is occurring to water pumps and idler shafts during installation. Definite procedures are outlined in your service manuals. Use of a hammer or any pressing tool that prevents shaft rotation will cause gear damage (if not immediate breakage). Pressing sleeve, P/N 8390551, if used per instructions will bear on the outer race of the pump bearing and allow the shaft and gear to rotate freely preventing strain or damage to the gears while installing the pump.

(5) Before reinstalling an instrument cluster in a 900, place a strip of electrical tape over the top and face of the steering column collapsible bracket where it bolts to the air distribution box. This will prevent the possibility of shorting the rear of the dashlight rheostat switch while maneuvering the cluster into position with the battery connected during diagnostic work. Also the cluster can be mounted so that the switch touches the bracket. This is not noticeable from the driver's seat but can be a troublesome short to find.

SAAB SERVICE INFORMATION

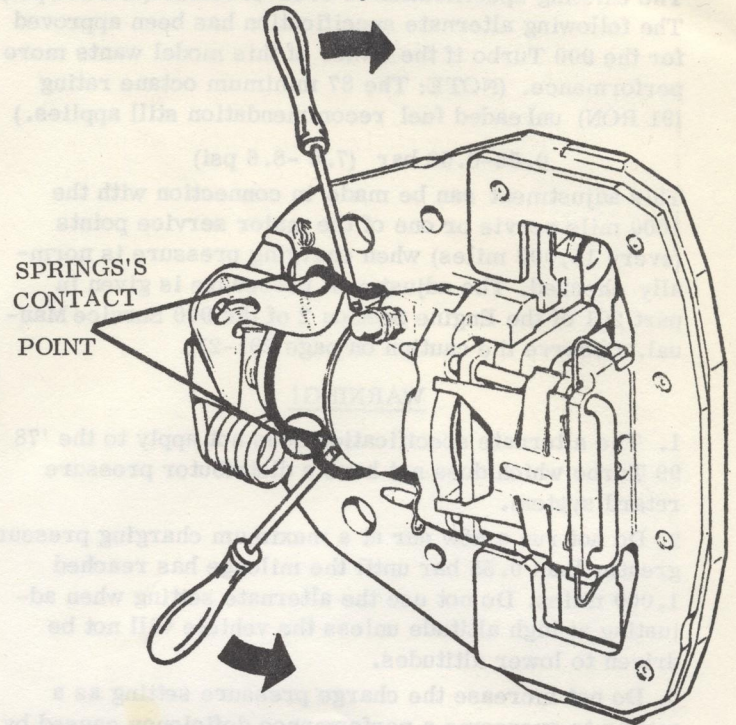
MODIFYING FRONT BRAKE YOKE SPRING

1975-78 99 AND 1979 99

VIN 99722003579, 99733001973 and 99796001950

The friction between the sliding surfaces of the yoke can be reduced by relieving the tension of the yoke springs. This reduction of tension facilitates freedom of movement of the yoke providing better self-cleaning and centering action. (Same principle as improved calipers introduced on Saab 900.)

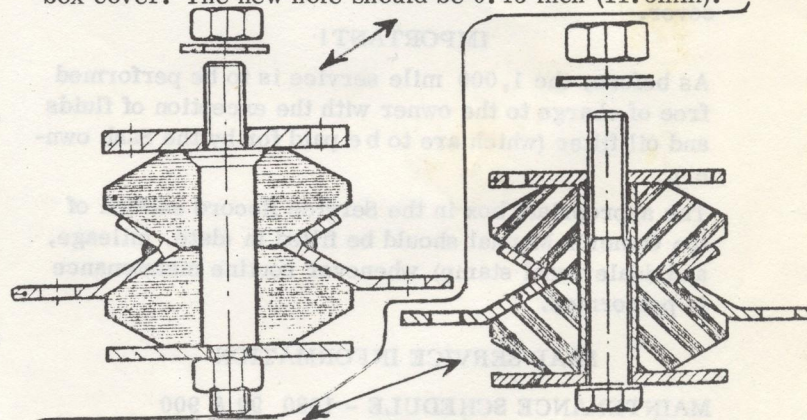
Use two screw drivers to bend the spring forward (see illustration) until a clearance of 0.08-0.20 inch (2-5mm) is obtained at the original contact points. Lubricate the sliding surfaces with Gleitmo 540, P/N 30 08 612. Relubricate every 15,000 miles.



FRONT ENGINE CUSHION - 1978 99 TURBO 99 NON-TURBO

99 TURBO - A new stronger front engine cushion has been made available for the 99 Turbo.

This cushion is assembled in exactly the same way as the unit it replaces. The only modification will be the need to enlarge the mounting hole in the primary gearbox cover. The new hole should be 0.45 inch (11.5mm).



99 EXCEPT TURBO - A modified front engine cushion has been introduced involving a return to a design using a stronger screw. On all models with the exception of Saab 99 Turbo this design will be offered as a spare part. When fitting the new design engine cushion to cars which have thin screws, the hole in the primary gearbox cover bracket must be enlarged using a round file.

Lock nut 79 63 416 does not require sealing with Loctite.

* Replaces standard M78 screw 93 15 888

** These items may be reused in assembling the new engine cushion.

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: 1974 Sonett III, SCCA "FP". Rebuilt eng., close ratio trans. New exhaust, brakes, slicks, limiting speed tach. Extra eng. & assorted parts: \$3800. Mark Gibbs, Ft. Eustis, VA. (804)887-3959 eves.

FOR SALE: 1971 Sonett III, green, 57,000 mi. MSS exhaust, AM/FM radio, good tires. Some body damage, but car well maintained: \$1600. Duncan Snowden, Evanston, Ill. (312)541-0100 or 312-492-9883

FOR SALE: 1974 Sonett III, 34,000 mi., rebt. trans'. New clutch, mech. excl., body O.K. Asking: \$2900. Jerry Nelson, 628 E. 14th, Casper, Wyo. 82601 (307) 266-6525

FOR SALE: 1974 Sonett, dark green, carefully maintained, A/C, AM/FM, Motorsport exhaust, Konis', Michelin M+S. Selling one of two: \$3200. W.C. Arnold, RD3, Box 266, Slippery Rock, PA. 16057 (412)530-6190 Pgh. Before 5 P.M. 261-3620

FOR SALE: (8) Sonett air filters #880377; \$4. each. V-4 pressure plate #8803694; \$42. Clutch disc #87111-45; \$25. Throwout (ball) bearing #7194137; \$10. OR \$65. for plate, disc & bearing. Also; Bosch alternator for 95,96 or Sonett III - 1969 on; \$65. Voltage regulator, Bosch; \$15. All new, plus shipping. (815-725-4742 Rev. John Kuchta, 1018 Barber Ln., Joliet, Il. 60435

FOR SALE: 1969-95, 37,000 miles, clean, mtr. & trans OK. Gray primered coat: \$350. Also 96 parts. Write for list. (412) 242-8811 zip: 15221 Bernard Murphy, 514 Jeannette St., Pittsburgh, PA.

FOR SALE: 1973 V4 engine & transmission from a Sonett, 43,000 miles: \$500. Call collect days: 213-852-0099 Jon von Gunten, 720 N. Clybourn, Toluca Lake, CA. 91505

FOR SALE: Competition clutch springs V4, 50% heavier than stock; \$8. per set, postpaid. (714)981-3165 Arne Gunnarsson, 1439 W 8th St., Upland, CA. 91786

FOR SALE: (1) pr. wheels with 14" rims for 95 & 96. Especially made by "Perfect Wheel" of Gardena, CA. Will accept F78x14 tires: \$35. (213)773-0829 P.D. Phillips, 6151 Wilcox, Maywood, CA. 90270

FOR SALE: 96-V4, eng. & carb' rebuilt. Engine runs good. Needs trans work: \$700. (415)493-2854 Eric Bell, 3390 Greer Rd., PaloAlto, CA. 94303

Page 9.

FOR SALE: 1970 95 V-4 white station wagon. No rust, 10,000 mi. on rebt eng. & trans. 28-30 mi./gal. Dual copper exh. system, roof rack, trl. hitch. (6) ply S.R. tires/front, (4) ply steel radials/rear. Many extras: \$1995. Evenings: 1-217-435-3084 Ken Wyle, 251 W. State St., Waverly, Ill. 62692

FOR SALE: 1972-96 parts car/new radials. Everything there but eng. & trans. U-tow away; \$150. Dean Bailey, P.O. Box 1922, LosGatos, CA. 95030 (408)354-5895

FOR SALE: (2) 1969 V-4 engines. One excl. cond.; \$250. Other: \$150. Many parts for 95 and 96 Nicholas Hayden, 3385 W. 86th, Cleveland, Ohio 44102 (216)281-9823 or 431-9413

FOR SALE: 95, 96 parts. V-4 (blue) good cond.; \$150. New style transaxel (less brakes; \$200.-95 rear fenders \$40. ea. - 95 rear door, \$75. - 95 glass, \$25. More. Alan Long, 170 N. Prospect, Kent, Ohio 44240 - After 6 (216)673-3205

FOR SALE: 1968-96 parts. Glass, trunk lid, hood, eng. externals, wpr. mtr., speedo, rear seat, rad., heater, etc: \$10. each plus shipping. NEED 93 tail lite lens. NEED front bumper, hood, grill & exh. manifold for 1974 99LE.

Bob Andrews, RR Box 143, Pennock, MN. 56279

FOR SALE: From 1974 99LE. Frt. drs; \$125. each. Rear window; \$75. Side windows, \$35. ea. Trunk lid; \$100. Rear bumper \$75. Also others. Shipping extra. John Gagnan, 124 Glendale Dr., W. Warwick, R.I. 02893, 1-401-821-4202

FOR SALE: (2) 96's: 1970 & 1969. Int. & exterior good. Both need minor mech. repair. 1969; \$800. 1970; \$950. or \$1700./both.

Rick Dickerson, LaVerne, Ca. (714)593-4688

FOR SALE: 1973-96, 67,000 mi., rear-end damage. Runs good, rebuilt trans., Cibies, roof rack, 4 mounted radial snows, new parts: \$700. (203)933-0841 Aage Hogfeldt, 87 Fairview, West Haven, CT. 06516

FOR SALE: 1969-96, 140,000 mi., eng. good, except defunct trans. Radials, Konis, body fair/poor: \$450. Jon Frank, 425 ValleyView Rd., Englewood, N.J. 07631 (201)568-2358

WANTED: Weber carb & manifold for 1500 cc V4 Sonett III. Will pay \$100. (203)323-0391 Ed Botwick, 2475 Summer St. Stamford, CT. 06905

WANTED: 1969 or newer 96 V-4, clean & cared for. \$1200. tops. (212)421-2050 X150, days, collect. Jon Farbman, Chappaqua, N.Y. 10514

WANTED: Owners manual for '69 V-4, \$5.00 - (1) Solex carb: \$20.-\$30. (1) V-4 Autolite carb, not from a '69: \$15.-\$20. FOR SALE: Clarion AM/FM stereo radio (no tape) with push buttons, fits dash: \$65./offer. Eric Killinger, 301 S. Sherwood, Ft. Collins, Colo. 80521

WANTED: 93 shop manual: \$25. Also source of 93 parts. (904)392-1721 Zip: 32611 Bob Allen, Florida State Museum, Gainesville, Fla.

WANTED: V4 oil pan, clean & good cond. \$15. or?
Margrit Adler, 1507 W. University, Champaign, IL.
61820 (217)356-9244

WANTED: FoMoCo carb for V4; \$50. or new. Or swap
Solex 28/32 PDSIT - 4 carb; \$50. (207)829-5295
G. Judd Evans, Bruce Hill Rd., Cumberland, Maine
04021

WANTED: Front bumper & hood hardware for 63-96.
Offer \$30./up or trade 67 96 3 cyl. parts. 916-345-2901
Dirk DeLu, 964 Madison, Chico, CA. 95926

FOR SALE: 1978 Silver Turbo, less than 10K miles.
\$7500. (Doc says I must get automatic) 601-924-7631
Tom Higgs, 1837 Gloucester Pl., Clinton, MS. 39056

FOR SALE: 1970 99, rebuilt eng. & trans. Needs
minor body work: \$1300./offer (504)863-7928
Mike Herron, P.O. Box 1561, Slidell, LA. 70459

FOR SALE: 1972 99 parts. Calipers: \$35. ea, doors;
\$40. ea., radiator; \$50., hood; \$60., rubber bump-
ers: \$100. (both). Half shafts; \$10. ea., lenses: \$5. ea.
Clock: \$15., exhaust manifold: \$20. All in good cond.
Many 96 parts. 1-207-282-4615 zip: 04005
Richard Tardiff, P.O. Box 812, Biddeford, Maine

FOR SALE: Repco disc pads, '73-'74 99, frt. & rear;
\$15. each plus shipping. Fuel filter '74 99; \$7. p/ship.
Greg Jarvis, #4 Kenna Dr., S. Charleston, West VA.
25309 (304)768-1044

FOR SALE: (4) 1977 99 wheel covers; \$17. each incl.
shipping. (303) 598-7983
Bill Grace, 535 Silver Spring Circle, Colorado Sprgs,
Colo. 80919

FOR SALE: Front seat covers for 99, green plaid, new,
never used: \$25. (817)261-5697 eves.
A. Spica, 3017 Valerie Ct., Arlington, TX. 76013

FOR SALE: (4) Bilstien shocks, frt. & rear, for 1970
-1974 99: \$60. (206)256-7604 Zip: 98662
R.N. Hansen, 9102 N.E. 100th St. Vancouver, Washington

FOR SALE: Pressure sensor unit for 1700 cc 99 (Saab
8376022, Bosch # 0280 100009) \$50./best offer.
S.E. Heller, (608)255-0793, Madison, Wisconsin

FOR SALE: Parts & Service manual for '69-'73 99,
\$20.-each. Head for '73 99; \$200. w/valves & springs.
Carb & manifold for '73 99; \$75. (601)924-7631
Tom Higgs, 1837 Gloucester Pl., Clinton, MS. 39056

FOR SALE: AM/FM stereo 40 channel CB, antenna
(Boman) Asking: \$125./offer. Broadcasts & receives.
John Brassil, RD., Box 312, Woolwich, ME. 04579
(207) 443-4420

FOR SALE: Cocoa mats for 99; \$25. Clock; \$25. Fan
mtr. for '74 99; \$20. Pioneer AM/FM; \$140.
Ric Dias, POBox 1256, Eureka, CA. 95501 (707)442-1017

FOR SALE: '72 99 Service Manual; \$25.
Tom Kukowski, 8125 Xenia Ave. N., Brooklyn Park,
Minn. 55443 (612)560-2129

WANTED: 99 cylinder head, good cond., for 1.7 or
1.85; \$100. Or: 1.7 engine; \$250. (919)542-5054
Tim Warner, Box 67, Fearrington Post, Pittsboro,
N.C. 27312

WANTED: Little used factory hitch for 99 wagonback.
Will pay \$50. Also need shop manual or Autobook for
'78 Turbo. (301)862-3123 eves.
Al Thaut, 229 Gross Dr., California, MD. 20619

WANTED: Parts manual for 1972 99. Fair cond: \$15.
Good cond: \$20. (907)274-8556
Scott Hancock, 7100 Lake Otis SP22, Anchorage,
Alaska 99507

WANTED: 99 Shop Manual for '78. Offer \$35.
Andy Cox, 13816 NE 12th, #202, Bellevue, WA. 98005
(206) 747-8645

WANTED: One license plate light \$10. or? Two tail
light assemblies curved rectangle. 93F 1960; \$15.
Lloyd Husband, P.O. Box 777, Keams Canyon, AZ.
86034, (602)738-2377 office - 738-5562 home.

NEW INDEPENDENT SHOP, CALIF.

At this time I would like to introduce myself. My name
is Stanley Kaczinski and prior to my leaving, I had been
master technician and Service Manager at West Coast
Sports and Imports since 1974, one of San Diego's larg-
est Fiat, Saab, and Lancia dealers.

I left West Coast at the end of 1978 because I felt I could
better serve the public by opening an independent service
shop. My shop will be open to the public on September
17, 1979. I plan to be staffed with personally picked
and trained technicians. Full maintenance services,
discount factory replacement parts and accessories will
be offered. I will give Club members special consider-
ation with respect to labor.

Stanley Kaczinski, Command Performance, 8575 Com-
merce Ave., San Diego, Calif. 92121 (714)566-4230
for further information.

SAAB SERVICE INFORMATION

DECELERATION DASHPOT - 1980 99 and 900 (all)
The dashpot delays the closing of the throttle when the
accelerator is released, preventing incomplete com-
bustion during deceleration. It is used on all 1980 Saabs
imported into the U.S.

Functional Check - Increase engine speed to 3000 rpm.
Release accelerator and check that the engine returns
to idle speed within 3-6 seconds. Adjustment -

1. With the engine at operating temperature, check idle
speed and CO. Set to specifications, if necessary.
2. Disconnect and plug vacuum advance hose.
3. Increase engine speed until throttle lever no longer
touches the dashpot operating plunger.
4. Reduce rpm until the throttle lever just touches the
operating plunger and read the rpm. If necessary,
set to the following specifications:

BSI20CA, Manual - B120CA, Manual - B120CA, Auto-
matic* - 2500 rpm

*Owner's Manual gives an incorrect (2200) specification.
The underhood emission labels are correct, however.

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EMISSION SYSTEMS MAINTENANCE

Oxygen Sensor (B1 20CA & BS1 20CA)* - Replace sensor and check operation of enrichment microswitch every 15,000 miles.

Additional Service BS1 20CA*

Overpressure Safety Switch - Check operation every 15,000 miles.

Charging Pressure (Boost) - Check, adjust, if necessary 1,000 miles, every 15,000 miles.

Wastegate - Clean Housing 30,000 , 45,000 miles

Wastegate - Check Anti-tampering seal, reseal if boost is adjusted every 15,000 miles.

* NOTE: These items, although contained in the maintenance schedule provided to all Saab dealers, were inadvertently omitted from P. 59 of the 1979 Saab 900 Owner's Manual, first edition.

FUEL - Use only unleaded fuel, 87 minimum octane or higher, NOTE TO 1978 and 1979 owners: The fuel pump fuse rating should be upgraded from 8 amps to 16 amps.

OIL - Change the engine and oil filter every 6 months or 5,000 miles whichever comes first (3 months or 2500 miles under severe driving conditions). Use only SE rated oils. Refer to your Owner's Manual for the correct viscosity to use for prevailing seasonal temperatures. Oil additives are unnecessary and "thicker" types are not recommended. Check the oil level frequently and ensure that all connections at the oil cooler lines and filter are leak free.

BOOST - The maximum full load boost may decrease slightly as a function of mileage. It should be checked every 15,000 miles, and, if necessary, the wastegate should be reset by a qualified Saab technician to maintain optimum performance. The boost gauge needle must never enter the red zone. If boost has been adjusted at high altitude it will increase at lower altitudes so drive moderately and have the boost reset if the car is to be relocated at lower altitude for an extended period.

VALVES: The Saab Turbo has special sodium filled exhaust valves for improved heat transfer. Valve lash is nevertheless critical and should be checked every 15,000 miles and, if necessary, be adjusted by a qualified Saab technician.

COOLANT - A mixture of clean fresh water and ethylene glycol coolant (50-70%) should be used year round. Keep the cooling system topped up and free of air bubbles. Change the Factory fill after two years or 30,000 miles, flushing the system thoroughly. Change refills according to the glycol manufacturer's recommendation. Do not use booster additives. NOTE TO 1978 Owners: The cooling fan fuse rating should be upgraded from 16 amps to 25 amps.

BRAKES - Front pads tend to wear out first on front wheel drive cars. Saab has a special hybrid front pad

combination for optimized life and stopping performance. Semi-metallic pads are used in the outboard positions only. The pistons in the front calipers must be turned in with a special tool when fitting new pads.

STARTING - Leave your foot off of the accelerator during cold starts. Depressing it halfway while cranking during a warm restart may be helpful.

DO idle the engine at least ten seconds after start up to ensure full oil pressure at the turbocharger before engine speed is increased, especially in colder weather.

DON'T rev the engine immediately after starting or permanent damage to the turbocharger will result.

To avoid possible damage, DON'T use full throttle while driving until a cold engine has warmed up for 2 to 3 minutes.

STOPPING - Let the engine idel 15-20 seconds before switching it off after driving to allow time for the turbo charger to coast down from high rpm before oil pressure at the bearing is depleted. For the same reason, DON'T rev the engine immediately before switching it off. Permanent turbocharger damage will result. After hard driving let the engine idle about a minute to let the oil cool the turbocharger bearing somewhat. This will also help prevent breakdown of the oil.

SAFETY - To prevent possible injury keep your hands and clothing away from the cooling fans which can switch on after a hot engine is turned off.

DON'T TOUCH THE exhaust manifold, turbocharger, or wastegate which can get extremely hot.

SPECIAL PRECAUTIONS - In winter time, DON'T cover the radiator and, on 1978 models, DON'T let the fans behind the grille become blocked by snow or ice.

DON'T run the engine without the standard air cleaner and exhaust system in place. DON'T tamper with the turbocharging or emission control systems.

SPECIAL SERVICE - DO follow the prescribed maintenance schedule and make sure Saab approved tools, methods, specifications, and parts are used.

Take your Turbo to a Saab dealer if you notice a loss of power, an increase in oil consumption, engine detonation (audible full load knock) or abnormal behavior of the temperature or boost gauges.

RECOMMENDED DEALER: Vasek Polak Saab , 199 Pacific Coast Hwy., Hermosa Beach, CA. (213) 376-0935 (5 years experience)

RECOMMENDED GARAGE: Import Auto Clinic, 2583 University Ave., Madison, WI. (608)231-1221 or 3418

RECOMMEND GARAGE: M.B. Service Center, 129 N. MacDade Bl., Glenolden, PA. (215)583-0322

RECOMMENDED GARAGE: DeFinizio Imports, Rts. 420 at 291, Essington, PA. (215)521-9200

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Please use knife/letter opener

NOV/DEC 1979

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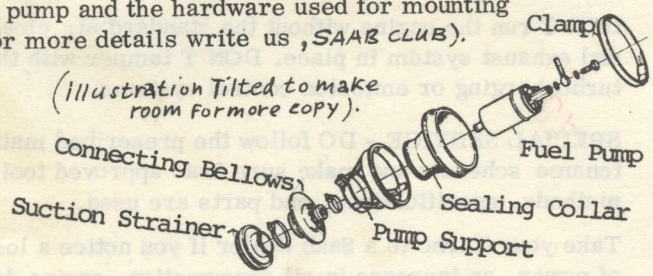
SAAB SERVICE INFORMATION

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FUEL PUMP MOUNTING - 1980 99 and 900 (all)

With the introduction of the HDPE (high density polyethylene) fuel tank a new fuel pump mounting was required. The fuel pump remains the same. Illustrated below is the pump and the hardware used for mounting (For more details write us, SAAB CLUB).

(Illustration Tilted to make room for more copy).



SAAB SERVICE TIPS SEPT '79

- (1) Loose clamps on the connections of the pressure pipe either at the Turbo unit or the throttle body, as well as on the auxiliary air valve and on the high idle circuit on A/C equipped cars, can cause a loss of boost pressure. Include checking and tightening of these clamps whenever diagnosing poor performance due to low boost pressure.
- (2) A 70mm and 75 mm bolt are included in the A/C installation kit for Saab 900's. The 75 mm bolt mounts the idler assembly to the engine while the 70mm bolt mounts the A/C bracket to the timing cover. If the 75mm bolt is installed in the A/C bracket position, it will bottom in the hole and any attempt to tighten will result in breakage.

- (3) A rough slow idle on M78-79 99 and 900 (non-Turbo) 2.0L engines may be traced to a loose valve cover allowing unmetered air to enter the system at the throttle body. Tightening the valve cover screws will (in most cases) restore idle quality. Note that a leak at any engine gasket, seal, oil dipstick, or oil filler cap can produce the same symptom on models with the CVS hose routed to the throttle body. (Models with the CVS hose routed to the air cleaner are not sensitive to air leaks at the gaskets.)
- (4) TRX tires only fit on 390mm (15.2") rims. A regular 15" tire cannot be mounted on a TRX rim such as the 900 alloy spoke wheel used on the five-door Turbo.
- (5) The mini-space spare has a narrow 4 inch rim. Do not attempt to mount a standard 165SR15 tire on this rim!
- (7) When installing a speed control, preset the control box adjustments before making the initial installation:
 - a. Set the low speed switch to the full counterclockwise position.
 - b. Turn the centering switch adjustment to the midpoint. (Turn full counterclockwise and then full clockwise to determine the stop positions when seeking the midpoint between them.)
 - c. Set the sensitivity adjustment by turning full clockwise. Back off one quarter turn counterclockwise from that position.
 - d. Road test and make final adjustments per steps 1-3 in Service Information 05/79-365, Section 9, Page 28, after the above have been completed.

CHICAGO NOV 1979