

THE
SAAB
CLUB

COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA

FEB. 1980

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
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MEMBERSHIP/SUBSCRIPTION

Newsletter #79, our 62nd 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 a collection of back articles & tech' sheets is available for \$5.00 postpaid. Or, .20¢ one issue.

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

NEW ENGLAND SAAB CLUB - Meeting & demonstration on fuel injection system. Andre Torres, senior training instructor of Saab-Scania will describe the F.I. system using slides and actual parts, talk about trouble shooting and answer questions.

We'll have coffee & doughnuts- copies of old tech' tips. Meeting will be on Wednesday, Feb. 27th at 8 P.M. at Gaston Andrey, Framingham, Mass., on Rte. 9 at exit 12 of Mass. Turnpike. Further info: M. Perlmutter (617)655-7516

ROCKY MT. CHAPTER -Next meeting at Deane Buick/Saab, 1080 S. Colorado Bl., Denver, Colo., Tuesday, Feb. 19th at 7 P.M. Ken Grauberger, Saab's district service manager, will answer service/maintenance questions. A rep' from Amzoil will discuss synthetic oils. Bring a guest. Contact: Barry Nash, Rocky Mt. Saab Club, 8261 Upham Ct., Arvada, Colo. 80003

GOLDEN GATE CHAPTER -A tech' session will be March 2, 1 P.M. at Embradero Automotive, 210 Brannan St., San Francisco. Mike Land will talk on suspension & exhaust systems for all model Saabs.

Mike Ewell is now at T&F Motors, 1394 N. 4th St., San Jose, CA. (707) 297-1765

NEW OFFICE-WAREHOUSE IN CALIF.
located at 1225 East Artesia Blvd., Carson, Ca.
The Western Region encompasses about 65 dealers in nine western states. Saab's regional mgr. is J. Victor Filia.

NEW CLUB IN NEW HAMPSHIRE

We are starting a Sonett Club in the New Hampshire, Northern Mass. area. Contact: Cecil Rowlette, 4 Greenock Ln. Nashua, New Hampshire 03060

(please do not elect officers during the first three meetings, establish reliability first.- Dick G.)

MILWAUKEE WISCONSIN CHAPTER - Our club is still meeting the 4th Monday of each month at Shakey's Pizza on Silver Spring & Hwy. 100. Next meeting will be the 25th of Feb., at 8 P.M. We are planning a caravan down to the Chicago Auto show, so those interested should attend this meeting. We also are finally getting some ice racing activities going, with races every Sunday in the month of Feb., and I'm sure there will be some into March too. Anyone interested should contact Don Kaap at 444-0785.

We attended an ice race last Sunday and I took 2nd place out of 12 cars in the class (all front wheel drives). The fastest FWD was an Omni, with a Scirracco 3rd and a very trick Chevy Citation 4th. The next races will be at Twin Lakes, Wisc. which are very close to the Illinois line. I encourage people to attend to learn how to drive and control their cars on ice, in a situation where no possible damage can occur. (Illinois members can get ice racing information from Mike Fernandez with the sponsoring Midwest Sports Car Club, 256-5688.

Larry Gesch is still available for consulting work on the phone, or will help people with their Saabs if they get over in his neck of the woods. His new address is: RR #1, Box 64, Soldier's Grove, Wisc. 54655 (608)624-3375

REPORT ON CHICAGO MEETING

A meeting of the Chicago club was held January 22nd at the Evanston Environmental Assoc. building with a turnout of about 20, & plenty of wholegrain goodies, coffee.

Jon Hochstetter described the installation of an aftermarket cruise control device. The unit was mounted on the right "shelf" area of the engine compartment, in front of the firewall and approx. 4 inches ahead of the 99 heater blower motor. The drilling of several holes was required for mounting. Attachment to the throttle plate was done using a Honda clutch cable (approx. \$5.) (A Rabbit cruise control cable was suggested as an alternate.) The unit, sold by Sears for approx. \$75. features a clutch and brake pedal disengage and a speed resume switch. The control switch is mounted on the turn signal stalk. This unit is manufactured by Dana Corp. and is marketed under several brands.

Jon stated that it took him two days to install but admitted it was done with interruption and other work. He warned not to be surprised of having extra parts left over, as that is normal.

Andy Fedorowski described a problem with the installat-

ion of a new section of brake line in a Sonett II. The line is called out as a 3/16" Bundy type fitting line and is available at auto supply stores. The problem is that the thread length is too short to seat inside the old connector (found behind the driver seat on the line running from the back). A new connector is too short to accept the male fitting on the old section of line. The solution was to cut down half of the old connector to allow it to accept the male fitting of the new section of line.

Andy mentioned that Silicon Brake Fluid made by Dow Corning is sold at Harley Davidson Motorcycle dealers under a Harley label. Price is approx. \$5. per pint. Silicon brake fluid meets D.O.T. 5 spec. and is superior to polyglycol fluids as follows:

- It exhibits little or no viscosity change over a range of -40 Degrees to 550 degrees F.
- It does not attract or absorb moisture
- It will not degrade rubber seals, metal or plastic parts. - It will not attack painted surfaces.
- It provides excellent lubrication of metal to rubber & metal to plastic parts.
- It is nontoxic and has an indefinite shelf life.

Silicon fluid can be used in both brake and clutch systems and even though it is compatible with polyglycol fluids, all traces of old polyclycol should be removed to prevent vapor lock under high temp. conditions.

Several members discussed interest in a Gimmick type rally for late winter or early spring. The rally would be a simple clue following rally ending at some pre-determined point. Details are to be worked out. -A. Federowski

GASOHOL

I bought 7 gallons of gasohol (10% alcohol) last week, here in Chicago with temperatures averaging 25 degrees. The V4 starts promptly and warms up sooner, with less cold engine sputtering during the first five minutes, of cold engine driving. After warm up the engine is livelier. -Dick G.

PUBLISHERS REPORT

The month of Jan. '80 brought us 501 club-business-letters and we answered and cared for all of them promptly, either the following day or within one week. Of course those who sent us a letter after Jan. 28th must wait two weeks, until after we send out this February issue paste-up to the printer. Also, I completed the 32 paged collection of 1975-78, 99 tech' articles Feb. 6, and it is at the printer. We will start mailing them to those who ordered it in the middle of Jan. Some people who ordered a ring binder (\$5.00), also added \$1.50 or \$3.00- which is not necessary. When you order a ring binder you get all available back issues and the appropriate 96 -97 collection of tech' articles or the 32 page collection of 99 type articles. If you own both a V4 and a 99 or 900 you will get both collections.

We ask that you always state which Saab you own; V4 or 99-900, so that we don't waste time and money mailing you printed material of no use to you. If I sent all tech' sheets to all members, we will be wasting over \$500. per year in printing and postage and require additional shelf space and a 100 hours more work-time on my part.

Choices: Ring binder with about 12 back copies and tech' sheets, and collection of 1975-78 tech' articles for either V4 or 99's: \$5.00

Stapled binding of 19 pages of V4-1975 to 78 articles: \$1.50

Stapled binding of 32 pages of 99 - 1975 to 78 articles: \$3.00

Turbo Supplement, 43 pages in paper binder: \$4.00

If you own both a V4 and a 99, say so, and we will include all 1975-79 articles in the ring binder: \$5.00

TO NEW MEMBERS- "We", are Ruth and I, there are no other persons on our "staff". Ruth types all copy from handwritten letters and some typed copy-publicity releases, shop bulletins, etc., on our unit spacing I.B.M. I edit and paste-up and draw some simple sketches for the entire newsletter. We do not have any rewriters, proof-readers, clerks, or bookkeepers. We inspect, fold, address-label the entire 2,850 newsletters-that takes about four and a half days. We bring about 400 to 900 letters to the post office each day, between the 14th to 19th day of the month. If we used a professional mailing shop, they would charge \$300. for folding and addressing - which is what Ruth and I take as "pay" now. But, the pro-shop will not inspect the printers sheets, nor imprint the past dues notice on 175 members' newsletters and about 10% of the letters would have some blank pages or printers smears, etc. Our address labels are 99.8% accurate, every month - about 6 newsletters are returned to us each month marked: "No such address- No forwarding address". One day last month we got 3 letters or phone calls from 3 members who complained they had not received a newsletter for four to five months. Each were sent their back issues with the "No forwarding Address, etc." stamped on, it's their own fault for not notifying the postman promptly.

Some of the 125(monthly)members who send in their renewals remark that they like the newsletter but not some of my editorials; My editorials-opinions are the whole issue- I not only write the dialectics, I also own and hold and guide the scissors and paste pot and hands that press all articles onto the newsletter layout. We have yet to find ONE person who will volunteer to write up one page, (except for one editorial by Jack Ashcraft). If you can correct me, why don't you try? -Dick G.

ONE MINUTE OF HATE....

We finally found a copy of John Z. DeLorean's and J. Patrick Wright's "On A Clear Day You Can See General Motors", 234 pages- \$13.00.

It confirms, in detail, what I have been saying about G.M. for years. The only difference, between my opinion and DeLorean's is the use of the words: "Financial Types", when he refers to the bookkeepers who are on the board of directors, that's like calling garbage collectors: "sanitary engineers". DeLorean, former head of Pontiac and later Chevrolet divisions, was promoted to the "Fourteenth floor" of G.M. about 1972. He found the atmosphere hopelessly bogged down in: "teamwork"; "don't →

critize anything inside"; "we don't tolerate criticism from the outside". He claims he urged the production of smaller/compact cars a few years ago, as the consumer market showed signs of interest and demand. But, the fat-headed "financial types", (bookkeepers) who had no experience in engineering nor sales-marketing, ignored these pleas. DeLorean, also confirms what I wrote in my past editorials: The top executives ride in company limousines which are serviced daily in the special company garages and never-never look under the hood or in a dealer's shop, or a consumer's report. There's no future planning, only one interest; short term profit, to hell with the country.

Recently, a western state car salesman "organized" a Saab Club and offered subscriptions to this Clubs' Newsletter and taking \$2.00 deduction per member for their local club. However, neither of the 3 "committeemen" are members of this national club nor ever was. They didn't even read our newsletters. I knew nothing about them, no records, until a letter of Jan. 28th. Of course, as usual, the salesman assumed we were a Saab Fan Club and primarily interested in the retail sales of new Saabs - NONSENSE! We do not and never did, get one penny from any Saab dealer nor Saab-Scania. No dealer or 'Scania, sponsors this Club. Therefore, we don't sponsor any dealer, impossible! About a dozen Saab dealers and two 'Scania execs' are paid members-just like the other 2850 members. About 5 copies of the newsletter are sent free of charge to the Saab-Scania offices - that's all, that's enough. Almost anybody, can buy a \$10.00 or \$20.00 ad, of one to two inches- nobody can, nor need to pay for a bigger ad, we won't accept it. If a dealer sends us a tech'tip or story, chances are we will print it - if not too hokey. No car salesman is entitled to a special free plug, free loading-on our back. We help somewhat the repeat sales of Saabs - indirectly. Since we don't get paid commissions or thanks for the work we do - I resent inconsiderate treatment by Saab salesmen or Saab reps. There is no excuse for such rudeness. - Dick G.

99 IGNITION KEY FEATURED IN PRO' MAGAZINE

Thanks to Robert B. Patterson of Carl R. Carlsen-Saab, Palo Alto, Calif., Writes: The National Locksmith-January 1980 issue has a 4 paged article on the rescue and rework of the 99 key and cylinder repair. Briefly, some 99'ers fail to turn the key all the way off and the shift in full reverse. The owner then breaks the key while struggling with the "jammed" key and tries to remove the broken end of the key with a needle nose pliers - making things worse. Before you panic, first, set shift in proper position, see that the front tires are not turned hard against the curb which jams your trans axel-to-transmission. Wiggle the key with a rocking motion with your hand. If this doesn't work, try turning the key to the "on" position and then to the "off" again, if it moves, leave the key in the cylinder and proceed with the disassembly. →

We can't reproduce the entire article in this Club Newsletter, it is an excellent instruction for a locksmith and Saab technician.

96-97 TIPS - by PAUL FLORANCE

Does your Sonett wet itself in foul weather? If so, there can be various odd reasons for this. If your front carpet is wet in the front outside corners, there is a chance that you might have knocked one of the plugs on the floor loose and its letting in water. To check this lift up carpet and floor board and look for a 2 inch round plug. It should be firmly seated into the floor. If not, or there is heavy rust then tap out the plug from under the car and clean plug and hole of all matter and reseal using silicone. Tap plug back in place.

This also applies to 95-96s. To find location of plugs just look under your car.

(Editors Note: We have found that greatest source of water on the front floor is due to leaking seal around the top and side edges of the windshield. Just apply "inner tube" rubber cement or poster-one coat rubber cement and apply touch-up paint over this bead. D.G.)

And now for a stranger leak. If your carpet is wet by the rear of the door next to the gas tank it could be one of two things. First, check to be sure that your door seals are tight and the rubber isn't broken. If it is it might be possible to fix with silicone, if not, check your local junk yard for door seals. Now comes the strange part. Often the leak occurs in the area of the outside vent on both sides of the car. Push the foam rubber up out of the way. The slanted bottom part of the vent is made of wood. Yep wood. Apply silicone and seal the area. Next, unscrew the side window vent latch (3 screws) if they are rusted. Replace them with zinc screws and apply silicone to holes. You might want to peel back the interior and apply silicone directly to the holes. You can also use any water proof glue that will allow you to remove screws later if need be. And that should help keep some of the water at bay.

SAAB BUFF HAS 42 CARS ON FARM

Ken Edwards, Rt. 3, Box. 116, Jonesboro, Tenn. 37659 has 42 Saabs on his parents farm. Ken honored us with a visit in Chicago, a couple of years ago. He is an assistant pastor at a county church, an assistant administrator at a Limestone nursing home and a former communications officer for the Tennessee Highway Patrol, a Saab mechanic and salesman. Ken also competed in 75 auto events around the nation. Ken still has many parts for sale, write him. Recently, in December 20, the Johnson City Press-Chronicle printed a full page story on Ken's Saab collection.

WHY YOU MUST INSPECT CAR AT SHOP IMMEDIATELY

Thank you for the job you do. I still have my 1972-96 about 85,000 miles. It is in good condition, no rust, etc.

I have had two clutches put in and each time the shop goofed-up - once didn't fasten down rear engine (trans) mount and engine shifted/put fan thru radiator and damaged wheel bearing. Harold Rodney, Nashville, TN.

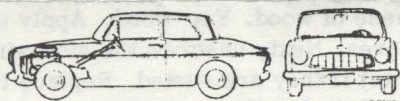
NOVEMBER 1962 - POPULAR SCIENCE

I recently stumbled across some articles in the Nov. 1962 issue of Popular Science which I found very interesting, although you and many SC members may already be aware of this information.

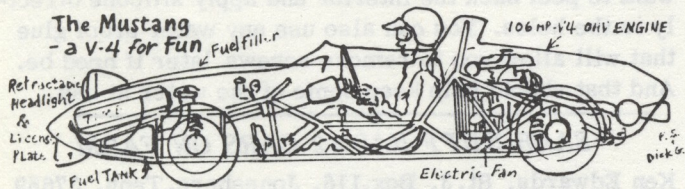
One article, entitled "The Car That Ford Wouldn't Make in America," describes a subcompact (99.5 in. wheel-base) car based on a 72 cu. in. V-4 engine and front-wheel drive. It was known as the Cardinal. Amazingly, engine power would be conserved by use of a thermo-sensitive switch for control of the radiator fan. Does any of this sound familiar? This American design never reached the American market but was produced in Germany as the Taunus 12M.

Another article from the same issue, "The Mustang - a V-4 For Fun," describes an experimental rear-engine, two-seat sports car. This Ford "Mustang" was also based on the V-4 (producing 106 hp) and was described as the "splashiest car at a SCCA road race in Watkins Glen." Somehow, the "sporty" Mustang which eventually made it to the marketplace more resembled a Falcon with far less comfortable rear seats and a less useful trunk.

In retrospect, the Cardinal should have been able to compete well in America with Volkswagen (which was improving at the time) considering its larger interior and a trunk volume of 20 cu. ft. And who knows the potential of the original Mustang concept considering the later success of the Datsun 280Z?



What Ford's New Little Car Will Be Like



The Mustang

- a V-4 for fun

How is it that Ford's market managers could never see the erosion of American market share of foreign manufacturers which Cardinal-like products would compete with? Obviously, they've been too concerned with looking at GM, Chrysler, and their own past. Isn't it amazing that Ford could design the Cardinal in 1962, but they still offer no American-made front wheel drive cars in 1980? Oh well, bring on another wave from Mitsubishi.

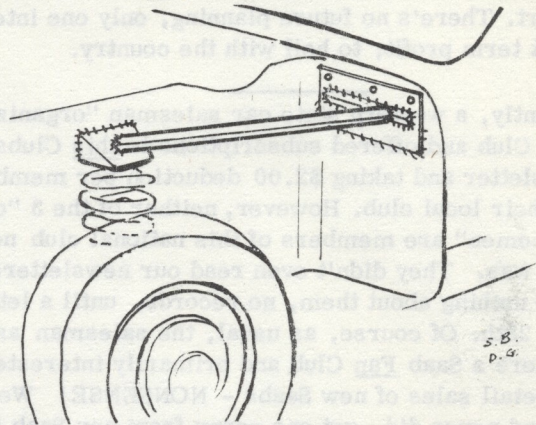
One last note: I also noticed an advertisement for the 1963 Saab 96 in the same issue. Except for the price (\$1895) and some minor items, the ad could have been for a new 900. It emphasizes aircraft reliability, performance, craftsmanship, etc. and even shows safety items on a diagram just like the latest Saab brochures.

W.S. Zuk, Red Bank, N.J.

CHASSIS REINFORCEMENT FOR SONETTS

If your Sonett doesn't handle like it once did, and there is no obvious cause, such as wheel alignment, shocks, or tires, there is a good chance it is caused by flexing of the chassis between the front suspension and the firewall. This is especially true as age and rust take their toll.

One method of correcting this, has been devised by Al's Shaker Quality Body Shop in Cleveland, who does the body work for my dealer, Swedish Cars of Cleveland.



Basically, it consists of a plate to reinforce the firewall and a brace welded between this plate and the top of the front coil tower. Al does a first class job, using about 1" x1" angle for the brace, an another piece of 1" angle to further stiffen the plate. (He even caps the ends of the angle). The lower 3/4 of the plate can be welded to the firewall, but the top must be bolted because it is immediately adjacent to fiberglass. Of course, the frame and front end must be straight and aligned before the final welding. Steve Bottorff, Shaker Hts., Ohio

1969 - 96 V4 - 130,000 MILES

Here are a couple of things I've tried on my 96 V-4 that have worked fairly well.

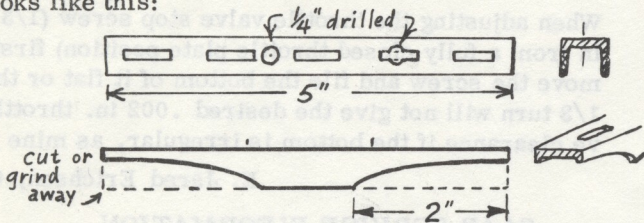
The most successful was building my own muffler from a piece of 3 1/2" exhaust pipe, plate steel ends and a chrome flared tip from a 1971 442. It has no guts except from a small piece of perforated pipe. It looks similar to a stock muffler and isn't too noisy, surprisingly, nice and mellow except for a slight resonance at 50 mph. I've been using it over 2 years with no problems.

I also converted an electric fan from a 1974 Fiat to fit. The engine seems to run a little warmer when the temperature is in the 90's outside and I haven't come up with a functional thermostatic control yet. It sure beats putting those stupid fan bearings in every 20,000 miles.

As far as gas milage goes, my 1969 96 with 130,000 miles gets 27 around town and 36-39 on the highway. I have a cut down air cleaner ala Chiltons Saab repair manual, stock Autolite carb and timing, 10W40 oil, N8Y Champion plugs, use regular gas, 165 SR15 radials inflated 32 front, 28-30 rear and tune it every 15,000 miles. The biggest gain in mileage has actually been from keeping the front end aligned. Thanks for letting me bend your ear. Ray Hammer, Mineral, Illinois

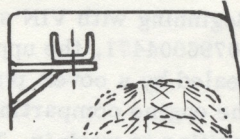
BRACKET FOR '73 95/96 REAR MUFFLERS

The latest rear mufflers for the 95/96 models have been changed so that they can be hung by rubber rings similar to the 99 rear tail pipe rubber hanger. However, this modification of the muffler also requires a modification to the support bracket up inside the right rear fender. Saab sells a modification kit for this bracket, for \$10.-\$12. which consists of a metal support bracket for the rubber rings which is bolted to the existing fender bracket. I came up with a cheaper alternative. Go to the wall shelving section of your local K-Mart or hardware store. Buy a 12" section of the wall bracket used to support wall-mounted shelving-it looks like this:

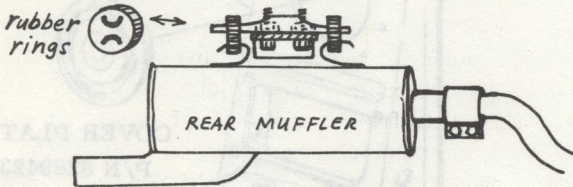


Take the ground bracket and center it on TOP of the bracket inside the right rear fender, with the side pieces facing up, as follows:

Going up through the two holes in the fender bracket, mark your bracket for holes to be drilled for mounting to the fender bracket. Use a 1/4" drill



Using 1/4" bolts (about 1" long) lock washers, and nuts, mount your bracket on top of the existing fender bracket, with the bolts pointing up, that is, the heads of the bolts should be on the bottom of the bracket assembly and the nuts on the top. Buy the two 95/96 rubber muffler mounting rings from your Saab dealer (\$1.50 for two). They look like this:



Slide the rubber rings onto your fabricated bracket and you are ready to mount the muffler.

Steve Laxton, Wayne, PA.

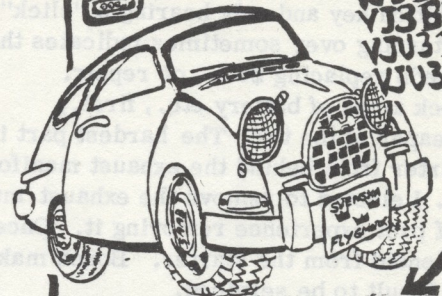
Editors' Note: My 95 - 2-1/2 year old pipe rusted off my 8 year old muffler at the clumped connection: I unscrewed the clamp and slid down the clamp away from the broken end, and cut 3 strips of "heating & A/C aluminum tape - with adhesive backing, about 3"x8" long and wrapped each piece around the joint. Then, I slipped back the clamp right over, (center) the cracked connection and re-clamped down. No noise, cost: 25¢ - Other times I used a brass kitchen sink drain pipe plus two clamps.

This issue goes to press 12:30, Monday Feb. 11, 1980. About 3,800 copies. About 2,850 will be mailed to ALL members during: Feb. 15th to 20th. We collected \$20⁰⁰ in commercial ads and \$55⁰⁰ in WANT ads. p.a.

SVEN'S TIPS
STROKE Tuck Boy

GET YOUR POINTS:
BOSCH Distributors

- VJ3 BR7T
- VJ3 BR8T
- VJ3 BR1T
- VJ3 BR2T



All the Above 3-CYLINDER Distributors GAP at 0.3-0.4 MM
012" - 016"

BACK BY Popular Demand!

SLEEP IN YOUR 96! MAKE THE SCARCE "BEDKIT" - FROM BLUE PRINTS MADE FROM AN ORIGINAL EASY, SIMPLE, FOR LESS THAN \$10 IN 2-3 HOURS! MADE FROM 3/4" PLYWOOD. FITS MANY 96'S SUCH AS MY '63 MODEL. SEND \$5.00 FOR FULL-SIZE BLUE PRINT SHEET AND INSTALLATION INSTRUCTIONS TO: W.T. BOYS, 1567 N. OAKLAND, FAYETTEVILLE ARK. 72701

ABOARD USS MIDWAY-RECEIVED 12-10-79

I do hope that my dues will get to you on time. I said this because we are not certain of when our mail will come in and go from this great ole ship of ours. We are here on the troubled spot of the world in the Indian Ocean, just outside of the Persian Gulf, boarding a part of Iran where 50 of our helpless fellow Americans were taken hostage.

Not much action around here yet, just an occasional fly-by of Soviet aircraft and childish harassment of our fleet by Soviet vessels.

As of now we do not know what is going on-whether we will be back in Japan for Christmas or whether we will be in the Persian Gulf to rescue the hostages. What ever it will be the "MIGHTY OLD MIDWAY IS ALWAYS READY." Us aboard here believe in the "MIDWAY MAGIC." We found the Saab dealer here in Japan, not too far from Yokosuka where my ship is home-ported. They do carry Saab parts because my wife bought a right side turn signal for \$17. They do really charge too stiff for any repair jobs. As long as I am a member of the Saab Club and follow repair tips that you publish, I don't think I will need their service yet.

Chief Petty Officer Orlando O. Lumanlan

SAAB CLUB Feb. 1980

99 VALVE, SOLENOID TIPS

When checking the valve lash or adjusting them, the valve depressors or cam followers should be checked for pitting and excessive wear. The pitting causes the cam lobe to wear at an accelerated rate so the follower should be replaced (\$10.) before the cam needs replacing (\$\$\$).

Turning the ignition key and only hearing a "click" without the engine turning over sometimes indicates that the solenoid needs replacing \$50.- or repair.

(Ed. Note: Check amps of battery etc., first.)

I chose the cheaper of the two. The hardest part is removing the starter from behind the exhaust manifold on 99's and 900's. I elected to remove the exhaust manifold because of past experience removing it. Once off, remove the solenoid from the starter. Bosch makes the solenoid difficult to be serviced.

First remove the sealer covering the two screws on the rear plastic cap and then the screws. Next, drill out the detent or crimp at the edge of the metal half. Finally, unsolder the two wires coming out the back and lift off the plastic end. Sand the copper contacts, which should be black or corroded. While you have the starter out it is worth the effort to check the brushes and replace if needed. Reassemble, being sure to seal the plastic-metal surface with a silicone sealer. Reinstall, being sure to follow the wiring diagram you previously made.

Gary Thomas, New York

ANOTHER STORY REPEATED AGAIN

My Sev. Marchal alternator went out on my '74 99LE (my 2nd '74 99 and 2nd alt.) The parts house quoted \$274. for a replacement, or \$180. (roughly) for a Bosch substitute and \$25. for the Bosch regulator to go with it.

After the shock trauma passed I looked around to get mine fixed. After a lot of looking, Week's Auto Electric, Clinton, Mississippi, took mine in and after a couple of days, converted it to a 65 amp Motorola with built-in regulator for all of \$85. A little filing had to be done on the regulator's cooling fins to make it clear the intake manifold, and the alternator idiot light must be adapted, but otherwise, it works fine. The old alternator regulator harness can be left on, just tie it out of the way and it's American-made-electrics!

New Orleans needs a Saab dealer or mechanic bad.

Rick Ledbetter, Louisiana

SAAB SALES INCREASE

In Sweden sales reached almost 30,000 units. On export markets, Saab sales set a new all-time record with about 52,000 units. In the United States, sales in 1979 reached 14,979, almost equal to the 1978 results. In the U.S. Turbos represent about 30 % of all Saabs sold, and in Sweden, 12%.

Production of Saab cars at the assembly plants in Trollhattan and Arlov, Sweden and Uusikaupunki, Finland totalled about 84,000 units in 1979, as compared with 72,500 units in 1978.

GUESS WHO MAKES IMPORT SHOCKS FOR SEARS?

Sears Import Car Parts Catalog is a good source for Saab parts. My 1976 99GL needed shocks recently and I found Sears units at \$14.96 each—were about \$20. less per set of four, than the local BAPGeon or Beck/Arnley dealers. The Sears shocks have a larger rod, piston, and body than the stock Saab units and are custom valved for the car. Oddly enough, they came in Beck/Arnley boxes as did the brake pads I ordered from Sears. Their jounce and rebound control is good and firm—but the ride is not harsh. They have improved the ride and handling of my Saab, especially during transitions as the car begins to lean during hard cornering.

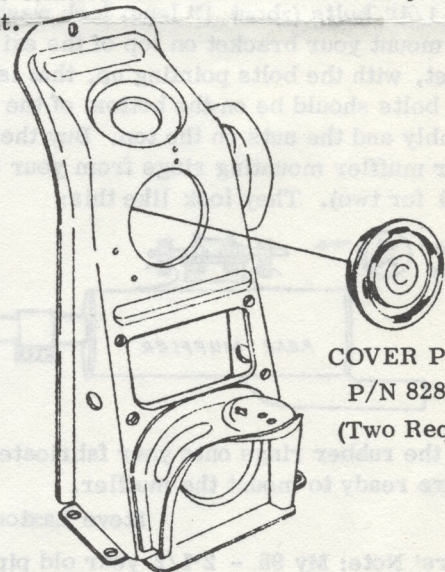
When adjusting the throttle valve stop screw (1/3 turn in from a fully closed throttle plate position) first remove the screw and file the bottom of it flat or the 1/3 turn will not give the desired .002 in. throttle valve clearance if the bottom is irregular, as mine was.

E. Jared Erichsen, Calif.

SAAB SERVICE INFORMATION

COVER PLATE IN FRONT WHEEL ARCH BRACKET

Beginning with VIN's 90791032065, 90792003772 and 90796004471, the upper opening in the wheel arch is sealed by a cover plate to prevent water from entering the engine compartment, keeping it cleaner and more inviting to work in. These cover plates fit 900's of earlier production and we recommend that they be installed wherever climate conditions create a dirty driving environment.



**COVER PLATE
P/N 8289423
(Two Required)**

Procedure:

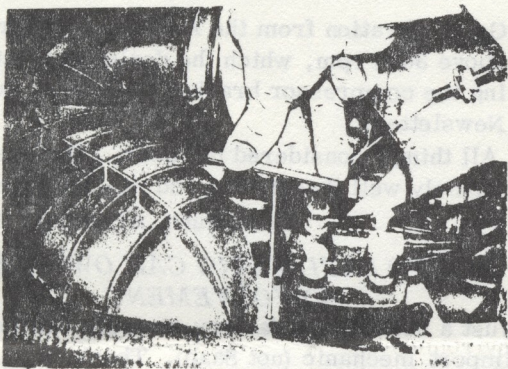
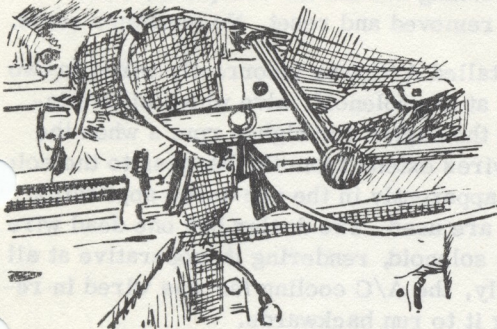
1. Remove the brake pipe clamps from the left wheel arch brackets.
2. Remove the hydraulic lines from the left bracket (power steering-equipped cars).
3. Clean dirt and corrosion off the pipes and spray with rust preventative oil. NOTE: Clean and treat the right side pipe over its entire length.
4. Snap in the cover plates.
5. Refasten brake and hydraulic lines.

Each month Ruth types about 13 pages of tech' articles from members' letters, but, we only have room for 11 1/2 pages of copy. Not all of my editorials are printed either. Try to keep in mind that much of my editorials are in reply to dozens of letters of dispute we receive among the 501 letters.

CO ADJUSTMENT - 1980 CATALYST CARS

ALL 1980 Saabs sold in the U.S. will be equipped with catalytic converters and Lambda control systems and require unleaded fuel. The CO adjustments technique and specifications differ from Federal and California cars of previous years.

Tools Needed: CO - Meter - Adjustment Key 8392482
CO-Tap Adapter 8393225 Hand Wrenches, 10mm & 19mm



The CO adjuster screw is in the same location as in previous year models. However, a tap has been provided in the exhaust head pipe to allow taking the sample ahead of the catalyst. This permits much more accurate sampling. The plug connector for the oxygen sensor is clipped to the upper edge of the right side inner fender well. The sensor wire must be disconnected from the plug and the clip will hold the plug preventing accidental grounding of the lead from the control box while adjusting CO.

When should CO be Adjusted: ?

- A. Adjust according to maintenance schedule - at 1,000 mile inspection and at 60,000 miles.
- B. Check and adjust (if necessary) whenever there is a driveability or fuel economy complaint.
- C. After any CIS repair (replacement of components; i.e., air flow sensor, fuel distributor, warm-up regulator, etc.).

Adjustment Procedure:

1. Loosen the plug in the exhaust pipe (located top side of pipe approximately 8" from exhaust manifold).
2. Run the engine until full operating temperature is reached (thermostat open).
3. Set idle speed to 875 ± 50 rpm.
4. Remove the plug from the exhaust pipe, install adapter 8393225 and connect analyzer hose.
5. Disconnect oxygen sensor wire.
6. Read idle CO (should be $1.0 \pm 0.25\%$). Adjust as necessary. NOTE: After each adjustment, rev up the engine, allow to return to a normal steady idle. Wait

approximately 30 seconds (to allow the meter to stabilize) and recheck the CO reading. (Perform adjustment quickly to prevent engine temperature from getting too high and affecting the readings.)

7. Recheck idle rpm and reset, if necessary.
8. Reconnect the oxygen sensor. Remove the meter probe adapter and reinstall the plug in the exhaust pipe (use Never-Seize on threads).
9. Insert the meter probe in the tailpipe. With the catalyst warmed up the CO should be at 0.4% or less.

If an exhaust pipe adapter is not available to connect the meter at the exhaust pipe fitting, place the probe in the tailpipe as on earlier models. (Be sure catalyst is warmed up.) Disconnect the oxygen sensor and adjust CO to 0.75%. This will provide a basic operating setting. (Reset using proper procedure when exhaust pipe adapter becomes available.)

MAINTENANCE HOW TO - PERFORMING THE C.I. SYSTEM SAFETY CHECK

Part of the Regular Maintenance Program is an item labeled "Fuel Injection System Safety Check." Included in that item is inspection of the fuel lines and connections to be performed every 15,000 miles or 12 months. Outlined here is what constitutes a proper inspection of the condition of the fuel lines.

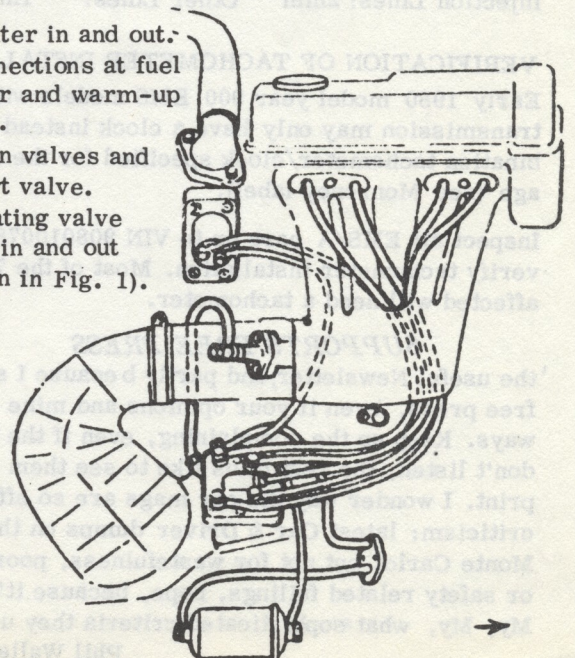
Engine and vehicle vibrations can cause chafing and eventual wear of fuel lines where they come in contact with other objects and other lines. When lines are disturbed in the course of servicing, such contact should be avoided as parts are reassembled and tightened.

All banjo connections must be torqued to specification. Banjo bolts and sealing washers are individually replaceable as are the fuel lines.

CAUTION - USE ONLY SPECIAL BANJO BOLTS AND SEALING WASHERS DESIGNED FOR THE C.I. SYSTEM. NEVER REPAIR A PLASTIC HIGH PRESSURE FUEL LINE BY SPLICING IN A SECTION OF SUBSTITUTE HOSE MATERIAL - REPLACE THE COMPLETE LINE.

Lines and Connections to Examine:

- A. Fuel filter in and out.
- B. All connections at fuel distributor and warm-up regulator.
- C. Injection valves and cold start valve.
- D. Modulating valve (Lambda) in and out (Not shown in Fig. 1).



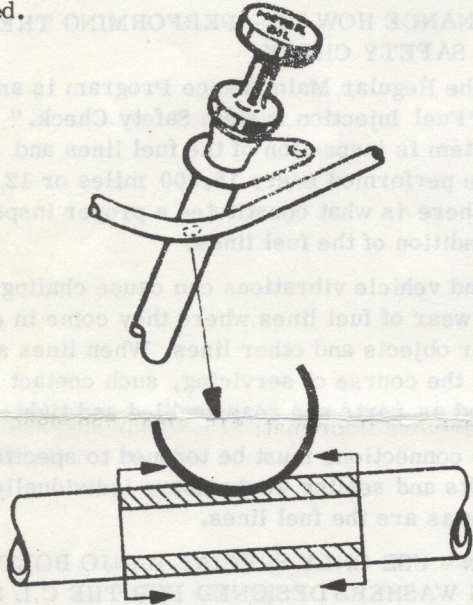
1979 -900 REWORK & ADJUSTMENT

E. Pressure and return lines to and from fuel tank (including rear bulkhead fittings on 1975 model) and connections at tank and accumulator (under car).

Examine Thoroughly Where:

- A. Fuel lines cross each other.
 - B. Fuel lines touch and dipstick tube (Fig. 2).
 - C. Fuel lines touch other plastic items.
 - D. Fuel lines are close to or in contact with the ignition distributor or the edges of cast metal parts or sheet metal (body grommets must not be missing).
 - E. Fuel lines are close to the throttle cable. NOTE: Contact is not permitted.
 - F. Fuel lines are close to hot objects (EGR tube).
- NOTE: Contact is not permitted.

Reposition the line if necessary and/or install protective sleeves (split rubber hose or PCV sleeves) where required.



If the walls of the line have worn to more than one half of their thickness, the line should be replaced.

Average Fuel Line Wall Thickness:
 Injection Lines: 2mm Other Lines: 1mm

VERIFICATION OF TACHOMETER INSTALLATION-
 Early 1980 model year 900 EMS models with automatic transmission may only have a clock instead of the combination tachometer/clock specified for the EMS package (see Monroney label).

Inspect all EMS/A cars up to VIN 90801007842 and verify tachometer installation. Most of the 77 units affected will need a tachometer.

SUPPORTS FREE PRESS

'the useful Newsletter, and partly because I support a free press, even if your opinions and mine often part ways. Keep up the complaining, even if the big guys don't listen, the rest of us like to see them roasted in print. I wonder why the car mags are so effete in their criticism: latest Car & Driver dumps on the Chevy Monte Carlo, but not for wastefulness, poor engineering or safety related failings, nope, because it's too UGLY! My, My, what sophisticated criteria they use....

Phil Wallas, Mass.

Noticed a gas odor, removed rear cover over fuel tank and noticed gasoline lying around sender unit and fuel pump. The dealer replaced the sender unit gasket, the old one looked like a piece of Swiss cheese with all the holes. He said that he'd replaced about a dozen of them already this year. Apparently somebody in the factory had been over-forging the sender unit bolts. Gasoline had also been leaking around the fuel pump, which the dealer simply removed and reset. No problems since.

The dealer installed A/C was incorrectly wired in two places. First, at the solenoid valve which allows increased air to the engine for higher rpm's when the A/C is on, 4 wires extend from the harness to the solenoid location, apparently in the non-turbo application only 2 of the 4 are used. The dealer had one dead wire attached to the solenoid, rendering it inoperative at all times. Secondly, the A/C cooling fan was wired in reverse, causing it to run backwards.

Got a vibration from the A/C compressor clutch plate above 3000 rpm, which the dealer corrected by replacing the compressor bracket as noted in last months Newsletter.

All things considered however, I find the Saab an extremely well thought-out and well engineered car.

Fred Auch, Allentown, PA.

KEY TO SATISFYING CAR OWNERSHIP IS INVOLVEMENT

Just a note from a factory-trained, dealer-employed import mechanic (not Saab). Thanks for your kind words in the Jan. '80 issue (and previously) regarding mechanics, customers and dealers.

There surely are some rotten-apple wrenches but most of the fellows I've met or worked with take pride in their work and try to do the best job they can. The proportion of good to bad mechanics seems to increase with the uniqueness of the car on which they work and the (positive) attitude of the individual owner.

A lot of owner unhappiness seems to come from a change in consumer attitude fostered by both Naderites and manufacturers. People expect-the salesman told them-no problems with their new cars. Maintenance and owner involvement are downplayed and the car is usually ignored mechanically until it operates poorly enough to be noticed. First class service-where ever you find it - is expensive but usually ends up being cheaper than "benign" neglect. As car efficiency necessarily increases maintenance becomes more critical and neglect more costly. If an owner wants to save money, "do-it-yourself" but do it right, which means an investment of time in learning and money in tools and manuals. The key to satisfying car ownership is involvement. Enough preaching. Jack Rubin, Chicago.

BAD GAS MORE COMMON

Changing the fuel filter is critical to keeping the fuel injectors clean, especially since bad gas has become more common. Any gas treatments which use "water dispersents" are NOT recommended for K-Jetronic 99's.

Gene Foley, Lakewood, Ohio

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. Ad 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: 1969 Sonett V4 #335. New clutch, engine runs fair, trans' whines in 4th. New carpet, interior poor. Needs paint. (214)495-8429 Zip: 75042
Richard J. Miller, 3121 Roundtree Ln., Garland, TX.

PARTING OUT: 1974 Sonett, orange, rear-end demolished. Complete front hood; \$600., passenger door; \$150. More. No running gear or wheels. (714)989-1255
Mark Rheude, 7618 Granby Rd., Cucamonga, CA. 91730

FOR SALE: 1973 Sonett, 64,000 miles, new trans', clutch, brakes, battery, Pirelli tires (CN-36) \$4500.
Bill Russ, 27647 Eucalyptus Ct., Hayward, CA. 94544
(415)881-5090

FOR SALE: 1967 Sonett #000179. Fresh Monte Carlo engine, silver laquer, Konis, Cibie's, C.D.I., AM/FM cassette, absolutely no rust, tons of spares, Photos available. (213)357-8881 days.
Paul Nichols, 9504 Van Ruiten, Bellflower, CA. 90706

FOR SALE: 1971 95 wagon. Body OK, new paint, tires, brakes, exhaust system. Mounted snows, trl. hitch. 20,000 on rebuilt trans', engine good. \$1500. Wknds. & eves: (914)358-7456. ALSO: 1971 V4 engine/worn out bearings. Days: 358-9452 Zip: 10960
Mary Mathews, 314 Front St. Upper Nyack, New York

FOR SALE: 1970 96. Needs work to run. \$75.
Sid Pearce, Lombard, IL. (312)627-9196

FOR SALE: 1969 96, good clutch, trans, tires, other parts. Body fair, engine frozen. \$250. (301)466-6238
David Salkever, Baltimore, Maryland

FOR SALE: 1970 95, 101,000 miles, V4, interior and exterior good, needs new clutch. Records available for review. \$600. (608)233-0431 Zip: 53705
Timothy Howell, 506 N. Franklin Ave., Madison, WI.

FOR SALE: V-4 Autolite carburetors, soaked clean; \$15. Rebuilding kits; \$6.00 - plus shipping.
Max Mellner, 132 E. Fifth Ave. Berea, Ohio 44017

FOR SALE: 1960 93F less engine. Very good original cond. \$150. WANTED: Dashborad for '68 96 Delx. with/without gauges, also dist'r for same.
Ted Smith, Rt. 1, Box 80, Bent Mtn., VA. 24059
(703) 929-4328

FOR SALE: 1700 V-4 engine minus heads, needs rings & bearings. \$200. 967-2039 Zip: 94040
Steve Butler, 2030 California #3, Mt. View, CA.

FOR SALE: New 96 fenders; \$25. (purchased 1965)
Also other new 2 cycle parts & chassis parts.
Les Nordin, 491-67 Ave. N.E., Minneapolis, MN. 55432

FOR SALE: 1969 96, 70,000 miles, locked in gear, good eng. & chassis, some rust. 1967 V-4 Monte Carlo, damaged left frt. No eng. or trans. 1969 rebuildable trans', radiator, misc parts. \$325. Will not sell separately. (317)253-2606 Zip: 46260
M.O. Blackburn, 1203 Oakwood Trl., Indianapolis, Ind.

FOR SALE: Blaupunkt 8 trk. AM/FM; \$75. Mat for wagonback 99; \$15. Right frt signal lens w/gasket & hardware ('66-'69 96); \$15. Turbo battery box w/hold down \$25. All items plus freight (805) 393-5552
George Edwards, 322 Minner, Bakersfield, CA. 93308

FOR SALE: FoMoCo V-4 carb w/spacer plate, 30,000 on rebuild, #140 main jet (standard is #132, \$25.
Tom Mudd, 1001 Hoyt Ave., Saginaw, MI. 48607
(517)754-3351

FOR SALE: Single carb, 3 cyl.; \$100. 850 MC oil inj. block & head, needs crank:offer. 95 trans, good free-wheel; \$75. Various body parts. S.S.A.E.
George J. Drobnock, 213 S. Jefferson St., Mount Union Penn. 17066

WANTED: 1973/74 Sonett front bumper, the big black real bumper, not early rubber strip type; \$50./quote
Jim Brennan, Curtis Corners, Peace Dale, R.I. 02879
(401)789-7170

WANTED: Clock (square type) for '71 96; \$10. Grey rubber drivers floor mat; \$15. (206)789-2896
Neil Waxman, 7306 27th Ave. N.W., Seattle, WA. 98117

WANTED: For Sonett III '74, grille/emblem; \$30. Need 5 centers for wheels (mag), hydraulic rear window struts. FOR SALE: SCCA approved rolled bar for Sonett III. \$75. +shipping. 1-918-663-9484
Scott Strattan, 4795 S. Hudson Pl., Tulsa, Okla. 74135

WANTED: For 1973 Sonett III, good brake master cyl; \$15. Mag type rim; \$10. Two bucket seats nice cond. \$75. or ? (601)264-1966 Zip: 39401

M.E. Cruz, 3312 W. Adeline St., Hattiesburg, Miss.

WANTED: 96 rt. frt. fender; \$40. Frt. seat belts; \$10. A/C drive pulley; \$25. Complete power steering system for 1975 on 99; \$100.

Dick Bolte, 1411 W. 6th, Storm Lake, Iowa 50588

WANTED: Right rear wheel brake adj. screw for '73 Sonett \$10. ?

Ty Tobey, PSC Box 4045, Dyess AFB, TX. 79607

WANTED: 99 radiator; \$35. GT 850 engine; \$150.
Glen Edinger, 9001 28th N.W., Seattle, Wash. 98117
(206) 789-3415

PARTING OUT; Front wrecked '73 99 EMS, engine good, 57 M miles. Six alloys w/good rubber. W/manual, radio, cover, \$600. ?

A. Rose, Seebergsteig 6, 1 Berlin 33, Germany

FOR SALE: 1972 99, 4 dr., 112Kmi., fuel inj., body good, some rust, Michelin radials, cracked block, manual trans'. \$200.

H. Curtis, Box 18, Chelsea, N.Y. 12512

FOR SALE: Instrument cluster for 1975EMS, includes tach/clock, speedo, fuel/temp. \$125. (303)598-7983
Bill Grace, 535 Silver Sprg. Cir., Colo. Springs, Colo. 80919

FOR SALE: Front headrests for late 99's, new w/o covers; both \$13.00 (205)347-3233 Zip: 36362
Leon P. Morris, CMR#2, Box 4246, Ft. Rucker, Ala.

FOR SALE: Brake piston retracting tool for 99's. Not identical to Saab tool but functionally equivalent.
\$5.50 U.S., \$6.00 Canada

Jim Lowell, 886 Old Birch St., Lino Lakes, MN. 55014

FOR SALE: ('74 99LE) used, complete in housing, combo gauge, speedo, clock assy; temp inoper: \$60.
(2) new 4" speakers from 900; \$17.both.
R. Panella, 1139 Taylor Ave, NewKensington, PA. 15068 (412)784-2075 days.

WANTED: Clock tach' for 1973 99; \$40. Also factory manual; \$25. (214)784-4348 days.
Rick Dirks, Box 430, Paris, Texas 75460

WANTED: Bracket for right outside rear view mirror. (1979 99) Not remote control. Offer: \$10., plus shipping. Zip: 21532
Frank Stodolsky, 101 Wright St. Apt.D, Frostburg, MD.

WANTED: For '72 99E: Trl. hitch; \$45. or? Front rotors; \$50. or? Bike carrier?? 1-800-553-8411 x677 or (319)365-4671 Zip: 52406
Steve Hewett, 2216 Reynolds Ave. S.W., Cedar Rpd, IA.

WANTED:
Reasonable, experienced mechanic to do transmission work on Sonett - Minneapolis area. Call Frank Maga-dance, RR2, Box 26, Shakopee, Minnesota 55379 (612)445-8379

STICKY THROTTLE - 99

Recently my throttle would jam up so that only sharp releases on the gas pedal would make it return to idle. I took apart the throttle assembly and found that the throttle plate had been previous set to close completely where as my manual suggests a slight clearance. This complete closure coupled with a small accumulation of crud led to the throttle sticking I was experiencing. I cleaned the assembly, set the valve with a small clearance margin and the throttle sticking disappeared.

Scott Sawyer, Mass.

PRINTER KNOWS THE HASSLE

I've only been a member for a year, and find the Newsletter very well put to gether and easy to read.

I am a printer by trade and have seen first class places throw together a Newsletter in such a sloppy manner that it's impossible to figure out. I just want to compliment you on a good job that you and your wife do with the Newsletter because I know the hassle you go through. I have a 99LE 1974 that's going strong after 108,000.

Bill Connell, Pittsburgh, Penn.

1969 - 99 TECH' TIPS


An excellent wrench for removing and replacing the bolt in the oil filter is a 4 1/2" long box end ratchet wrench by K-D tools of Lancaster, PA. It is 14mm and can usually be purchased in a set together with an 11mm wrench, also a box end ratchet. K-D #48.

If you want angled spark plug caps, try a local motorcycle shop. The one near me has a wide variety of styles and angles, and each cap came with a rubber boot which snugs onto the porcelain to keep the contact dry.

Next time you have to pull out the instrument cluster to replace a bulb, as on my early 1969 99, first remove the two Phillips head bolts holding the steering column bracket under the instrument panel. Then drop the steering column out of the way. The bolts may be replaced with hex head bolts which may be safely torqued higher than the screw bolts.

When checking the manual transmission lube level, it is possible to use an 8-point 3/8" socket, available at most hardware stores. It makes removal of the plug easier and does not round off the shoulders of the plug the way an open end wrench does. In fact, the socket, together with a U-joint and extensions, permits 'stand-up' removal of the plug.

On rebuilding a carburetor (175-CD 2S or SE), the rubber gasket supplied with most rebuilding kits, which fits on the damper cap, is in my opinion not suitable, especially after a few tightenings. It then begins to stretch and deform and the damper loses oil. I have found a hard fiber washer that is a perfect fit at a local hardware store in the plumbing supplies gasket and O-ring cabinet. No more rough running from too low oil in damper.

How do you remove the upholstery trim pieces around the windows, when the hidden clips have a one-way tooth on each side of the clip? Thus: 

Joseph T. Mathis, Liberty, MO.

95- 96, 97 BRAKE CARE

Models with single piston brake caliper, lube the upper and lower pivot points with a high temp. wheel lug grease - this little trick adds miles to pad life. Also, when bleeding brake or clutch hydraulics; open bleeder screw only slightly (1/16 of a turn). This will also allow fluid and air to go out under pressure and will not allow air to go in if pedal is let up slowly. It also makes this a one person operation without special or makeshift tools. Bud Clark, Torrance, Calif.

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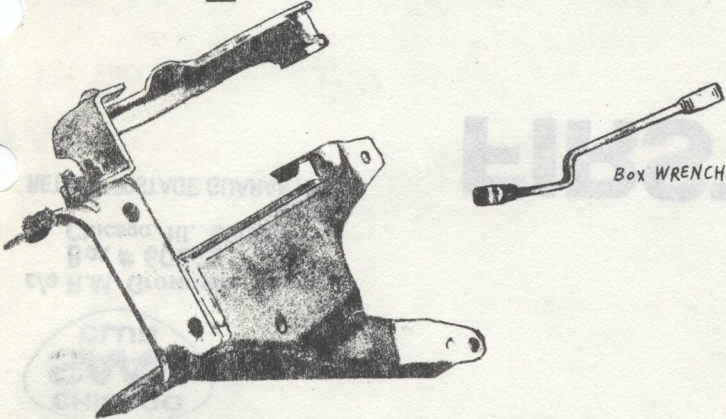
in Vermont only, call toll free:
1 - 800 - 642 - 3322

SAAB 900 AIR-COND' INSTALLATION INSTRUCTIONS
NOVEMBER - 1979

Our experiences and yours with the installation of Saab 900 A/C kits have lead to the development of some new parts designs and installation techniques. Most important is the new two-piece compressor mount.

To mount the compressor to the new bracket three 100mm long bolts are furnished. When ordering the bracket as a replacement part it is necessary to order the bolts under P/N 79 65 569, quality 3.

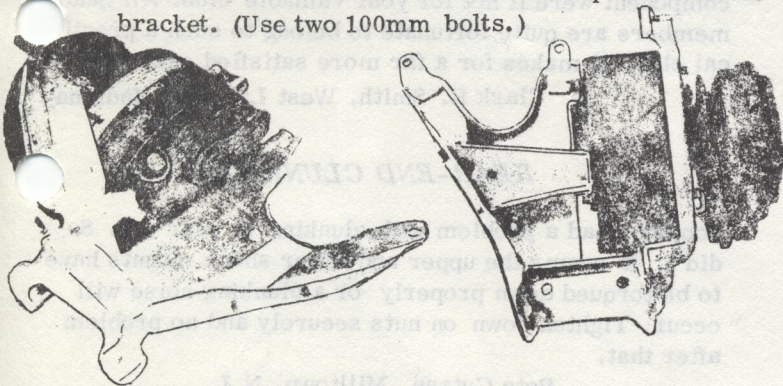
While assembling the bracket and compressor apply Loctite Red to all the bolts to ensure positive holding.



Due to the limited space available in the engine compartment and under the exhaust manifold, it is advisable to assemble the bracket and the compressor on the bench. Along with a saving of time, it is also possible to be assured that all bolts and hardware are properly positioned and tightened.

PROCEDURE:

1. Assemble the bracket. 2. Mount compressor in the bracket. (Use two 100mm bolts.)

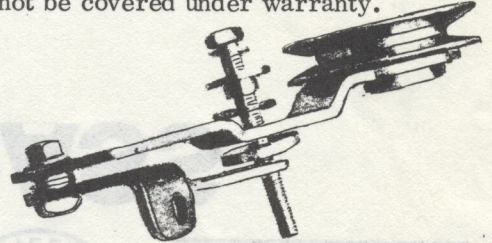


3. Install compressor stabilizing brace.
4. Install the engine stay (use the remaining 100 mm bolt to secure stay to compressor). Leave loose to facilitate alignment when mounting on engine.
5. Install manifold tubes, wiring harness, and heat shield. Be sure the wiring harness passes out the side of the engine stay nearest the firewall.
6. Mount the completed assembly on the engine. (Use Loctite Red on all bolts.) NOTE: Support the power package behind the crossmember. Remove the right side engine mount and stay. On manual transmission cars uncouple the gearshift rod to permit additional jacking height to provide sufficient clearance under the

exhaust manifold for installation of assembled compressor and mount. (Use a fender cover or cardboard to protect the inner fender from scratches.)

Proper tightening of the rear motor/transmission bolt will require reshaping of a 12 point box and wrench to reach under the bracket as illustrated. (A 12 point flex-head socket wrench may also be used.)

7. Install the idler/adjuster assembly. Use the 75mm long bolt furnished in the kit. (The 70 mm bolt should be in the compressor mount to timing cover position.) Use the correct sequence of washers when assembling the idler/adjuster. NOTE: If the 75mm bolt is used in the timing cover/compressor mount hole it will bottom. Either breakage will occur or excess noise will result. This will not be covered under warranty.



SOME ADDITIONAL IMPORTANT POINTS:

Lubricate all hose connections with refrigerant oil before installing to ensure a good sealing effect.

Pay special attention to o-rings. Be sure they are not missing or cocked.

Leave plastic plugs in all fittings until connecting to prevent contamination.

The thermal contact, which always should be installed in the upper coolant hose, has nothing to do with cooling fan operation. It's purpose is to shut down the compressor if engine coolant temperature exceeds 239 degrees F (115 degrees C).

The AC fuse (connected to the compressor superheat switch) protects the compressor, by blowing, if compressor temperature rises due to low freon, system blockage, etc.

Follow charging instructions in your service manual, section 8. NOTE: The system requires a weighed charge of 2.65 lb (1.2kg) of freon. Do not estimate by sight glass appearance. Do not start compressor until the system has at least 2.2 lbs. (1.0 kg) of freon in it to prevent blowing the compressor fuse.

When servicing an A/C system always plug hoses and connections to prevent entry of dirt or other contaminants.

Follow the instructions in section 8 of your service manual concerning the addition of refrigerant oil when replacing components. (Thanks to Pres. Sinclair &

Daniel L. David, mgr. tech services Dept.)

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WHAT THE SAAB CLUB IS ABOUT

I can't begin to appreciate the necessity of investigating the little things as probable causes for many mechanical troubles, in a car or what have you. Nor can I be more thankful for you and The Saab Club.

My 1974 99LE started running extremely rough. This progressively got worse over a couple of weeks. Then warm starting became impossible. It had just been tuned, injection system and all. I went over that again to check for misadjustments, bad components, etc. Keeping in mind the clinic with the Bosch representative in October and that most of the time it is not the EFI system but standard tune-up problems.

Not having lived in Indiana long, I wasn't willing to trust area mechanics enough with their diagnosis'. All, including two dealers and two foreign car garages suggested replacing expensive items such as the pressure sensor, temperature sensor, and the computer itself, all beyond my financial means at the time.

Meanwhile, I remembered reading somewhere in the new members packet a note on such symptoms. I finally found it on the Service Tips for 99's, page reprinted from March 1976. With such symptoms as I was having it said check the main terminal of the starter, this being where the EFI computer derives it's current through the master relay, and sure enough I found two wires corroded and hanging by one strand. For 35¢,

the cost of two new connectors, the problems were solved. Its been running great since with better starting than ever.

I could have ended up replacing virtually every main component were it not for your valuable club. All Saab members are quite fortunate to belong to such a practical club. It makes for a far more satisfied car owner.

Clark R. Smith, West Lafayette, Indiana

REAR-END CLUNKING

Someone had a problem with clunking in rear end. So did I. It seems the upper and lower shock mounts have to be torqued down properly or a clunking noise will occur. Tighten down on nuts securely and no problem after that.

Pete Gutzan, Milltown, N.J.

Last minute arrivals:

FOR SALE: 1969 95 sta. wag. New brakes & water pump, broken trans., 110,000 mi. \$200.-\$300./offer. James D. Ator, 6815 Forest View Dr. Fort Wayne, Indiana 46815

WANTED: Steering wheel & courtesy light for 1968 Sonett: Offer \$25. or ? Days:(703)961-5175, Eves: 951-9549. Zip: 24060 Pat O'Reilly, 2715 Chelsea Ct. Blacksburg, VA.