

THE SAAB CLUB

COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA

MAR. 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 #80, our 63rd multipaged monthly. Dues for membership/subscription are \$9.00 for the first year, including two back copies, 12+ tech' sheets and emblem. Renewal dues: \$6.00. 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, .30¢ one issue.

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

GREATER KANSAS CITY SAAB CLUB - The first meeting will be Tues., April 1, 1980 at 7 P.M. at: Georges Import Ltd., 7746 Wornall, Kansas City, MO. Contact: Truett Mathis, 816-781-6041 or Allen Colfrey 816-474-9793

WANTS TO ORGANIZE IN EAST

Interested members in Metropolitan New York, New Jersey and Connecticut in organizing a Saab Club Chapter should contact: Josh Rubinfeld, 1170 Ocean Parkway, Brooklyn, New York 11230 (212)258-0335

NEW ENGLAND SAAB CLUB - Meeting last month on F.I., drew about 40 people, a quarter of which came from N.H. and R.I. -rest from Mass. We awarded two "Cross" pen/pencil sets with Saab emblem (donated by aab-Scania) to those who came the greatest distance, (65 miles). Our plans for the next meeting is routine/preventive maintenance sometime in May. Possible speaker-mechanic (par excellence) and head of shop in *dealership (see Saab Club dealer/mechanic list). We haven't picked a place yet. Please drop me a note or call if you have a place in mind. 655-7516 evenings
M. Perlmutter, 19 Peckham Hill, Sherborn, Mass. 01770

ROCKY MOUNTAIN SAAB CLUB - A representative from Auto-Line (new test program in Denver for arbitration of consumer auto-related complaints) was in town at the time of the last meeting, his talk pre-empted the session on valve adjustment. The next meeting, will be on: Wednesday, April 9th at 7 P.M. at Deane Buick/Saab, 1080 S. Colorado Bl., Denver, will be tips on valve adjustment and brake caliper maintenance. Saab movies on crash-testing, etc., will be shown. Non-members invited. For information: Rich Osner, 757-6161

This issue closed MARCH 10th Monday morning. We assume we may be able to start mailing about the 14th to 19th to 2,900 paid members. Please notify us if your copy has any blank pages or serious smudges, or inaccurate address.

LOS ANGELES—Saab Club of Southern California will sponsor a two-stroke and V4 tuneup clinic by Alan Clarke at 1:00 p.m., Saturday, April 19. Clinic will be hands-on: you'll be able to tune your own car under Alan's guidance. V4 valve adjustment will also be covered if desired. Bring common hand tools plus plugs, points, condenser, distributor cap and rotor, feeler gauge, plug wrench, tach-dwell meter, timing light. If you want to adjust your valves, bring valve cover gaskets. If you don't need a tuneup but can bring tools to share, please do so.

Clinic will be at the home of Andy Buc, 6246 Camellia Ave., North Hollywood. From Hollywood (170) Fwy., take Victory Blvd. east: stoplights in order will be Bellingham, Laurel Canyon, Radford, Lankershim, Beck. Turn right on Camellia, one street after Beck. 6246 will be on your left. From Ventura (101) Fwy., take Laurel Canyon Blvd. north; turn right at Victory, proceed as from 170. Admission \$2/adult. Info: Alan Clarke (805) 255-1080, Paul Florance (213) 438-3257, Andy Buc (213) 980-9983.

SCSC has just prepared a new roster. Anyone who'd like a copy, send business-size SASE to Andy Buc, 7985 Santa Monica Blvd. #109-67, Los Angeles, CA 90046. (NOTE: This address is a mail drop, similar to the Chicago Saab Club's P.O. box. Don't confuse it with the address for the April 19 clinic.)

RENEWAL DUES INCREASED TO \$6.

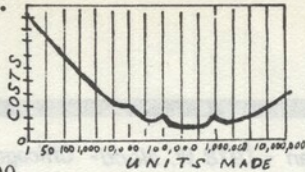
For the first time in our Club history of nine years we are increasing our \$5. yearly renewal dues by one dollar to \$6. effective immediately. I am sure I will get a half dozen letters from clowns who will say: "I wish I knew about the increase in advance so that I can avoid the increase by sending my renewal a month earlier." Such nonsense! If a subscriber does not think our monthly technical-informational newsletter and service is worth more than the \$6.00 per year, then they should drop out.

Several members, each month, send us twice the amount of dues owed us, without asking for further favors. Each month a few members send us checks to cover three years subscription in advance, we refund anything over two years. Please -do not pay too far in advance, we have no pipe-line to God. If we do continue in good health three years hence, we still must abide by inflationary costs of printing, postage, future hired labor and office space. We also want to increase our honorariums to those who write good tech' articles etc.

Some members who are limited to a high school economics course - believe that the more subscriptions/memberships - the cheaper the cost of production per unit. Wrong! If this over simplified principal was true then, eventually; widgets, postage, cars, etc., would be distributed free after the producer achieves millions

of units. Actually, what happens is the falling rate of cost production is a CURVE and after a certain low, it levels off and then starts to RISE.

In other words, Ruth and I cannot handle 500 letters per month and fold, label and mail 3000 newsletters in the same time spent when we had only 2,000 members. We cannot increase our work week from 50 or 60 hours to 70 or 80 hours per week. Neither can we work at increasingly faster rate, ala - Charley Chaplin's (Modern Times), dashing from desk to desk, table to table, Xerox machine to rubber cement, up and down the stairs, to the post office, etc., etc. As a matter-of- fact, my 60 year old heart will not allow me to run at all. *Is that clear, Andy and Rex ?*



Another thing that galls me, is a newsletter of one sheet-two pages, in dumb expanded type face, that I received this past week which stated that their: "\$7.50 annual dues was a terrific bargain."

The Z-Club achieved 10,000 membership last April, produces a eight page newsletter, (2 pages of commercial ads) and charges \$20. per year, (\$200,000.) The BMW Club - \$70,000, 50% advertising, one tech' tip. And the Porsche Club "magazine" with its three photos of club officers, one tech' tip- \$200,000. The FI at newsletter is worst of all, aggravated by it's slogan on every page; "We must be doing something right." 40, or 50,000 idiots sending money for trashy newsletters.

To those who argue that other clubs are none of my business, my answer is: it IS my business - because the rip-offs reflect upon those of us who really try to do the right thing; assist the special car owner who is 100 miles from the nearest competent service shop and help reduce mechanical failures. Of course, that kind assistance is limited to \$6. worth of a series of brief-printed tips. \$6. cannot buy a mechanical service insurance policy. - Dick G.

96 LINKAGE

I recently was troubled with a very sticky and jerky accelerator linkage on my '73 96, which was hard on the transmission since I am one of those two-stroke hold-overs that likes to use the freewheel.

After getting some advice from member Paul Kappils, I removed the heater box to get better access, disassembled the entire linkage, and cleaned all the old oil and crud off. The main problem seemed to be in the one piece of the linkage with two neopryne/plastic whatever ball joints at each end. I sprayed lots of CRC-5-56 spray lubricant into each ball joint, forcing out lots of dirt and crud, then sprayed with silicone lubricant. Linkage works like new now. I will clean and lubricate those ball joints more frequently in the future.

Steve Laxton, PA.

Source of Bosch parts is: United Auto Electric in Tolono, Il. (8 miles south of Champaign-Urbana).
Michael Owens, Illinois

In the February 1979 issue of the Newsletter, I recommended a rebuilt Capri fuel pump (D3FZ-A-RM) as a cheaper alternative for the V4 engine. Well, this pump lasted just one year for me before pumping gasoline into the crankcase. Well, I have found another lower priced replacement that is working fine so far. It has a slightly different appearance and it doesn't have a filter under the cover. Like on the previous one I used, the cover has to be rotated to give the proper orientation of the output tube. The pump is an Airtex #1075AX which was cross referenced from the Capri number and it carries a one year warranty. Price, \$25.

Each Fall when the weather turns cold, I have trouble with the windshield wiper motor starting right away after turning it on. The best fix is to pull the whole nose off of my Sonett, disassemble the wiper motor and clean the commutator and brushes. This Fall, I tried a short-cut procedure which cut the wait from several minutes to nil, initially, and which has now degraded to 15-20seconds. I backed out the two long screws which hold the motor on the gear assembly, such that motor housing drops down about 1/8". I then sprayed into the housing around the area of the brushes and commutator with TV tuner cleaner. I reassembled the motor and operated it for several minutes. The whole procedure took only about 15 to 20 minutes versus hours for the other.

Dave Wood, Massachusetts

SONETT GAS PEDAL LINKAGE

Recently my Sonett started losing power badly. I made all the customary checks and found nothing wrong. Finally, I realized that the gas pedal wasn't going down as far as it used to, and I simply was not getting enough gas to the engine.

The linkage between the gas pedal and the carb had bent at the point where it goes through the firewall. It had apparently been weakened by the weld which attached the pivot arm at that point, for it snapped when I tried to bend it back. Everything was fine after a quick trip to the welding shop. The self tapping screws which hold the pivot arm to the firewall had loosened a little bit, and I intend to check them as a part of my regular preventive maintenance in the future.

Bruce B. Bottomley, Maryland

SONETT - 309,000 MILES

I purchased new in 1972 a Sonett III, which now has over 309,000 miles w/o an overhaul of any sort. I still average 30 + mpg, (28 with A/C). I drive in free-wheel extensively (98%).

However, work was done on transmission, free-wheel and timing gears.

I am 6' 3", 195 lbs. and sold on V-4, free-wheel driving for life.

Charles Sidney, California

TURBO WASTE GATE VALVESHANK - do not use a double nut to hold the valve when removing the diaphragm retaining nut, after corrosion developed. Insert an ALLEN KEY (or large screwdriver), into the valve head to hold the valve from turning during removal of the diaphragm nut. (Summarized from Scania Bulletin).

Front wheel bearing in my '71 96 started making funny noises, so pulled same out. Found a replacement at Wisconsin Bearing in Madison, Wisconsin. A genuine G.M. part (says so in the box) ND-T-5306 replaces the Swedish SKF 23200 perfectly. Cost me \$22.56 rather than \$42.

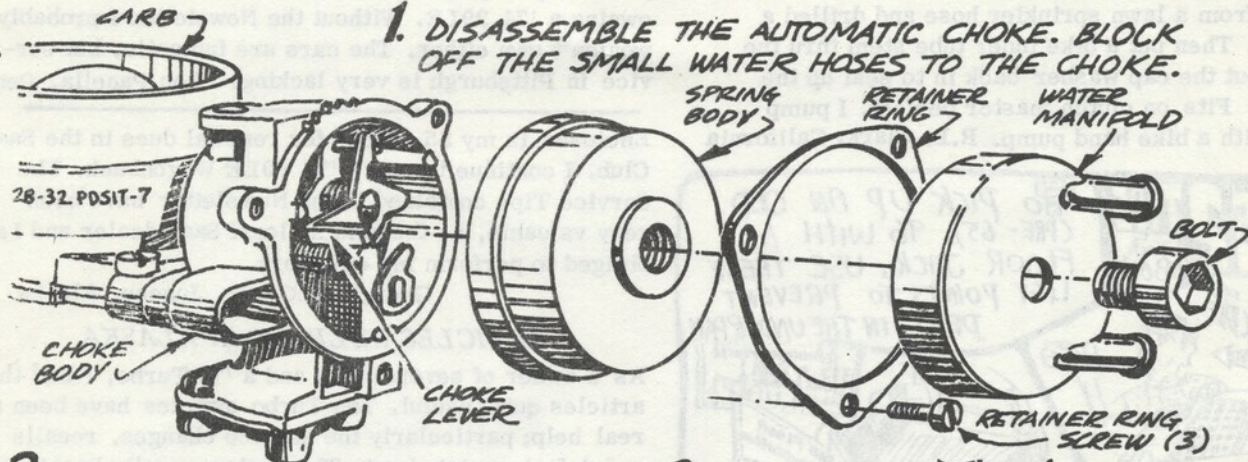
S. Kurth, Baraboo, WI.

1969-95 & 96s WITH POWER ASSISTED BRAKES
Here is a simple hint that can help you remove your clutch master without pulling the brake master. Use your distributor wrench to get at the bolts on the bottom of the clutch master. Don't forget to remove cotter pin from the linkage under the dash! And that should be that.
Paul Florance, California

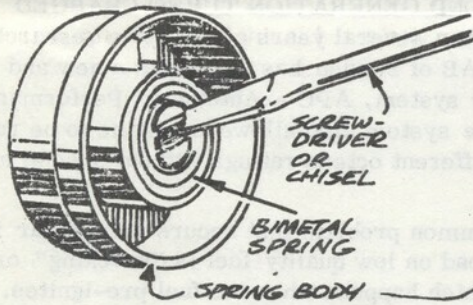
MANUAL CHOKE CONVERSION, SAAB V4, SOLEX 28-32 PDSIT-7

BY JACK ASHCRAFT

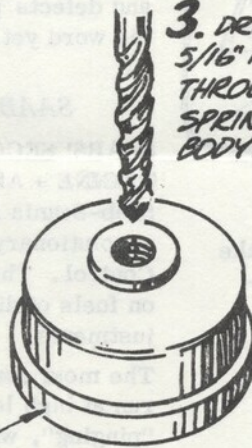
1. DISASSEMBLE THE AUTOMATIC CHOKE. BLOCK OFF THE SMALL WATER HOSES TO THE CHOKE.



2. DISCARD WATER MANIFOLD & BOLT. PRY OPEN SPRING CLAMP AND REMOVE THE BIMETAL SPRING.



3. DRILL A 5/16" HOLE THROUGH SPRING BODY.

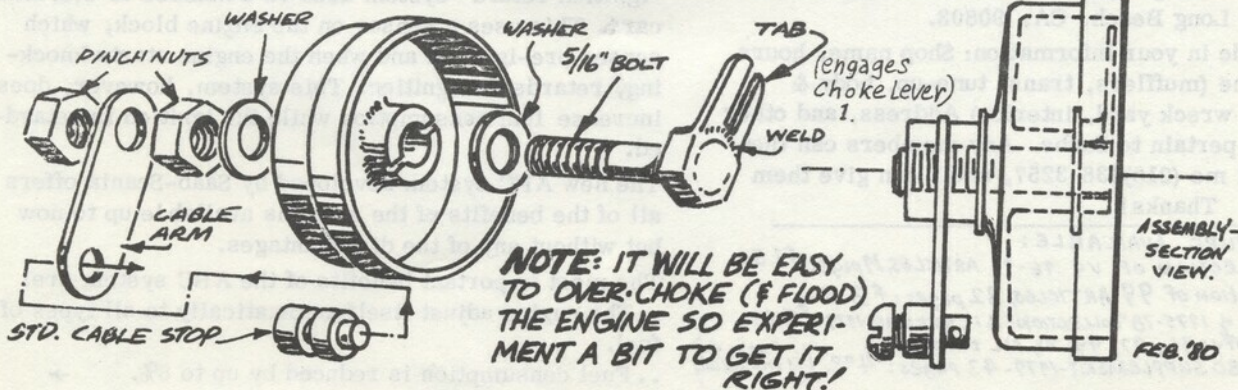


4. USE A PORTING STONE AND CUT DOWN THE INNER SECTION ABOUT 1/4" SO BOLT WILL CLEAR CHOKE MECHANISM.



5. USE A 5/16" SAE BOLT ABOUT 1 3/4" LONG. WELD A TAB ON THE BOLT HEAD & SLOT THE TAB WITH A HACK SAW & FILE. ASSEMBLE AS BELOW. MOUNT ON THE CARB SO TAB ENGAGES THE CHOKE LEVER AND SO CABLE ARM DOESN'T HIT DISTRIBUTER.

6. OPERATION - YOU'LL HAVE TO DEPRESS THE THROTTLE SLIGHTLY TO PULL THE CHOKE "ON." THROTTLE FAST IDLE WILL ENGAGE (& ADJUST) AS BEFORE. USE A UNIVERSAL CHOKE CABLE. CLAMP CABLE BODY TO LEFT VALVE COVER PLUG WIRE TAB.

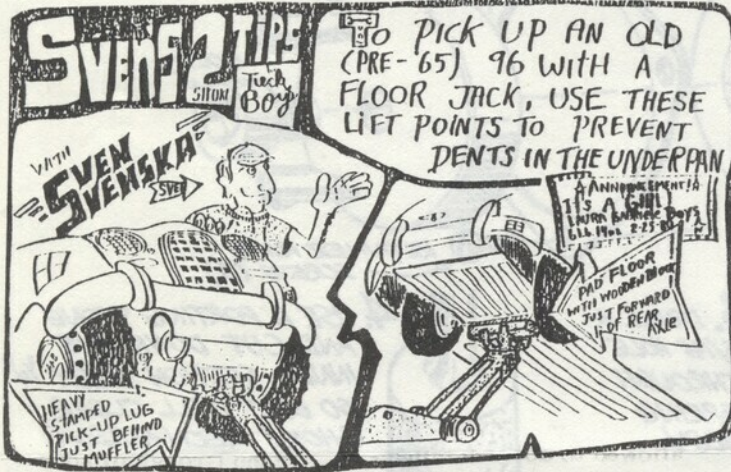


FEB '80

FOMOCO distributor for 96 - TIPCO-Tuban Industrial Products Co., 2003 Leghorn St., Mt. View, CA. 94043 (415)968-2431. They are an industrial Ford supplier and are handy for some of those hard-to-get parts for the V4. They inform me that Bosch has discontinued this distributor so it might be wise for those who intend to keep their old 96s for some time to stock-up. John Allen, Lafayette, CA.

BLEEDING THE CLUTCH - 10th METHOD

I got a cap from a lawn sprinkler hose and drilled a hole thru it. Then put a bike inner tube stem thru the hole, then put the cap washer back in to seal up the whole thing. Fits on clutch master perfect. I pump fluid thru with a bike hand pump. R.B. Clark, California



FORD DESIGNER DID BORROW A SONETT

In response to your referral, Ford Motor Co., did take my Sonett in to check and measure the front end suspension toward development of a system that will accommodate a lower profile than the McPherson strut. That was a year ago - sorry I didn't respond sooner. Les Core, Michigan

SO. CALIFORNIA CLUB NEEDS YOUR HELP

We need the help of any members that have any information pertaining to their Saabs. If you know of any service type shop that you have used and trust and would send a friend to, we would like to know so that we can assist other owners in your area. Please write the information about the shop on a postcard and send to the following address. Paul Florance, 54-62nd Pl., Apt. M, Long Beach, CA. 90803.

Please include in your information: Shop name, hours, type work done (mufflers, trans, tune-up, body & paint, glass, wreck yard, interior) Address, and other thoughts that pertain to Saabs. Any members can then hopefully call me (213)438-3257, and I can give them a good steer. Thanks!

CLUB LITERATURE AVAILABLE:

1975-78 COLLECTION OF V4 96-97 ARTICLES, 19 pages: \$1.50.
 1975-78 Collection of 99 ARTICLES, 32 pages: \$3.50.
 3 Ring Binder of 1975-78 "COLLECTION" & 12 BACK ISSUES 1979: \$5.00.
 please specify: 96, 97, 99 or ALL three.
 99-900 TURBO SUPPLEMENT-1979-43 pages: \$4.00. (Postage is included)

SAAB PRESS INFORMATION

STEN HELLING has been named Sales and Marketing Manager for Saab. Mr. Helling replaced Jack C. Rakes, who has resigned.

Helling, age 41, is a native of Sweden who has spent the past 17 years with Volvo, and since 1965 in the U.S.

NO LOCAL DEALERS!

Please renew my membership/subscription for two years. I just purchased a '79 3-dr. 900 Turbo after owning a '74 99LE. Without the Newsletter I probably wouldn't own either. The cars are fantastic, but service in Pittsburgh is very lacking. Bob Panella, Penn.

Enclosed is my \$5. check for renewal dues in the Saab Club. I continue to own a '75 99LE Wagonback. The Service Tips contained in the Newsletter have been very valuable, as there is no local Saab dealer and I am obliged to perform my own work.

George McCurry, Juneau, Alaska

ARTICLES HELPFUL IN ALASKA

As a owner of several 96's and a '79 Turbo, I find the articles quite useful. The Turbo articles have been a real help; particularly the service changes, recalls and defects pointed out. The dealer usually hasn't got the word yet.

Ike Waits, Alaska

SAAB-SCANIA PRESS RELEASE

SAABS' SECOND GENERATION TURBO CHARGED ENGINE - After several years of intensive research, Saab-Scania AB of Sweden has developed a new and revolutionary system, APC - Automatic Performance Control. The system also allows an engine to be run on fuels of different octane ratings without special adjustments.

The most common problem that occurs when a car is run at high load on low quality fuel is "knocking" or "pinging", which happens when the fuel pre-ignites. This is generally quite audible both inside and outside the car, and persistent knocking can seriously damage an engine. Even more harmful, however, is so-called high-speed knocking, which is impossible to hear, but which can very quickly destroy an engine.

One attempt to solve the problems caused by the low-quality fuels, especially in turbo-charged cars, is the "ignition retard" system used on a number of U.S. made cars. This uses a sensor on the engine block, which senses pre-ignition and when the engine starts knocking, retards the ignition. This system, however, does increase fuel consumption while the ignition is retarded.

The new APC system developed by Saab-Scania offers all of the benefits of the systems available up to now but without any of the disadvantages.

The most important benefits of the APC system are:

.. The engine adjust itself automatically to all types of fuel.

.. Fuel consumption is reduced by up to 8%. →

- .. Passing performance is improved by up to 20%.
- .. The engine is more responsive at low engine speeds.

The APC system is based primarily on simple electronic components, is insensitive to damage, and is easy to service. Like the presently available systems, it uses a sensor on the engine block to monitor the onset of pre-ignition of both the audible and inaudible kind. sensor sends signals to an electronic unit which gives the necessary instructions to a solenoid valve next to the valve controlling the boost pressure delivered by the turbocharger. The electronic unit is also in contact with a pressure sensor on the intake manifold and can balance the boost pressure so that it always is correct, regardless of the condition of the fuel or the engine load. The electronic unit and the solenoid valve are unique Saab components and basically represent the "brain" of the Saab APC system.

"An APC equipped engine adjusts itself automatically to the quality of the fuel," says Per Gillbrand, responsible for development and testing of the system. "If low octane gas is used, the engine tends to knock earlier. The sensor detects this and actuates the electronic unit, which instantly instructs the solenoid valve to open the control valve in the turbo charger. This reduces boost pressure, lowering the load on the engine and knocking ceases. The whole sequence takes only a fraction of a second, and the driver is unaware of it, even though it may occur several times in the course of a single second."

Since the APC system enables the engine to use all of the energy in the fuel, regular or low octane gasoline is sufficient, says Mr. Gillbrand. In practice, he adds, performance with low octane gasoline will be comparable to that attainable today with high grade fuel, especially at cold temperatures.

The design of the APC system is entirely safe. Should a component fail, the engine will automatically reset itself to the worst conceivable operating conditions, thus eliminating the risk of engine damage. By lowering the engine operating temperature, the APC system also reduces the stresses on exhaust valves, valve seats, and the turbo charger, and extends the life of these components. The system also simplifies service work on the turbo charger, since the basic adjustment of the boost pressure regulator (wastegate) need not be as precise as in the past.

Saab-Scania will install the APC system in a large number of test cars during the coming year for a broad-based field test of the system. This is expected to provide valuable experience before volume production is started in about one year.

SIMPLE HEATER FIX

For those who have heater trouble, but don't want to spend \$60. for a new control valve, a temporary fix is to make an elbow out of 1/2" copper hot water pipe—provides continuous heat when inserted into heater hoses instead of the valve. Dave Kennedy, New York

WINDOW crank handle is flimsy and breaks. Almost exact replacement is Chevy/GMC truck window crank know #75-4202.

MARCHAL alternator. Idiot light would come partially, or fully on for a few minutes, especially when car was warming up, Problem was a cracked solder joint at the diode. Since diodes are accessible through slots in case, they can be resoldered while alternator is still in car. Just disconnect battery and don't use too much heat. Don't drop a blob of solder into the alternator, either. This fix only takes a few minutes and is less painful than a new alternator.

BAD vibration only on acceleration in forward gears. This problem was diagnosed as bad drivers (\$300+) by a dealer (at least that's what he suspected.) Turned out to be a broken motor support which went from right wheel well to top right of engine. Problem was found by having someone slip clutch with brake on while someone else pulled and pushed on the engine. Vibration stopped so problem had to be a motor support.

HESITATION on warm-up solved for a few dollars after spending hundreds on tune-ups over a couple of years. Robert Jungas's suggestion in Nov. 1977 Newsletter provided solution. Installed a 10 ohm potentiometer (variable resistor) in series with warm-up resistor. Mounted it on relay-fuse panel. Now I can just dial up the point at which the regulator cuts out. (Use at least a 4 watt pot.) Dealer's comment was that he wasn't allowed to do such things. John Gross, Illinois

99 ENGINE KNOCK

I've read with interest your answer to my question almost a year ago and many since on the timing setting of 20 degrees on the Turbo. My car is fixed!

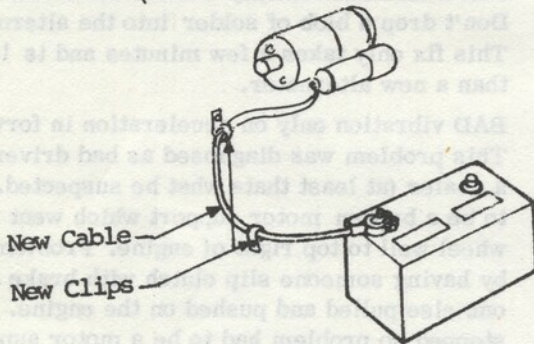
When I took the car back to Herring Auto in Garland for the 1000 mile check I complained about pinging under the slightest acceleration. I got the typical service manager answer—"Sorry, there all like that." I persisted. That's when I first met Irl (pronounced Earl), Sunderland, Turbo mechanic extraordinaire! Irl suggested (while the service mgr. was in another room shaking the Saab rep' loose from the coffee pot) putting on a vacuum advance-retard unit from the 900. Externally they are identical. After convincing the Saab rep', the unit was put on replacing my old advance only unit, instant success. The Saab rep' took down all kinds of information about the car. Evidently that information was not deemed useful to the general public as people are still writing in complaining of the same problem.

I noticed Herring Auto on your Dealer/Mech. list. I found out the other day that Herring is dropping Saabs due to the price increases. If someone needs a good, not cheap, but good Saab mechanic, I heartily recommend they contact Earl Sunderland at Herring in Garland, Texas. R. Taylor, Texas

KIT INSTRUCTIONS -1979 900 TURBO 8545485

Before starting, position the car on the hoist to facilitate working alternately from above and below vehicle.

1. Remove ground wire from battery. Remove the battery shield.
2. Install the new battery + cable and the new clips equipped with silicone rubber grommets; do not install starter end at this time. (The new cable has white insulation.)

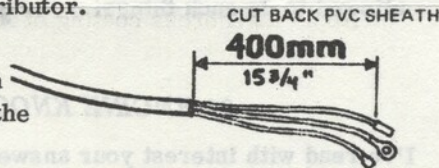


*Use alternate clip on AC cars. (8mm bolt hole.)

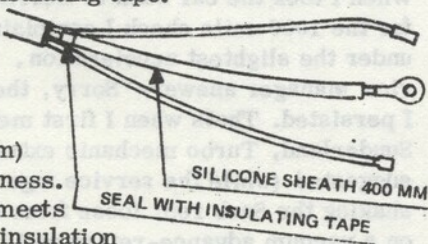
3. Install the silicone rubber sheaths on the starter motor wiring harness. NOTE: The Lambda system power lead (yellow) is also to be threaded through this (3d.)

a. Remove transmission dipstick tube to provide working space. Detach and release the starter motor wiring harness up to the distributor.

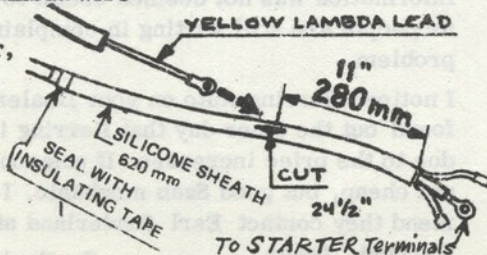
b. Cut back approximately 400 mm of the PVC sheath on the wiring harness.



c. Install the silicone sheath 8566226 (400mm) over the + wire (grey 4mm²) to alternator. Seal the joint at the PVC sheath with insulating tape.

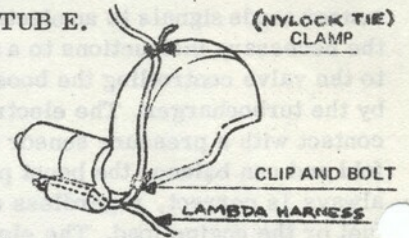


d. Install silicone sheath 7873441 (620mm) over the complete harness. Seal the end where it meets the PVC sheath using insulation tape. Make a small slit in the outer silicone sheath 280mm (11in.) from the starter end. Trim back the PVC sheath from the yellow Lambda lead and thread it through the slit. Seal the joint. NOTE: Use mechanic's wire as a snake to pull the Lambda wire through. Do this from under the car, harness positioned under the exhaust manifold.



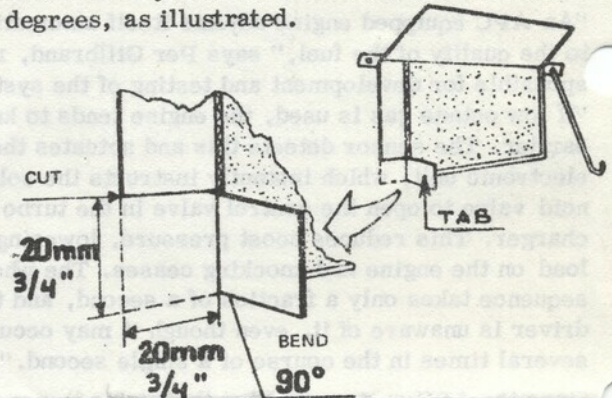
- e. Connect the wiring harness to the starter (4 wires) and the battery + cable. Attach the clamp to the aperture in the clutch cover. Fasten clip 8566143 and the new bolt 8098089 to the inner mounting of the clutch cover. Run the wiring harness behind the solenoid (not under it) and position the wires so that they do not cross each other. NOTE: Connecting and routing this harness is more easily done from beneath the vehicle.

REINSTALL DIPSTICK TUB E.

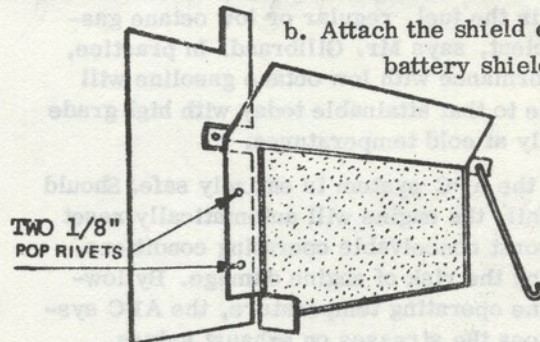


4. Installation of battery shield extension.

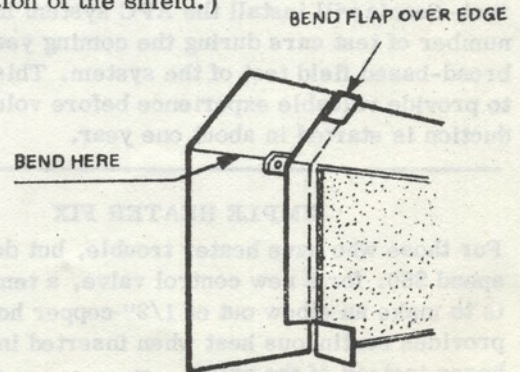
a. With the battery shield removed, cut and bend a tab 90 degrees, as illustrated.



b. Attach the shield extension to the battery shield using 2 pop rivets.



- c. Bend the upper section of the shield and bend the flap over the edge.
- d. Install the battery shield. Route the battery + cable clear of the new heat shield. (The lower tab should be in contact with the battery thereby determining the position of the shield.)



900 HEATING SYSTEM AIR FILTER

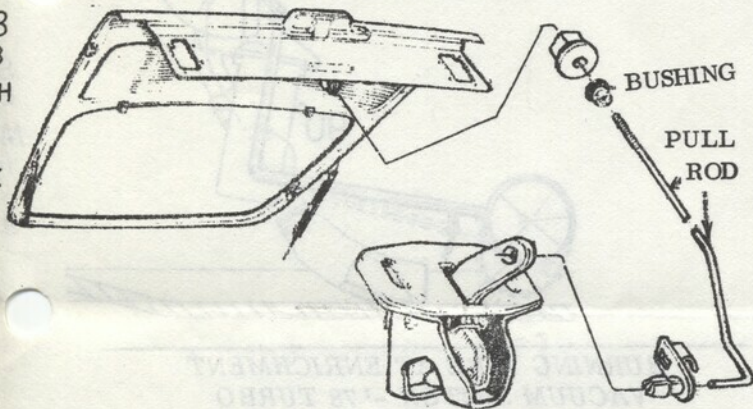
Handling of the filter material without protective gloves can cause itching and skin irritation. Whenever skin contact is made with the filter it is important to wash your hands, flushing the area of contact with water, to remove the glass fibers and prevent transfer to other parts of the body.

The early filter, P/N 9401126, is being replaced by a "cassette" type, P/N 9403486. The new type will be shipped in a plastic bag which can be used as a "protective glove" during installation.

LUGGAGE COMPARTMENT DOOR LOCK - 1980 900

A white plastic bushing is mounted on the pull rod between the handle and lock. Its purpose is to position the pull rod properly for proper release of the lock.

Occasionally, this bushing will be displaced and the lock cannot be operated. If this occurs replace the bushing with P/N 7359300 (used on 1979 models).



SAAB SERVICE TIPS - JAN. 1980

1. The 99 accessory sport steering wheel, P/N 001-5305, fits any 1975 or later 99 steering column.

However, the original nut and wave washer found on non-EMS models must not be used. This nut has a deformed locking end that does not engage the threads of the shaft when used over the thicker sport wheel hub. Use the 1976-77 EMS nut and washer, P/N 803-0058 and 7904170, respectively.

2. When installing M-45 recall kit 9332248 in the 99, the application of silicone in the air bellows aids slipping it over the water nipples of the heating collar and throttle housing. However, the silicone should be removed from the nipples prior to installing the water hoses. Wash the nipples with solvent and apply a sealer. This will ensure a tight slip-proof connection after clamping the hoses.

3. The ignition distributor on vehicles equipped with breakerless ignition contains an electromagnetic pulse generator. Care must be exercised when cranking an engine with the distributor cap removed. The magnetism in the unit will attract the distributor cap hold-down clips. When the engine is cranked over the clips will interfere with the metal timing rotor and may cause bending or breakage of either the rotor or the clips. ↗

4. Bilstein gas pressure shock absorbers, due to the extremely high pressures exerted on the oil chamber, must use a seal which is extremely tight. To prevent deterioration of this rod seal due to high temperatures and wear resulting from the friction between the piston rod and seal, a self-lubrication seal is used. By design, a small amount of the shock absorber oil is allowed to pass by the seal onto the piston rod, thus creating a constant film of oil on the rod. In fact, approximately 10% of the total oil capacity of the shock absorber is intended for this purpose. After long periods of service, this oil will create a film on the shock absorber body. The appearance of this film of oil is normal and should not be taken to indicate a defective Bilstein shock absorber, as this gradual oil loss in no way affects the performance of the shock absorber over its service life.

5. Starting with the front bumpers on 1978 1/2 99's, a plastic material was introduced to replace the black rubber bumper covers. On vehicles parked outdoors 99% of the time, a white oxide may appear on these plastic bumper covers. Restoration of the original appearance is relatively easy using the following steps.

a. Apply spray carburetor cleaner to a small area. Scrub the area thoroughly until the bumper dries to a dull black. Work progressively along the entire bumper.

b. Allow bumper a few minutes to dry. Reclean individual spots to assure an even dull black appearance over the entire bumper.

c. Apply a generous coating of Armorall or similar preservative to ensure a long lasting restoration. NOTE: If the dull black appearance is desirable, do not apply a preservative. However, recleaning will be necessary more often.

SAAB SERVICE TIPS - DEC. 1979

RECALL M-45

When installing throttle icing recall kit P/N 9332248, do not tap the heater inlet portion of the "Y" hose-install as per instructions! By taking the coolant from the heater inlet two things happen. The volume of coolant to the heater and the temperature of the coolant is reduced. While the kit will function in preventing throttle icing, you will have complaints of low heat output from the heater.

When installing recall kit P/N 9332867 (throttle icing) on 1979 Federal 900's with automatic transmission, it is necessary to move the EGR tube out of position (upwards) to install the new preheater hose. Disconnect the EGR tube at the exhaust manifold and the thermostat housing. Bend the tube upward approximately one inch at the thermostat housing. Pass the double wall preheater hose between the thermostat housing, dipstick tube, and bell housing. Connect preheater hose at both ends. Press the EGR tube down over the preheater hose (compressing it slightly), reconnect at the exhaust manifold and thermostat housing. Be sure that the EGR tube does not touch the body of the warm-up regulator. →

1. Complaints of water leaks onto the front compartment rugs should be carefully diagnosed due to several possible sources of leakage. First, determine if the liquid is water or coolant. If it is coolant the leak can be traced by pressure testing the cooling system. If it is water, first pour water into the air intake of the ventilation system. If a leak exists it will be noticeable at the ducting where it passes through the firewall above the passenger's feet* Seal the area as necessary. Also use a water hose and flow water over the windshield gaskets. A leak here will allow water to enter either side of the front compartment. If a leak exists here, reseal the entire windshield.

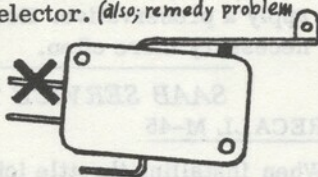
* Test with car level and with front end jacked up.

2. Saab Turbo units are precision balanced assemblies. The reason for precision balancing is to minimize the sound level of the unit when operating at high rpm. Since precision balancing cannot be done during shop repair, rebuilding kits are not offered as the sound level of an unbalanced unit would be objectionable to most customers.

3. Oil in the intake and pressure pipes of turbocharged engines does not necessarily indicate an oil leak at the Turbo seals. If oil is present in both sides (intake and pressure) examine the air cleaner housing. The CVS hose exhausts crankcase vapors into the air cleaner housing and will do a good job of oiling up the intake system under some driving conditions. Oil leakage at the Turbo seals will not oil up the intake pipe between the air cleaner and Turbo unit.

NEW MICROSWITCH FOR 900 HEATER SELECTOR

A new improved microswitch 8553745 has been introduced in the heating system selector. (also; remedy problem by **BENDING** the arm if necessary). **Do not connect**



The new microswitch has three terminal blades as opposed to the two on earlier switches. The additional terminal blade has no function in the system and should not be connected.

RECALL M-47, STARTER CABLE INSULATION, M79 900 TURBO

Saab-Scania AB has determined that the starter cables on all 1979 900 Turbo models have insulation which is inadequate to withstand the high temperatures which are possible in the engine compartment. There is a fairly high risk of failure during the first three years of use, and under prolonged extreme use, such as trailer towing, the insulation may melt or crack sooner. Degradation of the insulation is a hazard in that it could disable the car and possibly cause electrical harness damage or fire.

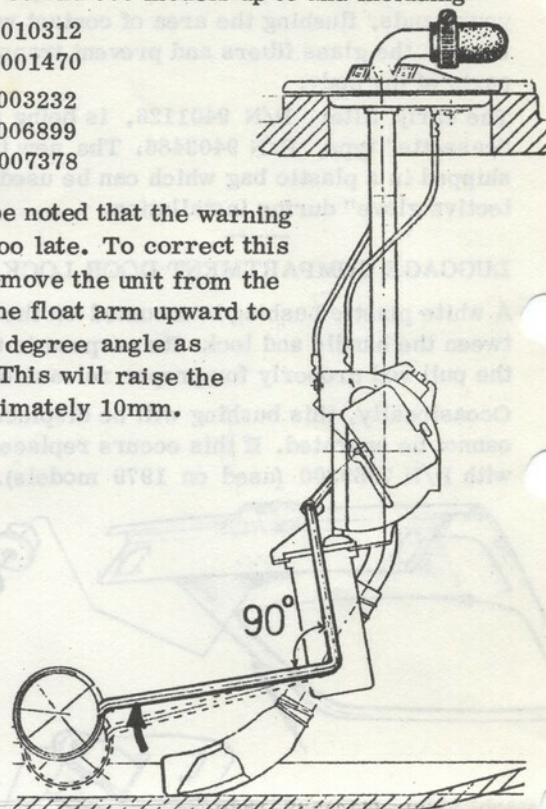
SAAB SERVICE INFORMATION

INCORRECT READING, FUEL GAUGE - 1980 99 & 900

Incorrect readings may be noted with a nearly empty tank on 1980 99 and 900 models up to and including

- VIN'S 90801010312
- 90806001470
- 90802003232
- 99803006899
- 99806007378

It may also be noted that the warning lamp lights too late. To correct this condition, remove the unit from the tank. Bend the float arm upward to achieve a 90 degree angle as illustrated. This will raise the float approximately 10mm.



BURNING WIRE AT ENRICHMENT VACUUM SWITCH - '78 TURBO

What was found: the enrichment vacuum switch has two leads connected to a plastic ring, which is glued to the bottom of the vacuum switch itself. Evidently, the glue failed, dropping the ring and leads, and they eventually found the radiator on block to short on, melt, burn, etc.

Further research on another Turbo revealed the vacuum switch glue had failed too, the ring dangling, but not yet touching metal ..that Turbo was lucky. Looking at a third Turbo vacuum switch found the same..glue failure, dangling wires. Three Turbo Saabs, three loose wires.

- Our fixing solution (vacuum switch is mounted center-aft on the radiator) was to use larger screws on top making it more secure then banding the entire unit-such that even with another glue failure, the bottom ring can not drop. I think it advisable to check the vacuum switch periodically for this glue failure not only to prevent what happened to me, but with my new switch my car seems to be running better. **B. McQuilkin, California**

I recently installed Gabriel "Strider" adjustable shock absorbers on my '77 99. They have 3 adjustments: regular, firm and very firm. Regular is for a soft American-car type ride. I set mine on firm, and they give a ride that is slightly harder than original equipment. I like it, and they cost less than half the price of Konis or Bilsteins. **Steve Laxton, PA.**

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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: 1973 Sonett III, orange, 65,000, (15,000 on trans & clutch overhaul) good running, body and interior. AM/FM, 2 new radial tires. Original owner. \$2850. (712)323-9192
Mike Matheson, 238 High School Ave. Council Bluffs, Iowa 51501

FOR SALE: 1969 Sonett all or parts. Restorable, no windshield, engine or tranny. Bonnet; \$450. You pay shipping. Will deal. (408)336-5491 Zip: 95060
Dirk LeLu, 1473 Redwood Dr., Santa Cruz, CA.

FOR SALE 1972 95 Wagon, rolled over, good running \$300. Recently rebilt 1970 V4 mtr. & trans., complete \$275. Arrangements to deliver within 500 miles. Tom Nola, P.O. Box 627, Wurtsboro, N.Y. 12790
After 8 P.M. (914)888 - 2246

FOR SALE: 1968 96, 3 cyl. 2 cycle (oil in gas). No rust, good cond. body. Needs final sanding & paint job; \$800. (414)529-1830
Mike Stockinger, 10832 W. Rockne Ave, Hales Corners Wisconsin 53130

FOR SALE: Fenders & sheet metal for 96 & 95. Also large parts inventory since 1966. \$200./offer
Leslie Nordin, 491-67 Ave.N.E., Minneapolis, Minn. 55432 (612)571-3107 eves.

FOR SALE: Two Saabs retired for parts: 1965 2-cyc, oil injection wagon and V4, 96 with good interior and body. \$200. for both. (319)643-2068 Zip: 52538
James L. Bosveld, Box 119, Rt.1, West Branch, Ia.

FOR SALE: 2 cycle 96 parts. Starter motors; \$30. Universal joints \$30. pair. Wiper mtrs.; \$10. Many others. SASE for list. (301)496-2586 Office.
530-7633 Home. John J. Bartko, 5712 Roosevelt St. Bethesda, Maryland 20034

FOR SALE: New air/cond. parts, '75 and up 99. Interior plastic parts & brackets only. No controls, motor or evaporator; \$40. or ? (309)543-2521 Eves.
R. Schenk, R#1, Havana, Il. 62644

FOR SALE: 1967-96 & 1969 body and parts.
Frank Eathorne, P.O. Box 4348, Wichita Falls, TX. 76308 (817)723-1044

FOR SALE: Reblt. lever-actuated starter /93/early 96; \$30. Gasket sets (1) 750 & (1) early 850; \$7.50-(2) cyl. heads, early 850; \$15. (7) four bolt rims, fit MC; \$10. (2) four bolt MC br. drums; \$10. Incls shipping.
P. Bunn, FCS, 1313 Regent St., Madison, WI. 53717

FOR SALE: 2 cycle parts. Reblt 850cc crankshaft; \$75., 3 used oversize "A" pistons; \$15. ea., 2 mtr. mounts; \$5. ea., distrbtr; \$10., starter mtr.; \$15. Upper vibr. dampnr.; \$5., fan assbly; \$10. 2 new rubber bellows/steering arms; \$7.50 ea., 6 cans 2-cycle oil; \$5. (201)226-7256 Apt. 14B
John Parsekian, 45 Espy Rd., Caldwell, N.J. 07006

WANTED: Shop Manual for 3 cyl. 96, 1965 on. Offer at least \$10. or ? (404)428-8719 Zip:30067
Ernest R. Soto, 310 Wylie Rd., Lot 44, Marietta, GA.

WANTED: Rustfree 96 body with sunroof & decent int. (213)559-9053 days. 395-5943 wknds. & eves. 90403
Robert Fitch, 606 Montana Ave., Santa Monica, CA.

WANTED: Rear seat upholstery for 96 V4, black plastic/gray trim. 1967 on. \$15. or (714)755-3782
J. Lubitz, 14067 CrestWay, DelMar, CA. 92014

WANTED: Chassis for 1968 Sonett. Little rust & damage as possible (215)589-5479 after 6PM
Dave Andrews, P.O. Box 38, Newmanstown, PA. 17073

WANTED: One/more dual-throat intake manifolds for V4. Up to \$50. ea. Also info. leading to clean '66 2 stroke tub. (608)255-3441
R.A. Buschmann, c/o F.C.S., 1313 Regent St., Madison, WI. 53704

WANTED: 2 barrel intake manifold for V4. Offer \$50. or ? (902)798-5269
Frederick Campbell, 1620 King St., Windsor, Nova Scotia, Canada BON 1HO

WANTED: Usable master cylinder for 1962 - 93 or 95 \$15. A. Hauenstein, 547 Main St, Tell City, Ind. 47586

WANTED: 750 GT crankshaft in new or very good cond. \$100. or ? (513) 851-2460 Zip: 45239
Larry Bean, 2873 Grosvenor Dr., Cincinnati, Ohio

WANTED: For '73-96: trailer hitch; \$25. ? or, plans for construction of hitch; \$5. (513)481-9850
Tom Fox, 2681 Westwood Northern Bl., Cinti, Ohio 45211

WANTED: Complete air cleaner assembly for V4 Sonett. \$40. or ? Zip: 55110
Ben Millard, 15 Robb Farm Rd., North Oaks, MN.

FOR SALE: 1978 TURBO, 13,000 mi., A/C, AM/FM stereo cassette, sprts steering whl., rust-proofed, excellent cond. (I'm buying 1980 model) \$8600. Firm. M.E. Cabanela, 1100 Greenbriar Rd., SW, Rochester, Minn. 55901 After 6 PM (507)285-1045

FOR SALE: 1972 99E, 2 dr., 4 sp., body & int. good cond., 105K mi., used engine put in at 102K mi. Runs OK, but compression low & uses oil. New clutch at 83K. Asking \$850. (716)567-4266
Charles Smith, RD#1, Box 58, Fillmore, N.Y. 14735

TRADE: '78 Cutlass Salon B rougham 2 dr., 12K miles, V6, auto' trans., A/C, etc., for Saab 4 dr. wagonback of equal or greater value. (309)543-2521 eves.
R. Schenk, R#1, Havana, IL 62644 →

FOR SALE: 1975 EMS. Hit right front, 4 sp., 41,000 miles; \$1500. New 5 mags w/spare; \$300. Burnt orange int.; \$200. Gauge cluster w/tach; \$150. Whole car; \$2000. 1973 99 interior/red carpets;\$150. Three prong axels; \$50. ea. (716)941-6797 5 to 9 PM Kevin Hennigan, 6474 Kevinton Pl., Boston, N.Y. 14025

FOR SALE: Bilstein gas shocks from '77 EMS. Used, but still in good condition. \$18. each. (312)465-0474 Charles Billington, 1514 Jonquil Ter., Chicago, IL 60626

FOR SALE: Bilstein shocks. Set of 4 fit '75-'78 99GL, EMS. Used 20,000 mi., excl. cond., shipped; \$105. Valve cover for '76 99; \$20. Zip: 90403 Craig Thompson, 1123 Lincoln Bl., #9, Santa Monica, CA

PARTOUT OUT: '74 99LE engine, trans' & FI-less cyl. head & primary gears; \$150./all or individual parts \$50./less. Shipping extra.

J. Miniatas, 5942 Bent Bough, Houston, TX. 77088

FOR SALE: 1975-1977 99 service manual; \$25. - 1969 to 1976 99 Owners shop manual/Haynes; \$5. - Bosch K & D&L Jetronic service manuals, latest editions; \$45., Rabbit/Scirocco Manual (&diesel) 1975-79; \$14. Joe Zilinear, 3804 S. Sacramento, Chicago, IL. 60632 (312)847-6092 after 5 P.M.

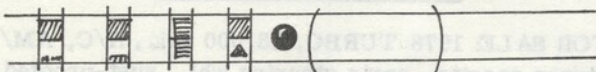
TURBO CHARGER REPAIR

The Garrett A1 Research TCO 301 unit can be repaired by: Webb Turbocharger Repair, 29562 Ruus Rd., Hayward, California 94544, (408)783-4044 - Estimated cost- \$150. to \$250.

Its rather strange that both Saab and Garrett stated that the Turbo charger could not be rebuilt. The only way out was to buy a new one! Webb is rebuilding my original unit now. S.V. 'Andy' Anderson, California

ERROR IN WIPER SWITCH INSTRUCTIONS

I just installed a Hella intermittent wiper switch in my '74 99LE. It works very nicely, and fits beautifully into the dashboard, having been installed in the plastic strip holding the headlight switch and emergency flasher, just to the left of the pod holding the turn signal and wiper switches. (Note my very crude illustration)



The instructions given for the Saab 99 (all instructions are in diagram form) say to connect the RED wire from the new switch to the WHITE wire on the wiper-to-motor line. THIS IS AN ERROR. The instructions should read:

"Connect the RED wire from the new switch to the BROWN wire on the wiper switch-to-motor line." I hope this saves someone some unneeded frustration.

Catalog #SWA 001 871-041 (\$22.50 + \$1. ship.) (Time Machines, 13 Neptune Ave., Brooklyn, N.Y. 11235

Jerry Plotkin, Aurora, IL.

99 THROTTLE SHAFT SEIZING FIX

A couple newsletters ago you printed a Service Bulletin on overhauling the throttle housing on fuel injection cars. I've had problems the last two winters with the throttle shaft seizing in the housing.

The repair involves removing the shaft and polishing the shaft and filing away a small portion of the housing where the shaft is rubbing. DO NOT file on the bearings in the housing. As I see it, the problem is that the shaft bends very slightly under the vacuum load of the manifold (this load is as high as 40 lbs) and rubs against the aluminum of the housing, causing it to gall. The shaft will only bind when the engine is running-stop the engine, and the throttle snaps back to fully closed. Again, file away a little of the aluminum housing to give extra clearance-but do not file on the shaft bearings. (These bearings are at the outer ends of the housing's shaft bore-the rub occurs at the inner end).

Steve Parsons, Illinois

REPAIRS BRAKE FLUID RESERVOIR LEAK

A brake fluid leak of about 4 oz. a day from the mating gaps of the fluid reservoir and the metal master cylinder body. The part houses wanted \$150. for a new brake master cylinder. Even the round rubber gaskets for sealing is \$4. each but the S.F. dealer didn't stock them. My intention is to fix it myself cheaply.

The reservoir was removed by disconnecting the clutch rubber hose and removing the two holding pins. With a cloth to absorb the brake fluid (corrosive stuff), the parts were cleaned with methylated alcohol. The mating surfaces of the reservoir and the metal cylinder were roughened with emery cloth. Care was exercised to prevent the particles from dropping into the fluid. After the surfaces were cleaned with alcohol, a ring of silicone sealant was applied to each of the two openings. The reservoir was pinned back onto the metal cylinder body. After about 8 hours of curing, brake fluid was carefully placed back into the reservoir. If the level of the brake fluid is kept flush, before assembly, no bleed is necessary for the clutch and the brake.

EXHAUST FIX

The exhaust assembly came apart from the flange of the exhaust manifold because the three nuts on the underside were vibrated off. Pulled over at the freeway for a quick fix, wire was used to pull the exhaust system up to clear the ground. (I didn't have any 8 mm nuts in my tool box.) It was noisy to finish my trip, a better fix was to hold the two flanges together with a channel-lock. Good idea to let the exhaust pipes cool off before working on them. After installing a free-flow system, put a hose clamp around the rubber hanger at the rear, it will re-enforce the clamp hanger so that the heavier rear pipes won't bang the car's underside.

Robert Chan, Pleasanton, California

STARTER SOLENOID FIX

Enclosed is my check for renewal. I don't think it is possible to own a Saab without being a member, and still retain one's sanity. For all the remarkable design accomplishments of the Saab, it still puts me through too many mechanical changes. Too many years of collaboration with the British, it appears. A few pointers to those who want to save money on repairs.

I have a '75 EMS, owned previously by someone who had dealer service for the most part. On one occasion, the dealer mechanic drained the transmission oil inadvertently and did not refill, consequently destroying the gearbox. The same dealer "rebuilt" of course. Not too long after I bought the car, the gearbox self-destructed again. the verdict - it had not been rebuilt correctly. The moral: don't take your Saab back for remedial repairs to the same jerks that destroyed it in the first place. Also, do not run anything heavier than 75 weight gear oil in the gearboxes that call for it, even for a short time. I did when the previous transmission was on its last legs, and the high viscosity causes overheating and destroys the nylon drive gears for the speedometer cable. These cannot be replaced without a major hassle. Score one for the Saab Club Newsletter: I found a used '75 gearbox in the classifieds, bought it at a good price from a fellow Saab traveler, and installed it myself. Works great-saved \$700.

Finally, if you have priced Bosch electrical parts lately, you know the feeling of outrage. I needed a starter solenoid for the EMS - \$58. !!! The dealer wanted \$65. These solenoids seldom truly fail. Usually it is just the contacts inside that actuate the starter motor itself that get corroded. You can "rebuild" your solenoid by taking out the screws at the back end (where the battery cable attaches) and unsoldering the two soldered connections. Take the bakelite cap off, and inspect the large copper connector (attached to the solenoid plunger) and the two contact points (the back ends of the posts the cables connect to). Carefully clean them if they are corroded, and clean the solenoid plunger so it moves freely. Reassemble, and resolder the solenoid field wires to the bakelite shell. I have done this to two solenoids and "saved" them from the scrap heap. It is worth the \$58. just to try.

John King, Santa Ana, California

CAN'T LET MEMBERSHIP EXPIRE

Maybe if the membership doesn't expire, the 99 won't expire either.

If that sounds cynical, its because your efforts to produce a continually useful Newsletter are commendable as we don't have any other source of help around here-no dealer or mechanic worth a damn! I really believe now that by keeping an eye on the car (and knowing what to look for-courtesy of the Club) makes all the difference in whether one feels up to sticking with the car.

Charles McMahon, R.I.

CHANGES ANTI-FREEZE TWICE A YEAR

How can anyone think of leaving anti-freeze coolant in an engine for 2 years? I don't care what Saab might recommend, I'll change my coolant every Spring and Fall season (6 mo. period). I've done this in all my cars, and have never had a boil over, freeze up, leaking radiator, plugged heater core, ruptured hose or leak of any type in a Saab or otherwise.

When we took delivery of our new '79 99GL last Sept. from Europa Motors, the first thing I checked was the oil level, air pressure in the tires and the anti-freeze content - to my surprise the coolant was good to plus 20 degrees f. This was the factory fill and it even looked like water! Well, I got out the drain pan and the water hose and started flushing. A refill of almost one gallon new coolant and the rest clear Hinkley & Schmidt (bottled water) and presto! Good to minus 40 degrees F (or minus 40 degrees C).

I also worked around and tightened each and every hose clamp I could reach - including a head torque. I sincerely hope this bit of prevention will keep my cooling system in A-1 condition 'til the Spring servicing. But to keep coolant in a system for 2 years is begging for trouble somewhere down the road. I'd rather keep rolling than fuming. Gary Schroeter, Chicago, Il.

PRESSURE SENSOR

First, let me say that the Club news is excellent - full of helpful information. Having been a member of several Maserati clubs ('66 Mistral) I know the value of a good club paper.

Second, a comment on local Saab service in the San Jose area. I drove my '74 99LE to Kansas and Colorado this last Christmas (handled super in the ice, snow and slush). Upon my return to San Jose the car started backfiring on acceleration and had a significant loss of power. Also, the automatic transmission was not shifting properly. I took the car to B&B Foreign Car Center in Santa Clara for repair.

B&B adjusted the injection system vacuum pressure sensor and performance was improved (they had to break into the unit to adjust). The improvement was short lived, however, and the car was back in the shop. More adjustment to the pressure sensor, new wiring harness, new throttle control valve and a total bill of \$200. to this point, and the car's improved performance only lasted a week or two. After a return to the shop for an adjustment to the pressure sensor - this time no charge-the improved performance again lasted a week or two.

At this point I sat down and studied my shop manual and determined that the pressure sensor was faulty and required replacement (\$113.), installed in about 15 minutes and the car has run fine since. So why wasn't the sensor replaced in the first place? With all their sophisticated testing gear you would think the answer would have been obvious in the initial visit.

So I guess the moral of the story is, study your manual, or find a good mechanic . V. Smith, Calif.



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SAAB SERVICE TIPS -NOVEMBER 1979

1. A squeak that seems to come from the backrest of the rear seat on hatchback models can be traced to the latches that hold the backrest. Check to determine any movement at either latch when locked. To eliminate the movement (and the squeak) shim the rubber grommet that is mounted on the latch striker and prevents the seat backrest from contacting the body metal. Use an additional grommet or thinner resilient material depending on amount of clearance present. A slight compression of the grommet is desirable.
2. If you are having trouble making paint adhere to stainless steel, try this method:
 - a. Sand the surface thoroughly with 320 grit paper.
 - b. Prime the sanded surface with Sherwin-Williams "Wash Primer", No. E2G973. Use a thin coat approx. .3 mil.
 - c. Coat with color desired using Sherwin-Williams acrylic enamel within four hours after applying the wash primer.

This method will work effectively for restoring peeled blacked out trim where the trim metal is stainless steel.
3. Anti-freeze time is here again. Remember that the recommended minimum mix is a 50% solution of quality ethylene glycol and water. Solutions of up to 70% ethy-

p. 12.

leneglycol may be used without losing the anti-freeze and cooling qualities. The 70% solution will provide your customer with greater anti-corrosion protection as well as compensate for the occasion when plain water may be added. Do not use water which has a high content of chlorides or sulfates. Use distilled water instead.

4. Enamel paint cures by the process of oxidation. Basically the solvents in the paint evaporate while oxygen from the air enters the pores of the finish and combines with it aiding the final cure. This usually takes 6 to 8 months after the enamel is applied. Therefore, while it may be necessary to polish the finish of a new car to make it acceptable for delivery it is advisable to avoid waxing (sealing) the paint for at least 6 months to allow the finish to cure. NOTE: The month of production can be found on the VIN/compliance label on the driver's doorpost.
5. A complaint of poor cold start and stalling after cold start coupled with poor cold driveability may be due to a return check valve installed backward or other obstruction in the line causing high line pressure. Remove the valve (in the return line near the tank) and check it to see that it functions correctly. Reinstall the valve so that it will allow free flow of the fuel returning to the tank (flow direction is indicated by moulded arrows). Recheck both line and control pressure (hot and cold).

NOTE: Pressure checking is mandatory in diagnosis of C.I. systems.

Please use knife/letter opener