



COMPACT FRONTWHEEL DRIVE CLUB of AMERICA

OCT. 1980 DEDICATED TO SMALL-ENGINEED SMALL CARS & ENERGY CONSERVATION

SAAB Clubs of North America • publisher: Jeff Delahorne-5805 Oneida St. Duluth, Minn. phone:218-525-6309 Consultants: Dick Grossman, Rick Sanders, John Fog, Jack Ashcraft, Merl Young.

MEMBERSHIP/SUBSCRIPTION

Newsletter #86. our 69th 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 \$6.00 postpaid. Or, .30¢ one issue.

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

NEW EDITOR

As you can see from the masthead, the newsletter has a new editor/publisher. Despite many members refusal to believe it Dick has stopped producing the newsletter. Dick has done a great job building the letter into the informative, useful publication it now is. I will try to continue his work, so there will be few changes, especially in the first few months. After I have a few issues under my belt, I might see the need for some changes, but I can't think of any now. I have had more mechanical experience than Dick (I think) so I may answer more technical questions myself, but I will still depend upon members sharing their experiences for the bulk of the newsletter, just like its always been. Please note the new address. Dick will forward mail to me, but don't make him do unnecessary work. If this issue is a little spare, its because I wanted to get it out quickly, and had only some articles that Dick had not used yet. There wasn't time to write to all the local chapters and wait for responses about news and events. There are no want ads for the obvious reason that no one knew my address until I sent this issue out. Life should return more to normal next issue.

A short self-description: I am 26, married, with a background in American history and environmental research and writing. I have been a free lance Saab mechanic here in Duluth for about a year now. I now own a '65 Monte Carlo 850 and a '69 96 and have previously had a '73 Sonett and several '68 96s.

This issue goes to the printer on 20 October. We hope to start mailing starting 27 October and then catch up on inquiries and new members letters.

Thanks to the many friends and members who sent me their letters and cards of encouragement, and several offers of help.

Dick Grossman

TREASURERS' REPORT. . . Dick G.

There was no September issue because I spent three weeks in the hospital with several angina attacks. The August issue was printed and mailed while I was in the hospital. The printer's family folded and inserted the notice, and Russ and Jackie McNeilly, Rick Sanders, Arne Lunke helped Ruth address-label the newsletter.

For the past two months we have been returning new-member checks and subscription renewals with an explanation. I am accepting orders for ring binders of past club literature. I mail one or two binders everyday, and answer three or four letters per day. In the meantime, Ruth had canceled the Box at the post office and ordered all mail delivered to our Apartment (of course some clerk decided to stamp the envelopes to be returned to sender instead).

We received about six offers from members who volunteered to take over the production of the newsletter. Most of these volunteers did not have the time to devote to this newsletter; it is a FULL TIME enterprise. The best offer came from Jeff Delahorne, Duluth, Minn. He is recently (a year ago) from Washington, D. C. and moved to Duluth when his wife accepted a bio-chemist research job there and Jeff gave up his job with the Council on Environmental Quality. Jeff has repaired and rebuilt several SAAB 96s and types 60 words per minute. He also has extra room for an office. His wife is eager for him to get busy. We believe he will get help to fold and address the newsletter, and he has three bids from local printers.

I suggested that he raise the dues from \$6.00 to \$8.00 per year in order to insure that he would have enough to justify his full time and have enough money to pay his clerical help. Jeff agrees to keep the newsletter a TECHNICAL-INFORMATIONAL publication--without BORAX/SCHLOCK advertising of exotic oils, furry toys, gadgets, and stereo loudspeakers!

I will submit my editorials the same as any other member and Jeff is free to accept or reject them as he sees fit. I will try to assist in the sketching of small illustrations, and continue shipping ring binders. I ask that all members continue their cooperation to assist Mr. Delahorne in making a successful club newsletter. Please send in your dues promptly, and your tech' articles to Jeff D. at Duluth, Minn.

OIL FILTER POSSIBILITY FOR SONETTS (Maybe 95's & 96's Too?)

Ever have trouble reaching your double-jointed arm down into the bowels of your engine compartment to change your oil filter? Well friends, an alternative does exist - for a price! J.C. Whitney offers a top quality Remote Dual Oil Filter Conversion that fits and works like a charm.

I first ran across these contraptions while hanging around the paddock at Mid-Ohio a few years back. They are used routinely on many a "hot" engine. The theory is that (1) you increased your engine's oil capacity (by about a qt.), (2) because of the increased capacity and the ability to move the filter away from the engine heat, it acts as an oil cooler, and (3) because of the two filters it keeps your oil as "pure-as-the-driven-snow".

To do the job, you'll need to order:

- | | |
|--|----------------|
| a) 1 Bracket #73-2362U | \$13.98 |
| b) 1 Hose & fitting kit #73-2363B | 15.98 |
| c) 1 Oil filter Bypass Adapter #73-2356W | 5.49 |
| d) 1 large Spin-On-Filter #74-1356W | 1.98 |
| | <u>\$37.43</u> |

You will also need 3 bolts, nuts, etc. Plus some fitting compound, #2 Permatex pliable gasket sealant works nicely.

Installation could take about 1 1/2 hrs. - depending on how sharp your drill bits are (mine were old). You'll have to go through that Swedish steel three times. Start by removing the old filter and fitting the new bypass adapter (read instructions). Then pull out the old jack and remove the right front wheel.

Then with suitable instrument in hand i.e. a crowbar, bend the louver in the circular air passage so as to allow the two hoses to be inserted through. (It so happens that the old filter is almost directly across from that opening and works nicely, I'm sure there are other ways of running the hose, especially if you used your own and had more than 24" to work with. But, as it is bringing the hoses straight out keeps them away from the exhaust pipe). Then at this point its a good idea to connect all the hoses up with the adapter and bracket just to check for positioning of the bracket. I was able to get the top hole of the bracket within about one inch of the top of the outer wheel compartment.

Before drilling make yourself a paper template of the three holes on the bracket, also remove the breaker box which is located next to your coil on the inside - that's about where the drill should be coming out. Then drill and secure the bracket. The bolts are a little tricky because they have to be the right length or you won't get the nuts on. (I think the length was about an inch and a quarter or so). Tighten things up, and put oil in your filters before putting them on.

VERY IMPORTANT!! Turn your engine on, if the oil idiot light stays on after the engine starts, turn it off immediately!! There is a good chance your hoses

are on backwards and need to be reversed!

Now the reason you only had to order one large oil filter is because when I tried it with two, I found that on hard left turns the wheel would rub the bottom of the filter closest to the shock. The problem was solved however by simply using the old short original filter in its place. Tighten everything up, of course and for a final finishing touch, I went back to the place where the hoses come through the louver - not that they are all that sharp, but since it is a tight squeeze I decided to put some extra rubber taped to the outside of the hoses just in case they would rub from vibration.

Carl Kuppe, Baltimore, Maryland

WHY WE DON'T RECOMMEND SWAY BARS#3

I own a 1976 99EMS with 90,000 miles on the clock and can offer the following information.

The installation of a rear sway bar must be checked for interference with the gas tank. Such an installation wore through the right strap holding my tank. Why didn't I hear it? Simple, the rear springs have always made similar noises and this was lost in the din!

We live down a bumpy semi-paved road and have had three shock mounts come apart, two front lower and one rear upper. Some added bracing with 3/8 steel rods has solved this problem. Replacing the lower A-arms is out of the question, over \$100 each!

The use of 185/70 x 15 tires may cause interference with the rear wheel wells, at least for Pirelli CN36 tires. I just replaced the tires with Michelin XAS and had them "Tire Matched". This matching of the tires under a load gives a very vibration-free ride. Well worth the \$7.50 each in this area.

Mike Salish, California

SCRATCHED OR DAMAGED ALLOY WHEELS

Must be repainted to avoid corrosion. Dupli-color spray paint for VW silver metallic is perfect match. Stock DS-VW-39.

Philips screws on valve cover with equivalent hex head bolts cleared leaks at gasket.

Replace door locks with anti-theft type available through Kragen - almost lost my Balupunkt, but the guy got caught in the process of cutting the leads - trial in one week! The theft locks are available for Fords or Chevrolet. I believe the Ford locks fit correctly.

D.A. Wallace, Vallejo, Calif.

HOW TO FLUSH COOLANT - II

Prestone makes a dandy unit that fits in the upper heater hose and has a male garden hose connector with a cap on it. Also included is a tube to place in the radiator fill.

Simply hook hose to the fitting to back flush system. Pour required anti-freeze into hose connection - excess H²O runs out radiator. Put caps on, and your done. I've used these on Saab, Jeep, Int'l. for several years with good results. Sells for about \$3. at discount stores.

Fred Sisson, Nashville, Indiana

I've saved much more in money, time and effort by being a member of the Club.

If it were not for the Club Newsletters, I would never have known that I could replace the practically unavailable SAE 75 gearbox oil in my 1977 99 with 10W40. That has eliminated a pesky problem associated with owning a Saab. Later, I confirmed this replacement with the local Saab tech'rep', Mr. Hiti, when the dealer, Helfman Mtrs., couldn't find the service bulletin on the subject.

I must add a few words to the letter in the June issue of the Newsletter on Jim Lukehart's Springfield, Ohio Saab dealership. I bought my 99 from Jim, and while Jim and I had a few frank discussions on problems with the car, we did resolve each problem satisfactorily. Jim even helped me get parts when the water pump and idler shaft chewed each other up last year. Nothing was confirmed, but I think this was Jim's acknowledgement that the problem may have been caused by earlier water pump work done by one of his mechanics. Jim may tell you that I'm one of the reasons he chain-smokes, but I do appreciate his help when I was confronted with major repairs on a nearly-new car.

The rear-end clunking in my 99 turned out to be the right rear link attachment bolt to the body. Torqued same and no problem.

John Betsill, Texas

SHORT CUT FOR SPOTTING BAD INJECTOR

Betty and I had a very enjoyable day at the Club Picnic yesterday and we want to thank you and all the other hard workers who made the picnic a special success. I was particularly pleased to receive 2nd prize for Cleanest Engine with my '68 V4. There is no truth to the rumor that I take the car into the shower with me twice a day, but I do keep a feather duster handy in the engine compartment.

I wash the engine a couple of times a year, and so the same with my '75. I take a 50/50 mixture of household ammonia and water and spray it on a warm (not hot) engine. I let it set long enough to drag over the garden hose, and then hose it off. I don't bother to cover the plugs, alternator, or distributor, I'm just careful when I'm hosing around under the hood. Stubborn grease deposits get a little extra scrubbing with a brush or rag. "Handy Andy", "Lestoil", and "Mr. Clean" also work well in the same proportions - 50/50 with water.

I've been having a small problem with the '75 99 recently. Hard starting, cold or hot. The symptoms were: lots of cranking necessary, then obviously firing on only three cylinders until revving up would make it run smooth. The car had just been tuned, so I forget about most of the more common ailments.

Ron Zelazoski at Rallye Imports in Milwaukee (super bunch of guys!) correctly diagnosed the problem as a faulty injector. He cleaned the one he thought was the culprit and the car ran fine for awhile. Because of the perverse nature of these injectors, Ron gave me a

used but good part to carry along "just in case".

The problem returned on a Sunday (naturally), but thanks to Ron's spare part, I was able to correct it myself. Skipping the bloody details and missteps that led me to a simpler solution (I prefer to lick my wounds and my ignorance in solitude), here's a short-cut for spotting a bad injector.

1. If you are like me, you'd better number the fuel lines running to the injectors before you proceed any farther. An indelible marker works fine. Number the clear plastic lines to correspond to the number on the intakes and won't end up with a worse problem than you started with.
2. Get your tools ready. This consists of a large Phillips screwdriver, and 12mm and 14mm wrenches. and, NO SMOKING!!
3. Pop the hood and start the engine. Let it run until it smooths out, and shut it off.
4. Injectors are held in place with two nuts, the bottom one stationary. Put a 12mm wrench on the bottom nut, hold it tight, and use a 14mm wrench to back off the nut that holds the fuel line. This nut is locked to the fuel line, so don't try and pry them apart.
5. If you haven't stopped for lunch between steps 3 & 4, you should find a bit of gasoline in the hole on top of each injector. This gasoline will leak out of a good injector very slowly, but a bad one will either be dry or have noticeably less gas in it than the other three, so take them all off and compare them.
6. If you have spotted the one that looks bad (or two), replacement is easy. Remove the large Phillips screw found between each pair of injectors, take off the retaining plate, pull out the bad injector and press a new one in its place.
7. Start the engine again. If its purring like a kitten, check for gas leaks around the injectors. If it still runs bad, you'll have to start looking elsewhere.

Something to look for when mysterious electrical failures occur. Check the fuses appropriate to the problem - turn signals, tail lights, etc. If they are intact, rotate the fuse with your finger or take it out and put it back again. This has cured 90% of my electrical failures with my '68. A bit of corrosion at the fuse terminals builds up, and is easily removed. This happens in every humid region of the country, hot weather or cold.

Pete Grendysa, Caledonia, Wisconsin

'72-99 IGNITION SWITCH PARTIALLY SHORTED

My daughter's 1972 99E began running very rich when in drive, gas mileage reduced to about 15 mpg and black soot came out the tail pipe when starting the engine. After a great number of tests and speculative change-outs of pressure sensors, distributor contacts, etc., the local dealer near gave up.

On this past weekend I was able to trouble shoot the EFI system using an old IBM multi-meter and found the ignition switch was partially shorted between the start position and run position allowing 9 volts to remain in the start circuit all the time (signalling the EFI to run rich). Once found, a fairly inexpensive fix.

Bob Sullivan, Roswell, Georgia

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SOME 900 TIPS

Front door checks are much stronger than they should be on five-door 900's; compare to rear door checks. It appears the same springs are used on three and five door cars and with the shorter doors of the latter the effort needed for a small person to shut the door is too high due to the reduced leverage. By bending the tongue of the door check enough to clear its stop (I used large vice-grippers and was careful not to bend the pivot) the check spring can be easily extracted. By grinding off one or 1 1/4 turns of the spring, tension is reduced to a reasonable level. The tongue is bent back to its original position after the spring has been replaced. As is usually the case when manufacturers combine too many functions in their heater controls, some versatility has been lost in the otherwise convenient vacuum "switch" controlling the 900's system. Specific problems are:

- on cars with air conditioning, it is impossible to get fresh air from the outer vents without engaging the compressor.

-to dehumidify the car (as when people get in in cold weather with wet raincoats and umbrellas) it is necessary to divert warm air from the floor where it is wanted to either the outer vents or the windshield to engage the compressor.

-as air conditioned cars have no filter, it is difficult to avoid dust getting into the car on gravel roads.

These problems were all solved by the following changes. Add two switches to the blanks on either side of the existing rear defrost and emergency flasher switches. I used two Saab rear defrost switches because I wanted them to match but these are expensive as they are illuminated. The right switch simply replaces the vacuum-operated contacts under the hood which switch the auxiliary fan and compressor clutch on and off. The two wire cable can be run through one of the spare fingers in the large rubber grommet into the right fender well, visible with the hood open, over the passenger's right foot, on the side panel. The compressor can now be run in any position of the mode switch. I have not had any contact pitting in the new switch after seven months use, although it is switching the clutch directory without a relay.

The other switch, under the blower switch, is wired in series with the existing microswitch on the vacuum "switch" which automatically runs the blower on its fourth speed when in the recirculating mode. When on, the new switch leaves things as they were; when off, the blower can be run at any of the other three speeds if the hurricane is not required. Now on dusty roads, gentle heating or cooling can be obtained in the recirculating position with or without the compressor.

Unfortunately, the master blower microswitch, operated by a cam on the vacuum "switch" turns off the power to the blower speed switch when in the recirculating mode, relying on the other microswitch, which was just bypassed in the last paragraph, to short out the series resistors to the blower. It is therefore necessary to ex-

tend the cam one segment to leave the master microswitch on in the recirculating mode. This can be done easily by making a dam with masking tape and filling it with epoxy cement. After this hardens the master microswitch will only turn off when the mode switch is in the fully counterclockwise position. This allows the three speed blower switch to control the blower at all times.

There is no need to be scared of dismantling the vacuum switch to make these modifications. It is very simple, and anyone who can get the dashboard apart enough to see it (and run the wires to the new switches) can certainly finish the job with no problem.

Although the indicator lights in the new switches are working, I have got black faces with white lettering on them which of course obscures the light. How can I have black background with clear lettering to allow the light through as in the stock switches? I have scraped the symbol for the rear window element off the new switches so have a solid translucent surface on which to work.

J.H. MacEachern, Canada

USE OF LARGER WEB - 99's

Some early 99's have experienced failures of the front suspension lower control arm where the shock absorber is mounted. This failure is due to designing too sharp a radius into the web upon which the shock absorber is mounted. In addition, the width of the web is insufficient for the loads this component experiences. Under certain driving conditions such as a high speed sharp turn, the occurrence of such a failure can adversely affect the traction and handling.

About 1977 this design problem was corrected by Saab with the use of a larger web on the lower control arm to eliminate the stress concentration. Replacement cost of the new control arms is \$240. if you install them yourself. This failure occurs with both standard and heavy duty shocks. The failure is accelerated by the use of heavy duty shocks and driving on snow covered bumpy roads.

I strongly recommend owners inspect their lower control arms for this hairline crack.

James Tangler, Colorado

CLEAN THOSE CONTACT POINTS OR FUSE RELAYS

The other afternoon while driving on a cool foggy day my 1976 99 slowly came to a stop. I checked the ignition, OK. Tried to start it and could hear arcing noise from the fuse block. Remembered the David Mondecar letter about corrosion on fuses and relays in our Jan. '79 issue, pulled the fuel pump relay, cleaned the buss bars with my fingers and was off in 5 minutes. The relay must not have been getting enough juice to hold the relay points closed. Thanks David.

Here is a solution for members who want a tach and clock but not a \$132. bill for a 99 unit. Buy a R.A.C. #1004 tach with the white wire loop for final adjustment.

E. Jared Erichsen, Visalia, Calif.

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FROM SAAB-SCANIA'S JULY SERVICE BULLETIN

HOT START KIT FOR CIS FUEL INJECTION

Difficulty experienced in starting warm fuel-injected (CIS) engines is basically caused by vapor forming in the injector lines during the shutdown period. When vapor is present, it takes a long period of time to evacuate it by cranking the engine with the starting motor.

Use of the hot start kit (P/N 7873458) provides fuel via the cold start injector if the engine fails to start. If, when the engine is cranked, it fails to start in approximately 1.4 seconds, the relay (in the kit) will provide a 0.1 second electrical pulse to the cold start injector to inject fuel into the intake air stream. This pulse is repeated at 0.3 second intervals until the engine starts.

The fuel provided by pulsing the cold start injector aids in firing the engine, which increases the RPM and intake air flow. The increased air flow raises the air flow sensor plate to a higher level which increases fuel flow in the injector lines aiding in quicker evacuation of the vapor in the injector lines. The final result is a more acceptable (shortened) cranking period of the vapor locked engine.

Note: Installions of this kit will not overcome vapor lock caused by rest pressure leakdowns at, for example, the fuel pump check valve or warm-up regulator return line. Such problems must be diagnosed and corrected as required.

99/900 BRAKE PADS

SAAB recommended brake pads for all 1975-80 99 and 900 front Girling brakes are: standard pads part no. 8993107 on inside of disc and semi-metallic pads, part no. 8994998, on outside of disc. When standard-type pads are used in and out (OE on 1975-78) the outer pads will tend to wear out first. With this arrangement, pad life may not be acceptable.

The preferred arrangement for best life, low noise, and moderate pedal effort is the "hybrid set up": semi-metallics outside, standard-type inside (OE on all 1979 and later Saabs). When semi-metallics are fitted outboard the inner pads (standard-type) will wear out first but at a much higher mileage than if all four pads are standard type. The semi-metallics will usually last until the second set of inner pads is worn out.

NOTE: Because of the potential for excessive heat transfer to the direct piston under hard use, semi-metallic pads are not recommended at the inboard pad positions. Dust seal damage and piston sticking might result with the present caliper design. So-called hard composition pads available on the after-market may also create heat transfer problems and may require noticeable higher pedal effort.

My 1976 99GL had too slow a cold idle speed and came off last idle before the car was fully warm. My diagnosis was that the auxiliary -air valve was not opening enough to provide a fast enough cold idle speed, and thus closed too quickly before the engine was warm. I discovered that the valve opening can be changed (made bigger or smaller) by loosening the lock nut on the screw on the left of the valve housing and moving the screw and lock nut diagonally to the upper left to increase the opening or to the lower right to decrease the size of the opening.

First, mark the original position as a reference. After adjusting the valve opening, which can be seen by removing the upper hose on the valve housing, check that it closes completely when the engine is warmed up

E. Jared Erichsen, California

EXTENDED LIFE OF THROTTLE SWITCH ON ON EFI--99'S (to' 74)

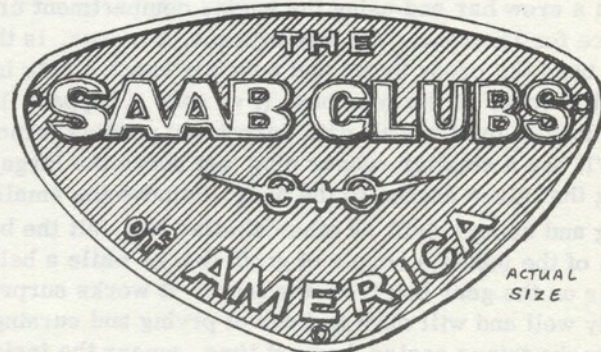
When the car begins lurching during low speed acceleration there is a good chance the wipers on the interior of the throttle switch have begun to either wear through the copper foil on the board or are just dirty.

If the contacts are dirty just pop the cover off and give the interior a good shot of TV tuner contact cleaner. You don't have to remove the switch to do this so it takes 5 minutes at the most. Drive the car around the block to see if this "fixed" the problem. If not, the copper may be partially worn through. With a little patience the contact points can be bent a little to rest on fresh surface and eliminate the dead areas. This is best done with the switch removed. Be sure to correctly align the switch on reinstallation. Saab now sells this part for \$40. plus, so the incentive to clean and adjust them is getting much greater.

Paul Derby, Calif.

NEW CLUB BRASS "CLOISSONNE" BADGE

We now have available for \$3.00, a brass etched baked enamel, 3 color badge suitable for wire-attaching to your front grill. It is 3x2 inches in size. Prompt delivery assured.



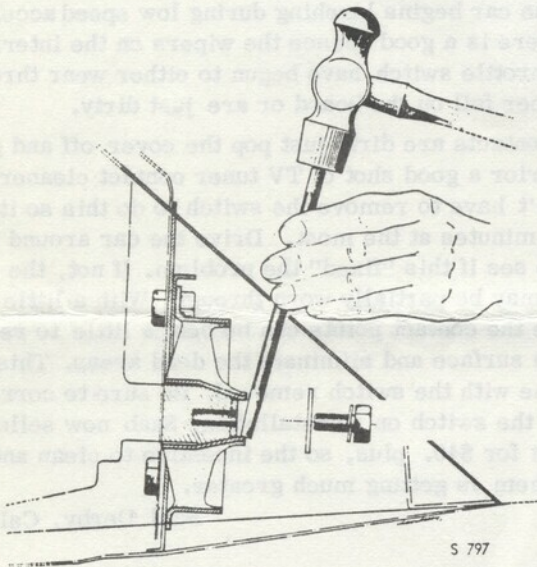
EMBROIDERED CLUB PATCHES-- 2 1/2" x 4": 85¢ good for baseball hats. Larger 4" x 7" jacket patch: \$1.25

WIDER RIMS FOR 96?

I would like to get some wider rims for my '73 96. The 4" rim just does not get enough tire on the road. I have heard that older rims were wider. (true or false?) Have you heard of any success in having the wheels widened? Would Sonett wheels be any wider and would they fit my 96?

Tom L. Brain, Kent, WA

Ed. reply: The older rims are not any wider, they are the same width. The only difference is that prior to 69 you should have tubes in your tires because the rims are not "safety type" for tubeless tires. Sonett rims are wider (4 1/2") and will fit a 96 since a 96 and a Sonett have basically the same suspension. You'll need lug bolts to go with the Sonett mags, however, they are different from the bolts for the steel wheels. People have widened wheels for racing and rallying, etc., but you would have to cut the fenders of the 96 to go much wider than the 175/50-15 tire that will fit on the Sonett rim.



96 REAR TRANS' MOUNT TIPS

The drawing above shows a neat trick for removing 95, 96, and Sonett gearboxes when the box is stuck in the rear mount. Lots of people try prying against the box with a crow bar and using the engine compartment cross brace for leverage. All that happens, however, is that you bend the cross brace and possibly knock a hole in the top cover of the gear box. (I've seen it happen) If you look at the firewall with carpet and padding removed you'll see a smaller rubber plug just above the large plug that gives access to the bolt. Remove the small plug and using a drift or other similar tool, hit the bottom of the mount a couple of good whacks while a helper pulls on the gear box from the front. It works surprisingly well and will save an hour of prying and cursing. To make things easier the next time, smear the inside of the mount with anti-seize. When the trans' is out is also a good time to check the condition of the rear mount and change it if the rubber looks suspect. It'll save pulling the engine later on to do it.

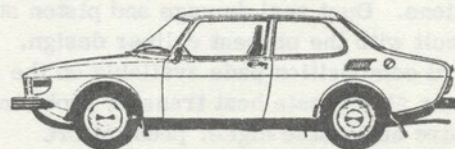
J. Delahorne

MISCELLANEOUS 99 ADVICE

Saab front shock bushings are not worth a damned and wear through regularly resulting in a thumping or knocking sound on bumps. Simply pull the shocks, remove the Saab bushings, and install Ford bushings, part no. PB8M-18017-A. Ford bushings are one piece and work great--just force them in the eyelets with a little soap for lube. As far as replacing the shocks, I'm not sure what to use instead of Saab replacements for the front, but on older cars like the 71 and 69 use 1967 Ford Fairlane BEST GRADE available. They are the same length and eyelet size, and lots cheaper. During rebuilding a 76 2.0 l engine, I found that there is a timing chain available from Borg-Warner (#IC-23114 I think) and a head gasket from FEL-PRO. If anyone tries to convert an automatic trans to the manual, there are two things to watch for. When switching the engine from the automatic to the standard, there is a difference in the length of the oil pick-up tube. (the automatic is shorter) The other item is the difference in axle length between '74 and '76 as was pointed out in your June '80 newsletter (much to my disappointment) My only disagreement is with the amount of difference in these axles. The newer car has shorter axles because of the additional bearings at the transmission drivers. Since these bearings are the same size on both sides, both axles are shorter by the same amount. I measure this to be about 7/16" each. In my case, I sent my too short axles to a drive shaft shop (I'm sure any machine shop can do the work) and had them cut and a sleeve used to re-attach them, leaving them 7/16" longer. Make this addition near the outboard side for clearance reasons.

Rick Jordan, Punxsutawney, PA

Ed. note: Rick also says that he is a Ford service manager, so I see how he got Ford part numbers. When I've tried to get Motorcraft parts for SAAB, the Ford parts people turned a deaf ear the minute they heard "Saab." So if you've got the parts numbers like those above, great; but if not, good luck. I also wonder about Fairlane shocks for a 99. They may be lots cheaper, but sometimes you get what you pay for. Rick may have had good use from them, but I remain skeptical.



CLASSIFIED AD RATES

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

Ads listing \$201 to \$900 enclose \$2.00. Ads listing \$901 to \$2000, enclose \$5.00. \$2001 and up, \$10.00 for 25 words, no charge for name and address.

We will delete superlatives, and abbreviate where possible. Do not count 2 letter words. All ads without a price must enclose \$10.00. Commercial ads, \$10.00. Please enclose sufficient funds, any extra will be refunded.

No want ads this month since no one knew the new address or that there even would be an Oct. issue. We will gladly accept any want ads for next month. ed.

NEW ENGLAND SONETT CLUB

The meeting on 28 September 1980 proved to be our largest yet with 21 people and 9 Sonetts were present. Five new members joined, bringing our total to 48. Granger Dyett and Bill Lee offered to help with the newsletter.

We agreed to hold the next meeting on Sunday, 7 Dec. at 1:00 pm, place to be announced later.

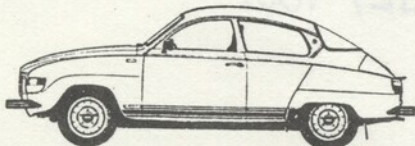
Charlie Newkirk passed on a lot of helpful information. On exhaust systems: "...vibration is the primary reason for exhaust pipe failure. The firing impulses of the V-4 engine are very uneven. Condensation is the major cause of resonator failure." Some of the suggested remedies for these problems include the use of heavier gauge pipe, such as the Motor Sport Service system, or drilling a small hole in the bottom of the resonator to release accumulated moisture. Charlie suggested that dabbing a little lead-based anti-seize compound on fuse contacts and other troublesome electrical contacts reduced corrosion.

A discussion on wiper motor problems concluded that moisture was the culprit. Charlie indicated that there had been a safety recall to seal and /or replace the motors. (mine failed in the middle of an Ohio thunderstorm: ed.) Suggestions for sealing included using RTV and silicone. (also try wrapping it in heavy plastic before clamping it back into place)

A NOTE TO DICK GROSSMAN

Thank you for your help and advice. Your hard work and dedication are sorely missed. We all wish you a speedy and complete recovery.

The New England Sonett Club



TURBOS AND SONETTS RACE IN NATIONALS

Saab press release: Drivers of Swedish Saabs are preparing for another attack on the nation sports car championships, held under the auspices of the Sports Car Club of America at the RoadAtlanta race track in Flowery Branch, GA on 23-25 Oct.

The drivers this year are looking for a repeat performance at the Champion Spark Plug Road Racing Classic, where Saabs last year won national crowns in both Showroom Stock A and B classes. Saabs will also compete in GT II sedan class, and for the first time at a national championship, in the F production sports car class.

Robert J. Sinclair, Saab-Scania of America president, has announced that any Saab driver winning a national championship will be awarded a prize of \$1,000 while Saab drivers finishing second will earn \$600; third, \$300; and fourth place \$150.

Don Knowles of Springfield, VA is a two-time national champion in Showroom Stock B class, will be driving a 99 in the Champion Spark Plug race, and a 900 Turbo in the Showroom Stock A class. Knowles was one of the drivers in the 900 Turbo that won the "Longest Day" 24 hour showroom stock race at Nelson's Ledges in June. One of his co-drivers at the Longest Day, Bill Fishburne of Asheville, NC, will also drive a Turbo at RoadAtlanta.

The Sonetts will be racing in F production sports car class and are driven by Alistair Oag of Sinclairville, NY and Jack Lawrence of Jamestown, NY. They placed one and two in the Northeast Division in F production and thus earned invitations to the nationals.

99 TIPS BY MARGRIT ADLER

As you so well put it in one of your editorials, there is no perfect Saab. To which I have to add, there are no perfect Saab parts either. Anything made by man or machine is subject to imperfection. With that in mind and from personal painful experience, the following:

If your Saab begins to perform badly, poor acceleration, the need to downshift at higher speeds than normal, hard starting, rough idle, having to drive with a heavier than normal foot on the accelerator, and if: points, plugs, air hoses, dipstick are in good condition and tight, go back to the ignition harness wires and see if they are at fault. Just because they were replaced a year ago or even two, does not mean they are performing well. A neon pen tester available from auto supply houses will show skip or a tester at a good service station can determine the condition.

Clogged or dirty jets in injection engines can be the culprit too. With luck, a can of Gumout or such may cure this, if not the jets need servicing.

Engines with Exhaust Gas Recirculators can produce this problem if the EGR system is not cleaned out at 15,000 miles or above. Don't put your faith in the EGR warning light located in the speedometer section up to year '76, and to the left of the Belt Warning section from '76 on up "EXN". The connection and/or bulb can be easily disturbed on servicing and malfunction.

Please use knife/letter opener

OCT. 1980

FIRST CLASS

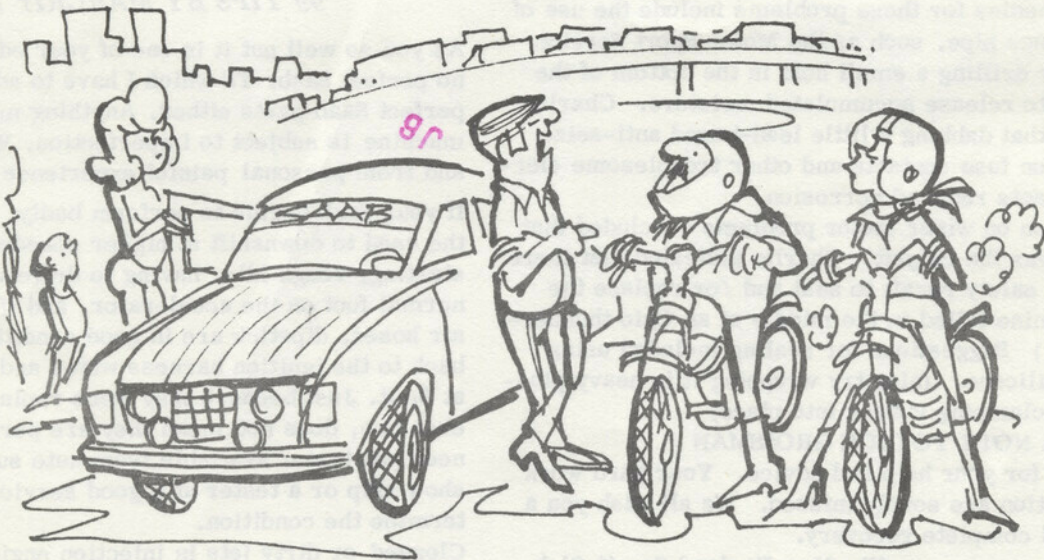
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"WE'RE A TWO CYCLE FAMILY TOO."