



COMPACT FRONTWHEEL DRIVE CLUB of AMERICA

DEC 1980

DEDICATED TO SMALL-ENGINED SMALL CARS & ENERGY CONSERVATION

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MEMBERSHIP/SUBSCRIPTION

Newsletter #88 our 71st multipaged monthly. Dues for membership/subscription are \$10.1 for the first year, including two back copies, 12+ tech sheets and emblem. Renewal dues: \$8.00 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.

PUBLISHER'S REPORT... DECEMBER 1980

My call for Saab Club members to make contributions to Dick Grossman as a form of club health insurance brought a good response, unfortunately I failed to clear my scheme with Dick. He feels that having spent his energies with the Saab Club fighting chiselers and cheats, it is inappropriate for him to receive money from the club for such a purpose. I realize it is a little awkward to solicit contributions and then send them back and tell people to stop, but the whole mess is my doing and not Dick's. So, thanks to all those considerate members who sent something, but stop sending money to Dick.

Our bank balance is now about \$1100, with \$8.00 renewals coming in regularly (100 letters in the past three days alone) and no complaints about the increase in dues. Printing costs for October and November were \$821, \$700 of which was paid for out of the club treasury by Dick. Postage was \$880, \$810 paid by Dick Start up costs for office supplies here in Duluth were about \$60, folding labor \$100 a month, and an editor's salary of \$500 a month to start with. I believe \$800 a month to be a more appropriate salary, but will wait until the club is on a sound financial basis before taking that amount. I also spent \$238 on a deposit for a new IBM electronic typewriter to replace the adequate, but slow IBM executive Dick gave me.

Two complaints: People keep sending in want ads which should include two, five, or ten dollars according to the price of the item, but they neglect to pay. I have been lenient with this so far, but from now on I will have to return want ads which fail to include the proper amount according to our want ad policy. The second item is that I ask all Canadian members to send renewal dues in U.S. funds. \$8.00 Canadian is only \$6.64 US now, and I know this is a penalty to the 100 or so members in Canada, but there's not much I can do about the exchange rate.

Jeff Delahorne

CHAMPAIGN, ILLINOIS SAAB CLUB--Met 23 Nov. at Margrit Adler's house and had the best attendance ever, probably due to the rainy weather, keeping people from doing other things. We had 13 Saabs, one Honda and one Datsun. Devoured four quarts of chili, and numerous pieces of cheese, salami and beer. Everyone stayed for about three hours, looking over some of Margrit's "ancient" Saab literature and pictures, talking, exchanging information and in general having a good time.

Because it went so well, we have decided to have a New Year's Eve party at Margrit Adler's (1507 W. University, Champaign) with everyone bringing something.

Margrit also reminds 99 owners that they should not hesitate too much longer to have the throttle housing recall winter kit put on. Its a fairly simple procedure, involving just three more hoses to clutter up the compartment.

SULLIVAN COUNTY, NEW YORK SAAB CLUB--National Saab Club members interested in forming a local chapter in the Sullivan County area should contact Robert Feldman, P.O. Box 396, So. Fallsburg, NY 12779 914-434-4683 evenings.

CLUB NEWS--The two articles above were all I got in the way of club news for this issue, though I realize that I set up a quick deadline in order to get this out before the holiday mail rush. The deadline for the Jan. issue will be 9 January. This issue went to the printer on 5 December and we will print 3,800 copies and mail about 2850 on or before the 15th.

MEMBER STARTS MONTREAL, QUE. SAAB CLUB

Dick's loss is severe, as all of us know, however I am sure the 3200 members will do their best to support you in your endeavours. This is by far the best club I have ever belonged to in some 30 years of car activities--the most fun and most productive in its contribution to my level of expertise as it relates to Saabs.

I started the Montreal Saab Club three months ago and so far we have about ten active members--technical only, working out of my home every six weeks. Friend Stan Fleury, of Vermont fame, has been a great help in improving our ability to tackle the normal routine maintenance jobs. We would be happy to welcome any new members for a technical club only.

E. Peter McLoughlin, Rigaud, P.Q.

2 STROKES IN HOT WEATHER AND WINTER WIPERS

I have been asked how to cool off the old two cycles in hot climates. They mentioned something about closing off the radiator area? That sounds to me like heating up the engine. If I remember correctly, on the T/S models, we used to remove the preheater pipe, the pie plates on the two fender walls, or near them, and use Bosch MT 260 plugs. Does anyone have an answer? (Ed. note: What you have mentioned sounds reasonable to me. Also see "Sven's 2-Stroke Tips" for Aug. 1980.)

In a previous winter, I found that getting into my 99 from snowy areas or with snow on my boots, that when it melted, it would leave water on the driver's floor area and this would freeze. Then you would have a built in slippery spot which could cause your foot to slide when driving. I found a quick way to get rid of the lump was by using a hair dryer on it, but the best way to avoid it is to put a piece of aluminum foil under the cocoa mats, then put an old piece of carpet over the cocoa mat. This is heavy enough to absorb the moisture and the foil keeps it from soaking through to the metal.

It is a good idea to check and replace if necessary, windshield wiper blades before bad weather sets in. Recent research has shown that even though demand useage on blades in some parts of the country are not excessive, air pollutants and ozone can age the blades. The rubber being exposed to ozone, causes a chemical change like metal rusting. The oxidation process can cause the rubber to become brittle and dry and more prone to wearing. Car owners should consider how long instead of how much useage when it comes to the blades.

Anco Manufacturing, maker of blades, has come out with a heavy duty snow blade that is 50% heavier than a regular blade to better handle ice, snow, and slush. The heavy duty stainless steel wiper assembly is covered with an ice proof rubber boot. In the normal wiper, ice and snow build up on the superstructure of the wipers behind the rubber refill, freezing and cutting down the performance of the blade. I would be interested if anyone has used these and with what succes.

Margrit Adler, Champaign, IL

V-4 DISTRIBUTOR REFIT--SOLEX CARB FOR '72 96?

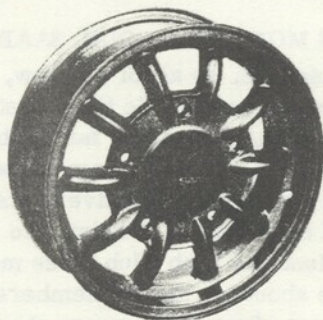
I am writing to you about a problem I've had with my 1972 96. After completely rebuilding a '72 1700cc engine, I dropped it into my "clean" 96 body and found that every time I timed the distributor it ran ok until I hooked up the two lines from the manifold to the vacuum advance on the distributor. My question is can I put an older distributor on the '72 engine and will it work?

My second question is: does anyone have experience at placing a Solex carb on the 1700 engine. I tried and failed. The linkage is different. Is there any member out there who knows how to place a Solex on a 1700? Are there any Solex distributors in America?

A little philosophy now: My sentiment on whether GM or Ford are for the populace is _____. (I think he meant NO, ed.) The large manufacturers have lost touch with reality. The poor working man hasn't a chance at their hands. Enclosed is a couple of sheets from Ford Industrial, originators of the V-4 engine--Honky - - - -! In 1964 we could have beat the world, but now.... Remember the Shelby Cobra? great for the track, but for work? I doubt it. It has been made apparent to me that our lives have been directed and are in the hands of the 5th avenue merchants, the lackeys of the super rich of the world. Enough, I'll fight my way.

Jeffrey D. Bell, Cleveland, OH

Ed. Reply: To your first question, will an earlier distributor fit on the 1700 V-4? Yes, no problem. Before you do that, try connecting only one hose from the carb to the vacuum advance and leave the other open at the advance and plug the hose. Re: the Solex. I have fitted several Solexs on all different years of V-4s, silver, blue, and black engines. The only real changes are that the mounting studs need to be changed to longer studs, and yes, the linkage has to be modified. The Solex linkage works in the opposite direction from the Fomoco, so you have to use a torch to re-weld the tab on the linkage rod at the proper angle. I will attempt a more complete discription in a subsequent issue when I find an illustration to help me out.



Neue Felge für Saab 96

Was bisher legal nicht möglich war, darf nunmehr mit dem Segen des TÜV vorgenommen werden: Den Saab 96 auf immerhin 5 Zoll breite Leichtmetall-Felgen umzurüsten (die erforderliche Unbedenklichkeits-Bescheinigung für die Eintragung in die Kfz-Papiere ist bei der Saab Deutschland GmbH., Abt. Homologationen, erhältlich). Auf dieser Felge darf auch die nunmehr ebenfalls behördlich genehmigte Reifengröße 175/70 -15 gefahren werden, womit wohl in puncto sportlicherer Optik und besserer Straßenlage für Saab-96-Fahrer kaum mehr Wünsche offen bleiben dürften.

FROM "NEUES VOM TROLL"...
NEW RIMS FOR THE SAAB 96 (TRANSLATION)

What was until now not legally possible is now with the blessing of the TUV, formally offered: The Saab 96 will now be equipped with wide light-metal rims (the successful appearance of this ad for publication in

the Kfz-Newsletter was made possible by SAAB-Germany GmbH). On these rims one can even use the 175/70-15, thus combined with the sporty appearance and better handling will make Saab 96 drivers never wish for anything else. (translation courtesy of Mark Welden, Charlottesville, VA)

SONETT AUXILLARY LIGHTS--WANT AD POLICY

I'd like to respond to Phil Colprit (Nov., p. 6) about Sonett auxillary lights. It is true that the latest Saab parts book only lists the sealed beam unit for the auxillary lights. I've combed junk yards for the same Lucas single 5 3/4" lamp buckets, without success. It seems that the only car to use them was an English Humber. I've considered cutting and adapting, but everything I've seen is a pair in which you must cut a strange shaped common bucket in half. I did, however, get the part number from Lucas, #58602, but the cost is a staggering \$54 each! It's a shame, they would go in so easy.

I'd like to bring up an issue about classified rates. Let's change the rate structure to benefit all. If its worth advertising/selling/buying/printing, it's worth paying for it to appear in the newsletter, certainly for a buck or two. At the same time why should an ad for a decent Saab (costing over \$2000) cost more than a year's dues to appear for one month? Are you flooded with requests to advertise items under \$200? If I had a new Turbo for sale, \$10,000+ wouldn't the current logic call for the greatest bargain in advertising? The ads are a very, very dear feature, but \$10 a shot sounds like a profit oriented newspaper, not the dealings of a club membership. It should be like rent (unless it's a commercial ad) an ad is just space. My local paper (circulation over 50,000 daily) asks \$12 for seven days irregardless of price.

Now, I do like the spirit of offering free ads for everyone for small items. Who says there's no free lunch? Somehow it does seem fair for members and nonmembers to pay the same ad rates. I know it would be a bookkeeping dilemma, but perhaps each year's dues should carry with it a certain amount of classified space. Since the ads have a 50/50 chance of helping an unknown buyer/seller (reader) and the known writer, why not share the costs? Besides, the prices listed also serve as a guide to people who neither advertise or respond, but who are interested in gauging their own private deals.

My conclusion in this one sided debate is that, providing requests for ad space aren't two or three times the space available, ads revert to all free with limited repeats for members. Nonmembers should pay a fee for space. Since each issue costs each member less than \$1.00, the cost of the classified page or pages is just a small fraction. I'd sooner add another dollar to the dues and stimulate free trade while restoring and recycling Saabs and their parts. I also feel that if ads coming in to your desk are greatly over the space allotted in the newsletter that the newsletter be adjusted to accomodate more ads. Please check with others about the importance of stimulating contacts for cars and parts. I believe it may be the club's prime function.

Also, many have paid dues in advance. I believe Dick refused more than three years in advance. What is the status of these advance dues payments?

Robert Allen, Gainesville, FL

Ed. Reply: Last things first: Those who paid for more than one year will get how many years they paid for. Dick refused more than two years because of unforeseen events like the one that led to me becoming the editor. I will continue to do the same with multi-year dues payments--anything over two years gets refunded.

If I understand your gripes about the classified ad policy, you want all ads to cost a dollar or two with no \$10 ads, but you also propose to have all ads for members be free. You also say that each year's dues should include a certain amount of classified ads free. They already do. Most ads are for parts or cars under \$200 and are therefore free. This does promote the exchange of parts and cars which helps keep Saabs running. The reason that ads selling items over \$2000 cost \$10 is that if you get \$10,000+ for a Turbo, you can afford to give \$10 of that to the club for the ad. It is not "\$10 a shot" for every ad, and we do NOT make a profit on classified advertising. Classified ads for the November issue brought in \$43 for 1 1/2 pages of space. The cost of production alone (not pay for labor) cost \$150 for those 1 1/2 pages. Does that look profit oriented to you?

As for expanding the newsletter to accommodate more classified ads: any expansion beyond 12 pages will cost almost double the present \$400 per month in postage (13¢ for each additional ounce). I disagree strongly that the prime function of the newsletter is for want ads. Being able to exchange sometimes hard to get or expensive parts is part of the function of the Saab Club, but only a secondary one. Without the technical and informational heart of the newsletter, it would merely be a buy-and-sell rag like the "trade-a-plane" papers that are all classified. Sure you can buy planes and parts from them, but try learning anything about what's for sale. As for your 50,000 circulation local paper, does it reach 3000 dedicated Saab owners? Clearly there is no comparison.

So unless there are many more protests about the classified policy, it will remain the same.

Jeff Delahorne, ed.

95/96 PADDED DASH REMOVED

On my 1971 96 the dash cracked and I hesitated to replace it at the time because of the cost and the difficulty of getting the replacement part. Eventually I did peel the old dast off, and to my delight found a perfectly good painted dast beneath. The only complication is that the plastic nozzles for the side window defrosters are too small to fit tightly into the holes in the metal dash. It is not too difficult to fabricate something to make them snug.

William I. Stalker, Butte, MT

RECOMMENDED MECHANIC: John Buss and Scandia Auto Imports, Inc., 14021 E. Whittier Blvd., Whittier, CA 90605, 213-698-0547.

RECOMMENDED MECHANIC: Bud Griffith/Import Automotive, 3616 E. 11th Street, Tulsa, OK.



"THE ORIGINAL SONETT" BY BOB BONDURANT

At the 1956 Stockholm Motor Show, Saab unveiled an experimental roadster based on the running gear, suspension, and brakes of the current Saab 93 sedan. Saab designer Rolf Mellde gave the radical looking sports car front wheel drive, an aircraft inspired riveted aluminum and steel chassis, and a minimal two seat fiberglass body for a dry weight of only 1100 lb. ! To minimize nose heaviness in such a light car, the engine was placed behind the standard Saab transmission rather than in front as in the 93. The three cylinder engine had a compression ratio of 10 to 1, radical port timing and a claimed 57.5 SAE horsepower at 5000 rpm. Although a standard three speed gearbox with column change was used in the show car, some of the later cars used four speed gearboxes developed for the Saab 95 wagon.

The car pictured here, privately owned in New England, is supposed to be the last car constructed (#6) and was presented to Rolf Mellde by the factory. As one or two Sonett I's were written off in racing accidents, this car is reported to be the only car outside of Sweden and the only one (or one of two) in private hands anywhere.

The interior is quite complete for a non-production car and I believe that Saab was serious about offering a modified version of the car (a top perhaps and wipers?) to competition minded customers. Unfortunately, the U.S. market was not yet established and the Swedish climate is not conducive to low, open, two seat autos, even with front wheel drive. Therefore, plans were changed and only in 1966, with an established U.S. market did a sports car go into production: the Karlstrom designed Sonett II. It's too bad that Saab let the original Sonett fade away. Competition from this advanced front wheel drive roadster might have forced other manufacturers to wake up and design modern small sports cars in the late 1950s instead of producing (with some notable exceptions) 1930s designs in new wrappers.

Bob Bondurant, Huntington, NY

SAAB OFFERS THREE-YEAR RUST WARRANTY

Saab Press info: The 1981 Saab cars, now being offered through 315 Saab dealers nationwide, are covered by a new three-year corrosion perforation warranty, in addition to Saab's regular 12-month, unlimited warranty.

The new warranty program, instituted coincidentally with the introduction of the 1981 models, and covering all 1981 models, protects 1981 Saab buyers against any repairs for perforation (rust through) damages for three years from the time of purchase, with the exception of damages caused by outside influences such as accidents, parking lot dings, or stone chip marks. Exhaust systems are not included under the warranty.

Alex Lieuwma, National Service Manager for Saab-Scania of America, explained that Saabs are already very well rust protected when they leave the factories in Sweden and Finland.

"Each car is the subject of intensive corrosion proofing treatments, to make it stand up to harsh Nordic winters and salt covered roads," Mr. Lieuwma said. The rust proofing, he added, "starts with the electrophoresis dip of the entire car body to apply the primer, and includes factory application of undercoating as a part of the manufacturing process; as well as special anti-corrosive oil treatment of all joints and cavities of the body."

TED FITTS RESPONDS TO NOV. TURBO QUESTIONS

In response to Josh Rubinfeld's comments about the 1978 vacuum advance unit fitting 900s, I can testify that it is a direct replacement. I went the other direction, putting a 900 unit on a 1978-79. Testing the unit showed 5 degrees of retard beginning at 5 lb. of boost and not before. I believe the pressure retard is a good idea, especially since it does not begin until 5 lb., protecting only high boost situations. (ed. note: for those not versed in turbocharger voodoo, a little explanation here. As I understand it, turbocharger boost can lead to detonation, or firing of the gas air mixture in the cylinder before the piston has traveled up to the proper position. Mild detonation is noticed by knocking or pinging in the engine, and in severe cases will knock a hole in the top of the piston. The "retard under boost" is a retard of the ignition timing to insure that the cylinder does not fire too early.)

I also wrote a long description about installing water injection which was published in the April newsletter. The key to remember is to install the reservoir as low as possible below the injection site so siphoning does not occur. There is a low level vacuum in the turbo induction pipe at idle--possibly higher at boost due to venturi effect.

A comment on using a 160 degree thermostat in a turbo: I experimented with a 180 degree thermostat when I was autocrossing. At steady cruising the car ran cooler and dropped 2.5 mpg. In traffic it ran no cooler. I do not run on boost a lot so I cannot comment on that. When autocrossing (on boost approx. 60 sec.) the car did not seem to run cooler. This is best tested by an exhaust pyrometer. For most people I advise against a lower thermostat.

Dr. Ted Fitts, Glendale, CA

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TRANSMISSION REBUILD WITHOUT SPECIAL TOOLS?

The greatest problem I have had with my Saabs is transmission trouble, worn bearings if my ears serve me correctly, long before the engine or body are ready to go (70,000 to 80,000 mile range). I do not think my local dealers are capable of performing a top notch transmission overhaul at a reasonable price without creating a host of other problems. Does one dare attempt such a job without a fortune in Saab special tools which might never be used again? I neglected to say that I am referring to both 96 and 99 manuals.

Douglas L. Beards, Hartsdale, NY

Ed. reply: The answer to your question for 99 gear boxes is below. For 96 gear boxes, I would say no. You would need the special jig and all the attendant special tools as well as access to a shop press to remove some of the bearings from the shafts. Sure, it can be done without the special fixture, but I would not subject my gearbox to all the pounding necessary to remove the shafts without the fixture.

1973 99 TRANSMISSION REBUILD IN VIRGINIA

I have one year full time mechanic experience, and am now a graduate student. My '71 99 (the body still is anyway) with 130,000 miles started third gear noise and then threw off large quantities of metal, etc. I acquired a '73 transmission for a 2 l. engine (mine is a 1.7) from my brother, a fellow Saab nut. This one would not go into third at all. Never having taken a transmission apart, I was initially hesitant, but as everything else has proved to be on Saabs, things were very straight forward; certainly no more complex than a three-speed bike hub!

The trans. was disassembled in half an evening and diagnosis took little time; a broken third gear synchro ring and one fried differential bearing. The bearing went on at a local shop, the synchro ring came from a dealer, and reassembly started. Backlash setup was with a bolt on jig I made and feeler gauges. It would be a snap with a dial gauge as per shop manual.

I did not have to change the pinion shims, so I do not know how hard this is to improvise. Assembly took a couple of short evenings. After installation, the trans worked fine. Two problems: Old clutch cover does not fit newer trans., and bolt threading is different in various places; this just requires care to figure out. A final treatment with "Microcon" teflon additive really smoothed up the shifting, now its like new, and very quiet. Not a very hard job at all.

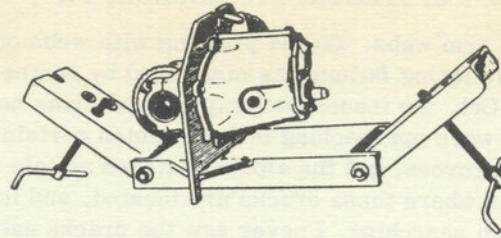
One question your readers may be able to answer: I keep reading various hints in the newsletter about 10W40 oil in 99 transmissions. What is the basis for this rumor?

Steve Perry, Charlottesville, VA

AIR FILTER CARTRIDGE FOR 1975-80 99s

Fram now makes an air filter cartridge, CA3146 which is a replacement for Saab part no. 83 18 008 or 93 18 502.

Rodney E. Wells, Albuquerque, NM



TRANSMISSION CASE HELD IN FIXTURE

MORE ON 10W40 OIL FOR 99 TRANSMISSIONS

One question about the use of multi-grade motor oils in 99/900 gearboxes. The statement from Andy Buc on page 8 of the November newsletter about using only 75 EP in boxes with transfer gears seems to conflict with some advice from Saab-Scania AB in the Oct. 1978 newsletter. That article implies that 10W30 and 10W40 are suitable for all 99 gearboxes, but it is difficult to tell exactly what the article addresses. Only the answers are given in the Oct. '78 article and not all the questions. What's the final word on this? My '77 99 has been operating fine so far with 10W40 in its tranny for the last 7000+ miles, but if that's not kosher I'd like to change it fast. I'll also need a source for 75 EP since the local dealer (Helfman Motors, Ft. Worth) has stopped using it. They put 10W40 in all 99/900 gearboxes. Also, earlier this spring I got some input from the local Saab tech rep, Al Hiti, who said 10W40 was ok for my car's trans. If I sound confused it's because I am.

Before I sign off, let me add a tech tip for 99 CIS owners who find that the critter continues to fast-idle long after warmup. If a slight tap to the auxillary air valve makes the idle speed return to normal, then the valve is sticking and needs to be cleaned out with mineral spirits or other suitable solvent. If you remove the electrical warmup gizmo in the valve before cleaning, note its orientation and re-install in the same position, making sure that it is securely seated in the valve housing. If the bi-metallic strip cannot reach the valve then the valve won't be held open during warmup and the idle speed will be too low. A little super-glue around the edges of the hole in which the gizmo fits will hold it, and electrical tape around the outside won't hurt. You will have to hold the valve open with a screwdriver while installing the electric warmer.

I've enjoyed getting the newsletter in the year plus that I've been a member, and I look forward to each issue. Thanks, and keep up the good work.

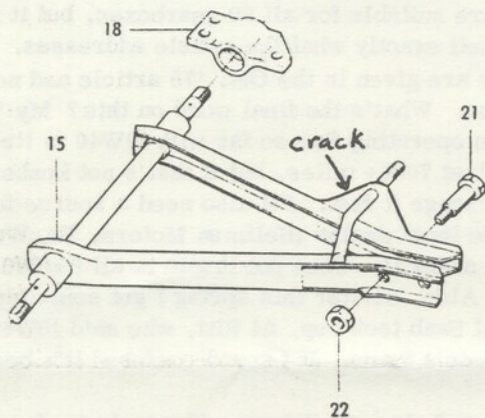
John Betsill, Weatherford, TX

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99 TIPS BY K.J. STRACK, PITTSBURGH, PA

Control arm webs: On the problem with webs of control arms suffering failure, as mentioned by James Tangler in the Oct. '80 issue: both my control arms had a crack, and were approaching failure, which certainly could be dangerous, but the aforementioned article isn't totally clear where these cracks are located, and in fact despite much searching, I never saw the cracks until a dealer-mechanic pointed them out. Where to look: The from shock absorber lower connection is with a bent, thick pin which passes through the web that may crack. I looked and looked at this web, but only saw the crack after I removed the shock absorber and stared at the web from the rear--the crack was invisible from the front. If the car is on a lift, you can see the crack without removing the shock--use a flashlight. The mechanic said that these could be welded, but I got some replacement arms used from an ad in the magazine.



Front wheel bearing: A replacement for the front wheel bearings is Timken LM 29749, which cost me \$5.17 each for two, but you also need races, sold separately as Bower LM 29711, or 29710 is a substitute (width of 29710 is a little less than 29711). You also need bearings, about \$4 each, which I got from the Saab dealer as the bearing supplier did not stock these. All of the above refers to a '73 99.

Tie rod boots: If the boot on your tie rod ends has torn, Saab will sell you the whole tie rod, but the boot from a Capri does fit, as reported previously. However it is a bit of a job to get the assembly back together; the rod end wants to rotate when you screw the nut back on. I overcame this by using instant glue to bond the rod end to the arm which attaches to the steering knuckle. This gave sufficient adhesion to pull the nut up tight, at which point the glue is no longer functional. You will also need a gear puller to take the assembly apart in order to get the boot on.

BOSCH CIS POCKET TROUBLESHOOTING GUIDE

We sent out all the Bosch pocket troubleshooting guides that Brent Petersen gave the club, but since they proved so popular, I am ordering more from Bosch. They only come in lots of 50, so it is not really possible for members to get one from Bosch. All who have sent me SASEs for the guides and have not received their guide yet, I am holding the envelopes in a file until I receive a new supply of the guides. Please make sure your SASE is a legal size envelope.

CHICAGO MEMBER FINDS 99 EFI TIP USEFUL

Just to let you know how very valuable the sharing of technical tips can be: my '74 99 LE had been bucking and coughing under low-speed acceleration. It could have been caused by any one of several pieces of electronics gear--injector, brain, switch... where to start? Whereupon Paul Derby's two-paragraph tip came to the rescue. (see Oct. '80, p. 5)

After removal of the air cleaner and pushing the air hose out of the way, the accelerator switch was open to exploratory surgery. With the aid of a hemostat (a locking scissor-type forceps), very useful for holding any delicate work, the contacts were slightly bent (no need to remove the unit from the car if you're not prone to trembling. Et voila, just like new. The hemostat is available from any medical supply house, \$6 to \$8.

Jerry Plotkin, Aurora, IL

ANOTHER 99 LOWER CONTROL ARM FAILURE

I recently had a problem with my 78 Turbo which I would like to relate to you. After one year and 18,000 miles, the lower control arm shock mount broke. The Saab rep said they absolutely would not cover this item under warranty since I most probably had hit a large chuckhole or something because that part just does not break! The dealer (Elite Motors, North Canton, OH) replaced the lower control arm with a new unit and paid 50% of the total repair bill themselves. The new control arm was on for 100 days, when the shock mount broke in the same place. The Saab rep again said, no way will they pay for it. This time the dealer had the part welded and did not charge me at all. I cannot understand Saab's policy on this, as this is obviously a defect, either in design or manufacture of the part.

The most recent problem I had was failure of the two studs which hold the exhaust manifold to the head. Could this be due to heat fatigue of the metal from the heat of the Turbo unit? They were the two bolts closest to the unit. The head had to be pulled to tap out the studs and replace them. Even with these few problems, I really love my Turbo.

James A. Schaffer, Norton, OH

PROBLEMS WITH A 2 LITRE TRANSPLANT IN 99

Has anyone successfully installed a 2 litre injected engine in a '71 (or earlier) 99E? I had a '74 2 litre engine put in my '71 99E with some success. The engine runs smoothly at partial throttle, but as soon as the accelerator pedal is pushed toward half or wide open throttle, the engine begins to surge and miss. The throttle switch as been replaced and adjusted, and the fuel pressure has been adjusted up and down but to no avail.

The engine seems to be running lean, but mileage is very low--about 14 mpg. Since there is no fuel mixture adjustment on the 71 E's computer (at least on the outside) is there any way to correct the problems without changing the computer, and, hence the entire electrical harness?

Ron Clemens, Pittsfield, MA

WANTED: For 1977 99 GLE, used hood in good condition, also any grill parts or radiator mounting bracket. Matt Coghlan, 319-589-2887 days or 556-8366 nights

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 prices of \$201 to \$900, enclose \$2. Ads listing prices \$901 to \$2000, enclose \$5. \$2001 and up, enclose \$10. All ads without a price listed must enclose \$10. Commercial ads, \$10 for two inches. Please enclose sufficient funds, we will not bill.

FOR SALE: 1974 Sonett III, new 7-75, rustproofed, original tires, new spare, Lawrence exhaust, new brakes, 33,000 miles: \$3850
Steve Brown 312-822-9339

FOR SALE: Parts for Sonett III 1970; Rear window with hardware: \$50.00 + freight; Right rear wing window: \$20; Windshield washer motor: \$10; Engine hatch cover with hardware: \$25
Bill Pekala, 18 Biscayne Dr., Mt. Sinai, NY 11766, 516 473-3462

FOR SALE: 1700cc V-4 engine and transmission assembly, 60,000 miles on the set, will ship anywhere: \$600
Jeff Bell, 18502 Winslow, Shaker Hts., OH 44122, work 216-464-5800, ext. 15

FOR SALE: Parts from 96, all but pass. side front fender, have engine and transmission parts
Joseph W. Spain, call days, 518-465-5211, ext 234

WANTED: Two barrell manifold for V-4: \$50 or ?
Wes Clyne, 11139 University Ave., Edmonton, Alberta, T6G 1Y5, 403-435-5054

WANTED: Grille for '68/'69 Sonett V-4; FOR SALE: Radiator, heater, wheels, etc. from 1968 96. Will sell any parts not useable on Sonett: \$5-\$15 each.
Steve Parsons, 119 Stahl, Washington, IL 61571, 309-694-6588

WANTED: Two FOMOCO V-4 carburetors, 100% complete, will pay up to \$50 each. Also wanted: V-4 factory manual, will pay \$35.
M.L. Brådford, 1219 S. Lewis Pl., Tulsa, OK 74104, 918-939-0359

WANTED: Temperature and fuel gauge portion of instrument cluster for 1971 96: \$20
Neil Waxman, 1417 NE 70th, Seattle, WA 98115, 206-524-0743 after 5:00 pm.

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FOR SALE: 1979 900 EMS, metallic blue with sunroof, am-fm, 19,000 Castrol GTX miles, never abused, show room throughout: \$6495
Dan Jessup, Rt. 4 Box 404A, Elizabeth City, NC 27909
919-330-2257 evenings

FOR SALE: 1.85 L engine complete with EFI system, rebuilt less than 1000 miles ago: \$300. Also various other body and engine parts, call or write.
Dale Kunkel, 233 N. 8th St., Lehighton, PA 18235, 215-377-2650

FOR SALE: 1980 Turbo 5 speed transmission with rebuilt engine, with blower, distributor, fuel mixture control unit, injectors, complete: best offer
Steve Brown, 312-822-9339

FOR SALE: Brand new catalytic converter for 99 Turbo, list \$420, sell for \$300. Regular gas fuel filler neck for 99 wagonback, list \$59, sell for \$40
J. Schaffer, 2966 Greenridge Rd., Norton, OH 44203

FOR SALE: Two barrell intake manifold and 45 DCOE Weber side draft with air horns and filter. Manifold fits '73 2 liter carbureted 99. Recommend 45 DCOE for racing only: \$200
Andy Visniewski, 29 Elliott St., Chelmsford, MA 01824
617-256-6849

FOR SALE: Air conditioning system from 1975 99 including dash parts, pass. side panel cracked, compressor needs pulley (included) refit: \$75 plus your non-A/C dash pieces and freight.
Jay White, 4986 Powell Rd., Okemos, MI 48864, 517-349-0286

FOR SALE: Trailer hitch for 1972 99: \$35; 1.85 liter engine block: \$35 plus shipping.
Charles W. Smith, RD #1, Box 58, Fillmore, NY 14735
716-567-4266 after 5 pm

FOR SALE: 1972 99 Saab locking gas cap: \$7; Autobook owners workshop manual for 99, 1969 to 1974 models, good condition: \$5
Terry Mills, 9733 Duke Dr., Moline Acres, MO 63136

WANTED: Used cylinder head for 1974 99LE fuel injected: \$200 or ?
Edward Lazarowitz, 290 Melody Lane, Fairfield, CT 06430, 203-367-7899 after 6 pm.

FOR SALE: Will buy or sell one brand new Semperit M401 tire, size 165x15, sell for \$35 f.o.b. my garage, Buy for \$45 delivered to my garage.
Steve Goldberger, 2389 Chestnut Hill NW, N. Canton, OH 44720

WANTED: Literature on Saabs of any vintage, sales lit., manuals, articles, etc. Send list and price.
Ronald Raschke, 2265 14th Ave. E., No. St. Paul, MN 55109

Please use knife/letter opener

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CLUB'S NEWSLETTER HELPS WITH MAINTENANCE

Got my October newsletter yesterday and am enclosing my renewal dues which are now owed. The Saab Club newsletter is the best buy today. The newsletter and a local independent shop (Swedish Imports, Durham, NC) are the two reasons that Saab ownership is a practical choice in this area (local dealers come and go...).

I own two Saabs. One a 1969 96 with 105,000 miles and the other a 1979 900 GLi with 37,000 miles. Maintenance tips in the newsletter help me with the routine chores involved with upkeep of the 96. Useful hints (i.e. use distilled water in cooling system) and the publication of service bulletins (i.e. add grease to rear wheel hubs, Nov. '79) give me a source of information that gives me control over the upkeep of the 900 that should lead to a long life for my newest Saab. Saab engineers a good product, gives us a plan to maintain it and we should not have to depend on dealers (i.e. Chevrolet-Saab, etc, etc, or Ford-Saab, etc.) who are sales driven organizations to be the only word on Saab care. I hope that Saab-Scania continues to supply the Saab Club with technical information from time to time as in the recent past. My choice of a '79

Saab to replace my aging '72 99E (108,000 miles) was partly based on my membership in the Saab Club and the excellent newsletter produced by Dick Grossman. I see the club and the newsletter as a valuable influence on my decision last year to purchase a new Saab in a state (NC) with 3 or 4 very scattered dealerships (geographically speaking). Information about the product is valuable and the club gets it out!

Grady Meehan, Chapel Hill, NC

COMING IN JANUARY'S NEWSLETTER...

ETHYLENE GLYCOL VS ANTIFREEZE---corrosion data from NASA on different coolants, by K.J. Strack

ADJUSTABLE, THERMOSTATIC RADIATOR FAN SWITCH FOR 99s, complete with diagram, by Bill Slusarz

AND A COMPLETE INDEX FOR 1980, by J. Delahorne