



COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA

FEB. 1981

DEDICATED TO SMALL
ENGINEED SMALL CARS &
ENERGY CONSERVATION

SAAB Clubs of North America Publisher: Jeff Delahorne, 5805 Oneida Street, Duluth, MN 55804 (218) 525-3253

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MEMBERSHIP/SUBSCRIPTION

Newsletter #90, our 73rd multipaged monthly. Dues for membership/subscription are \$10 for the first year, including two back copies, 12+ tech sheets and emblem. Renewal dues: \$8.00. Renewal notification will be 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 and tech sheets is available for \$6.00 postpaid. Or, 30¢ one issue.

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

EDITOR/PUBLISHER'S REPORT--FEBRUARY 1981

We received 477 pieces of mail in January and so far in February (through the 12th) we have received 291 articles of mail. Our ad in the Feb. and March issues of Road & Track has brought in over 200 requests for sample copies of the newsletter, and already 30 new members have joined after getting a sample copy. We have processed about 150 new members in the past four weeks, though some of those arrived over the holidays. As you can see, a big part of my workload is just taking care of new members, renewals, and request for sample copies. Carolanne has been helping an awful lot, but the point is I cannot always be as prompt as I would like in answering letters, so please be patient.

On January 27 Carolanne and I went down to Minneapolis for a meeting of the Minn. Saab Club and found them to be a friendly and hospitable group. I want to thank them and Gary Zaidenweber, the president, for inviting us. Since they are all 99 owners, they were quite interested in our "antique" '69 96 V-4. Wait until I drive down in the '65 two-stroke.

The Bosch CIS guides are still on order, so for those who sent me a SASE, I have not forgotten you.

Club Patches: I am out of the large 4x7 jacket patches and also the brass "cloisonne" grill badges. I still have a good supply of the small 2 1/2 x 4 patches and club sticker emblems. I am reordering the large patches and brass badges and will announce in the newsletter when they are available again. The small patches are \$1.15 each and the sticker emblems are 25¢ each or three for 60¢.

Want Ads: Our want ads do get results as evidenced by my ad in the January newsletter for an early V-4 radiator. I got at least five phone calls and seven or eight letters offering radiators.

This issue closed Friday, Feb. 13. We hope to mail on or about the 20th.

Jeff Delahorne, ed.

ROCKY MOUNTAIN SAAB CLUB--met December 17, 1980 at Deane Buick--SAAB in Denver and held elections of club officers for 1981. Those elected were: Barry Nash, president; Rich Osner, administrative v-p; Sherman Anderson and Rick Tibbs, co-vice chairmen; and Paul Calahan, treasurer. Barry can be contacted at 1217 Quebec St., Denver, CO 80220, 303-377-9529. Watch for notices of future meetings in the national and local newsletters.

MINNESOTA SAAB CLUB--will hold their mid-winter fix-in on Feb. 21 at Bob Swinehart's house at 2112 Bradley St., call 774-4873 for directions. The next regular meeting will be Feb. 24 at the Shakey's at Snelling and Larpenteur. Call Gary Zaidenweber at 644-7396 for more information.

MINNESOTA SONETT CLUB--sent in a notice of a meeting/rally for Feb. 15, but this will arrive too late for that event. More information about the MSC can be obtained from Warren White, PO Box 547, St. Croix Falls, WI 54024, 715-483-3010.

SAAB SONETT CLUB OF SO. CALIFORNIA--will sponsor a Rally School, March 22 at 1:00 pm at 17028 E. Bridger, Covina. Call Phil Zarrow, 714-892-9639 for further details. All members of both the Sonett Club of So. Cal. and So. Cal. Saab Club are invited. The Sonett Club of So. Cal. meets monthly on the second Thursday of the month at the Italian Restaurant next to Hobo Joe's in Fountain Valley, 15691 Brookhurst. The parking lot meeting begins at 7 pm, meeting at 8 pm. Upcoming events: March 12, meeting; April 9, meeting; April ?, Las Vegas Rally; May ?, Tune-up clinic.

MILWAUKEE SAAB CLUB--Our January 25th ice race was a success. Temperatures in the 40s, two feet of ice and 48 drivers made for an enjoyable afternoon. The winner in each of six classes received a small trophy, and we all retired to Kandler's after racing to celebrate. Our next meeting will be on Monday, Feb. 23 at Shakey's on Hwy 100 at Silver Spring Drive.

CENTRAL ILLIANA SAAB CLUB--will not meet in Feb. since both Dean and Margrit Adler cannot attend. Next meeting will be Sunday, March 22, 2 pm at 1507 W. University, Champaign, and will be a maintenance meeting.

SAAB CLUB OF SO. CAL.--Paul Florance informs me that the SCSC is very much a living part of the National Saab Club and intends to remain active to service the needs of local Saab owners in Southern California. The Golden Gate Chapter of the Saab Club now claims to be no longer affiliated with the National Saab Club and they now call themselves the Western Saab Club.

GOOD RESULTS WITH MOTORSPORT V-4 CARB

In the January 1981 newsletter there was some reference by Eric Killinger of Colorado concerning the 43 mm one barrell carburetor and modified intake manifold that is offered by Motor Sport Service in Jamestown, NY. He wanted to hear from someone who had had good luck with such a system.

I have had the system on my '69 96 for over 40,000 miles. I keep careful records on gas mileage and regularly time my engine's performance by checking acceleration from 40-60 mph in third gear, and 50-70 in fourth. The carb and manifold do improve power and acceleration, however slightly. It might be that Mr. Killinger did not experience this boost because he was using a stock exhaust system. I have the extractor exhaust that is also sold by Motor Sport, and the addition of this undoubtedly enhances the effect of the new carburetor. Acceleration times were improved by .4 sec. from 40-60 and almost two seconds from 50-70 in fourth. So the power is there. I carefully checked the gas mileage before and after the installation, and the carb system is good for about 1.5 mpg improvement in overall driving.

I've put over 80,000 miles on the 96, and it has proven to be durable and trouble-free. No transmission work has been needed in 140,000 and it's only required one clutch/pressure plate change, minimal brake work, only two slave cylinder rebuilds, and one valve job at 50,000 miles (the former owner). Little by little I made the following changes to improve gas mileage:

1. Bilstein shocks in front to keep the front end on the road
2. Allison photo-electric ignition and silicone ignition wires
3. The above carb/manifold system and exhaust
4. The use of Key Oil in the engine (+3 mpg alone)
5. The use of Moly in the 75 wt. trans. oil
6. Modified air cleaner according to Saab rally specs
7. Steel-belted Michelin radials
8. Careful adjustment of rear brakes (no dragging)
9. NGK spark plugs

With all of the above, the gas mileage at 55 was a steady 36 to 38 mpg. But...then I installed the Saab front spoiler. The spoiler did more than anything for gas mileage and even accomplished what the Saab people said it would--increase handling stability and cut wind and road noise. The spoiler was worth a good 8% increase in gas mileage. On a trip to Nebraska last summer I netted an average of 39.4 mpg, which included a few short trips around town while visiting. The two highest mpg figures I got were 40.8 and 41.4, and that's after deducting the 3% error off the odometer reading (I check the error every so often).

The 96 has proven to be a great car. Considering all expenses, it has only cost me 7¢ a mile to drive it. I wish that Saab would build several million more of them!

Thomas B. Mudd, U.S. NAS, Bermuda

JACK LAWRENCE RESPONDS TO JAN. LETTER

In response to Eric Killinger's letter regarding our 43mm carb and manifold combination conversion, we believe the Club members will be misled without some explanation. Saab, back in the late '60s brought out an induction kit using either the Weber 28-36 or the 40DFI/2. The basic manifold and a carb was, and still is, a very expensive combination at today's prices of \$120 for the manifold and \$195 for a 28-36 DCD or if you would prefer, \$159.95 for a 32-36 DGV and for a modified engine only, the 40DFI/2 at a reasonable \$121. (About the same as it was in 1972). Air cleaners for these carbs, Solex or Weber Holley, are difficult to find, especially for the Sonett. Accelerator linkage requires a considerable amount of modification to the point of substituting cable operation. The intermediate plate for PCV operation is no longer available from Saab, but possibly available from another make of car. The vacuum advance unit on late engines should be replaced with the early Bosch unit we make available with our 43mm carb set up, along with a breather type oil filler cap.

Our intent in making the 43mm single barrel carb available should be obvious. I furnish the carb at \$98, the manifold with no power brake at \$43.50, with power brakes \$53.50. The latter can be used to attach a PCV if the installer wishes. The vacuum advance is \$11.50 and the oil filler cap \$9.10. Altogether a much cheaper package considering that the FoMoCo carb air cleaner will fit, and their linkage is easily modified to work properly. Given information on engine modifications, we will jet close if not dead on and quite often furnish extra jets and top gaskets. This 43mm carb on a 1700cc stock engine will give approx. 7% increase in power over the FoMoCo equipment, (induction systems, exhaust, engine mods. etc., are all tested and proven on our in house Eaton Electric dyno., plus road testing), and with our exhaust system an additional 13% for a total of approx. 20% at a full power fuel consumption of 5.0 gal per hour, oddly enough, the same as a 60.5 SAE H.P. stock engine consumed. We do claim that with these figures in mind, you would get better mileage on long steady runs, but this would be offset

most likely by the enthusiasm more power gives to drive less economically in traffic and short run. The 43mm set up delivers approximately as much power as the 40 DFI/2 and more than the 28-36, but is much easier to jet. We do not claim it to be a better carb. The problem with the other systems is the manifold, which is an abortion. Fortunately SCCA does not require this manifold on the F production Sonetts.

In summary, Eric may or may not have consulted with me on his problem, I unfortunately do not remember, but I would have told him it was not sold for mileage, but as a performance unit. This is the first complaint I have heard on the choke hangup. It is a standard type linkage by the carb manufacturer. The unit is technically sold for off road use only, and its installation may affect exhaust emissions etc., although the



CAPRI HEADLIGHTS FIT SONETT AUX. HIGH BEAMS

I must give you an update on Sonett III/Lucas auxiliary headlight buckets. In response to my want ad, Steve Robbiano, West Palm Beach, FL, called to tell me that he got a set out of an early Capri. Once again Capri becomes a parts source. It's true, I got a set for \$10 at the first yard I went to. A word of caution, I checked four Capris before I found the correct lights. Only the early 1970-71 Capris have the individual Lucas 5 3/4" units. Since the Sonett is wired for them, it only took 45 minutes to install. Saab factory wiring provides for high beam only, but this gives daylight flashing ability with the aux. switch on.

To make the installation slick, NAPA sells the crimp wire connectors to snap into the nine wire plug on either side of the radiator. You will need just two male connectors with the little clip or dog to hold them in the nine wire plug for your hot wire.

Another tip is to save your burned out H-4 QI bulbs which generally lose the low beam filament first. Use these in your auxiliary lamps and save the \$6-\$12 for a new element.

Robert Allen, Gainesville, FL

SONETTS WIN IN MINNESOTA ICE RACING CONTESTS

Saab Club members Dan Page and Ken Cich both recorded victories in International Ice Racing Association events at Duluth and Forest Lake, MN. Dan won the two-hour Showroom Stock enduro on Forest Lake Feb. 8 in his 1969 Sonett V-4. Dan beat a field including VW Rabbits, Renault LeCars, and other mostly front-wheel drive cars. Dan and his wife, Marcy, drove their Sonett to a second place finish in the three-hour Showroom Stock race at Duluth, Jan. 18.

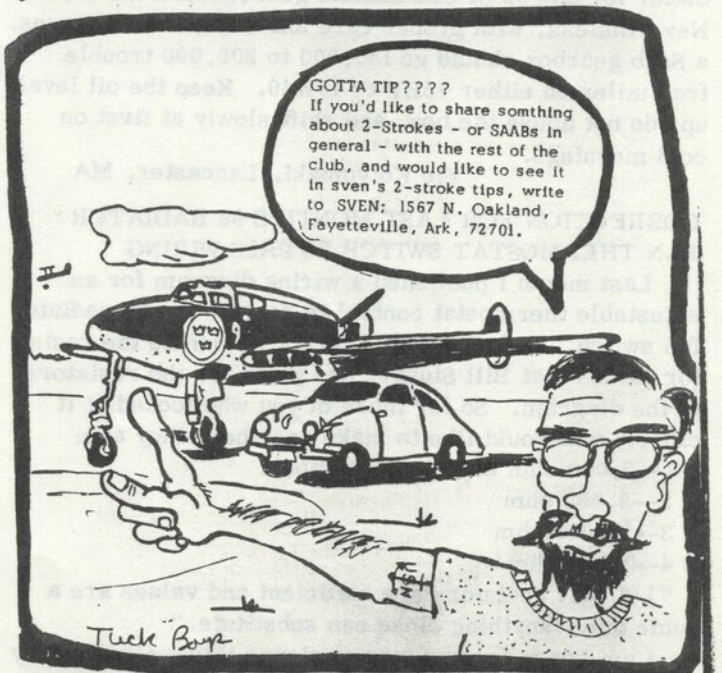
Ken Cich finished first in Class B at both Duluth and Forest Lake in his 940cc two-stroke Sonett II. Ken was also the overall series winner for Class B in last year's IIRA races.

JACK LAWRENCE....continued from page 2

PCV valve can be installed in the power brake vacuum line. I cannot believe Eric would compare the cost and effort involved with the replacement of a stock carb with either a used FoMoCo or a used Solex. Everyone is not looking for economy only, if that were the case we would sell a smaller carb than OEM.

Jack Lawrence, Motor Sport Service
Jamestown, NY

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10W40 FOR 99 GEAR OIL--ONE MORE TIME

Saab now specifies 10W30 or 10W40 SE motor oil for 99 and 900 manual transmissions. This recommendation began in the late '70s (1977 or 78?) and approximately coincided with the introduction of the new gearbox driven by a chain instead of transfer gears. The newer Saab gearboxes also have dipsticks to check the transmission oil level. Many Saab gearboxes have been ruined due to a lack of oil, so whether or not you have a gearbox dipstick, check the transmission oil level regularly.

The main reason Saab changed the recommended oil was availability, or rather lack of availability of 75EP oil. Since Saab gearboxes often lost oil, as mentioned above, they were often topped up with 80EP or 90EP oil, which is stocked by your average garage. Unfortunately these oils are too thick except in the warmest weather, and this practice led to even more gearbox failures. On the other hand, 10W30 or 10W40 oil is available everywhere and is the same oil recommended for the engine, so potential confusion between engine and gear oil was also eliminated.

Early 99s, from 1969 to 1972 had a gearbox weaker than later gearboxes. These early gearboxes at first came with the freewheeling in combination with the 1.7 litre engine. With or without freewheeling, these early gearboxes must use 75EP oil. In 1972, starting with chassis #99722003499, Saab introduced what is known as the King Kong gearbox, which is stronger and does not have freewheeling. This gearbox and all current manual transmissions may use 10W30 or 10W40 SE oil.

Which is better for your gearbox, 75EP or 10W40? Only Saab can afford to test and break gearboxes to determine whether or not 10W40 motor oil will do as well or better than 75EP oil. And Saab is not saying that 10W40 is better--only that the recommendation has changed. This qualification plus some off-the-record comments leads me to believe that 75EP is marginally better for any 99 or 900 manual gearbox than the 10W40. Nevertheless, with proper care and regular oil changes, a Saab gearbox should go 150,000 to 200,000 trouble free miles on either 75EP or 10W40. Keep the oil level up, do not abuse the box, and shift slowly at first on cold mornings.

Vic Koivumaki, Lancaster, MA

CORRECTION FOR LAST MONTH'S 99 RADIATOR FAN THERMOSTAT SWITCH BYPASS WIRING

Last month I published a wiring diagram for an adjustable thermostat control to replace the 99 radiator fan switch. Unfortunately I forgot to include the resistor values that Bill Slusarz had given for the resistors in the diagram. So for those of you who looked at it closely and would like to make one, here they are:

R 1--5,000 ohm adjustable trimpot

R 2--3,000 ohm

R 3--10,000 ohm

R 4--1,000 ohm

"1/8 watt resistors are sufficient and values are a guide only, anything close can substitute."

I am sorry for any inconvenience this omission may have caused.

Jeff Delahorne, ed.

OHIO MEMBER SENDS TIRE, SALT, & WIPER TIPS

Random comments, mostly on topics raised in the January newsletter:

Snow Tires: The 165-15 size is available in the excellent Conti 730. Popular sizes tend to sell out if you do not buy in the fall. Contis are quiet and seem to handle as well as our regular Semperits; the older Conti 728s, also a hydrophile compound, have given our Opel much-needed help in winter. As you know, if you have good snow tires, it won't really snow.

Salt: No conceivable tirade will help. Lou Morris of Campbell, Ohio, has constituted himself a pressure-group called Restrict the Use of Salt to Tables, and writes editors annually to no avail. Salt is used not because of the carmaker conspiracy (to rot out all existing cars so people will have to buy new ones) but because it cost only about \$24 a ton hereabouts, and is the cheapest way to make it look as if something is being done to keep roads open. It poisons vegetation and makes holes in roads, bridges, and cars, but no politician is brave enough to eliminate it; best hope is officials corrupt enough to steal the salt money. Vote accordingly.

Wipers: Rain-X almost makes them unnecessary. It leaves no streaks and makes glass highly water-repellent, so that drops blow away if you are moving at 30 or above. Snow seems not to touch the windshield. In slow traffic or in heavy sprays of road-crud you still need wipers, but they wipe cleaner than ordinarily. A small bottle costs about \$4 but lasts a long time unless you go berserk and Rain-X all your friends' windshields. I got it at Manapart; said to be sold at outlets catering to the truck and motorcycle trade.

Seats: Metal piece near the outside of my driver's seat ('77 99GL, 35,000 miles) tore up the foam and cut the fabric. It is expensive to fix, and a patch does not match. The factory seat covers are nice, and do fit; the J.C. Whitney seat covers are a sick joke--instructions begin "remove the headrest."

Rust: Rust-Biox, sold by Whitney, does not work. Trustan-7 does, or did, but I cannot find it anymore. Cling-Surface liquid works for stuff you can immerse; I'll report on Cling-Surface paste when weather permits experimenting.

Martin Berger, Youngstown, OH

Ed. note: Concerning snow tire availability: Joel Ward of Walker, MN called to say the reason that Metzeler Alpin snow tires are no longer in production and that Metzeler is getting out of the passenger car tire business and concentrating on motorcycle tires. That is the reason the less popular 155-15 size is still available while the normally more common 165-15 is not.

Jeff Delahorne, ed.

NOVEMBER SERVICE TIPS FROM SAAB-SCANIA
2.0L Cylinder head; turbo and non-turbo. All bare cylinder heads shipped from Sweden have the Turbo exhaust valve seats. These cylinder heads (without valves) p/n 83-63-632 can be used on all 2.0L engines M76 through M80 INCLUDING TURBOS.

FLORIDA MEMBER HAS 99 FAN MOTOR PROBLEM

I have searched what limited back issues I have and I see no reference to a fan motor problem, which the Saab mechanics here in Miami say has occurred several times. What happened is that the two long screws holding the fan motor together worked loose and the torque of the fan motor carried matters to an abrupt steamy delay with one fairly warm engine and the field windings burned in the motor.

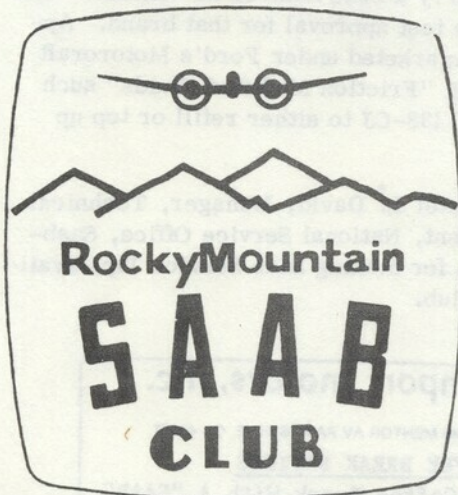
I could not wait to have the fan motor rebuilt as the Saab is our only means of transport, so I forked out the \$150 for a new motor and watched as the mechanic showed me that the new motor's screws were not as tight as they could be. He pulled out some locktite and tightened the screws without being extreme about it. My suggestion to Southern Saabers is to give the fan a good semi-annual check up for loose screws, and worn brushes. Check the relay for a terminal case of the hiccups (I had figured my fan relay was shot, but the motor was so internally loose that brush-field orientation caused false starts). Anyone that changes oil can take out a fan motor and look it over. Of course, don't nick the radiator and check the fan direction when you're all done, as has been mentioned a lot the past year. (The old fan motor has been rebuilt if anyone wants one.)

That's my two bits, other than when I lived in Minneapolis for two years, alternate tanks of gasohol in my '72 99LE improved cold starts, mpg, and solved a frequent gas line freeze problem. Last year I had a sluggish warm up and doggy performance lead back to a batch of dirty petrol and hence a dirty fuel filter. This year replacing the ignition leads solved the same problem; four year old leads is pushing it in our environment.

Steve Mineck, Hialeah, FL

ROCKY MOUNTAIN SAAB CLUB STICERS FOR SALE

Emblem is the Swedish flag with the Rocky Mountain



Saab Club logo on it. Three for \$1.00. Send SASE to Barry Nash 1217 Quebec St., Denver, CO 802-20.

MORE ON FOMOCO TO SOLEX CARB CONVERSION

A tip on Ford to Solex (V-4) carb adaption: The linkage doesn't have to be welded; simply use two pair of vice-grip pliers to twist the linkage so it works in the opposite location.

Bert Gunn, Chaplin, CT

MEMBER REVIEWS NEW BOOK ON SAAB HISTORY

SAAB--The Innovator, by Mark Chatterton, is published by David & Charles, North Pomfret, VT, and is 160 pages hardbound. The book has two separate sections of black and white photos, containing both prototypes and production models.

As a long time Saab driver (my family bought a new 93 in 1957) I was tickled to see this book finally written. Chatterton has arranged his research into logical sequence: Project 92, The 93, The 96, The V-4, The 99, The Saab organization of today, and an appendix with six pages on The Sonetts.

There is very good and complete information on Saab rallying from the early '50s to the present with many colorful anecdotes. One example concerns the 1964 East Africa Safari: "once during the rally, he (Erik Carlsson) became stuck in a mud pool, and his car had to be rolled over four times to get it back onto firm ground. The only ill effects suffered by the car were a few dents on the doors and roof." At the finishing line in Nairobi nobody believed this, so the car was turned onto its roof outside Nairobi city hall, put back on its wheels and driven away. The winning Cortina was inside the city hall for the prize-giving ceremony, and its crew did not want to be outdone by the Saab. They took their car onto the stage and turned it upside down. Unfortunately they could not turn it onto its wheels again and all the oil and battery acid ran out. The car had to be carried out and it cost \$10,000 to repair the hall floor."

The book has some minor discrepancies, but disregarding these, Mark Chatterton performed a valuable service for us all by authoring this book. It is quite thorough, and interesting reading and no Saab enthusiast should be without it. My experience with the book business is that one cannot count on the fact that this book will stay in print, so we are all advised to get it. It is available from Classic Motorbooks, and also listed in the Saab 1981 Accessories catalog.

Tom Foote, Olympia, WA

MORE SAABS AMONG U.S. MILITARY IN GERMANY

Thanks for the reminder about the dues. My check is inclosed. My 1977 99 has been running so well here in Germany that I almost take it and the newsletter for granted.

A few words on the popularity of Saabs in the American military community throughout Germany. When I arrived here three years ago there were six Saabs on the U.S. motor vehicle rolls. My car was no. 7. Today there is in excess of 200. Three and five door turbos seem to be the most popular. Natural I suppose since there are no maximum speed limits on the German autobahn. Further, a good previously owned Saab is impossible to find. Owners won't let go. I've got my eye on a '69 model--maybe. I'm trying to talk to some Saab owners to get them subscribing to the newsletter. Instead they read mine each month.

E.J. Grabert, Heidelberg (APO NY)

SAAB

Service Information

Oil Leaks at Camshaft Cover, 1981 "H" Engine-- An improperly positioned gasket (one that is out of its groove at some points) can cause an objectionable oil leak. If a leak appears at the cover, install a new gasket using the following procedure:

1. Remove the camshaft cover (for procedure, see Shop Manual, Sec. 2, page 214-1).
2. Remove the old gasket and clean the groove in the cover
3. Apply grease (chassis grease will work) to the groove and all screw holes
4. Press the new gasket (p/n 9306911) into the groove and wipe off excess grease. Press the screws through the holes in the gasket as far as they will go--the screwhead must be against the cover. Check that the gasket is still positioned correctly and is held by the screws and the grease.
5. Properly position the distributor shaft (See Sec. 2, Page 214-2)
6. Install cover by lowering it directly and squarely onto the cylinder head. Guide the screws into their respective holes and press the cover into place (the screws will push up)
7. Hold the cover tight to the head while tightening down on the screws. Torque to 3.6 ft. lbs. (4.9 Nm, 0.5 kpm)

Carefully done, this procedure will result in a properly located gasket and elimination of the oil leak.

Care and Maintenance--Type 35 and 37 Automatic Transmission: This information supersedes all previously published manuals and information.
Checking Fluid Level--Type 35 and 37:

- Set the handbrake
- Run the engine at least 15 seconds in the Drive position "D"
- Run the engine 15 seconds in the Reverse position "R"
- Run the engine 15 seconds in the Park position "P"
- Check the fluid with the engine running in the Park "P" position

Fluid level calibrations have been provided for both cold and hot oil. Cold oil is interpreted as engine warmed up but car not driven (oil temp 104 F or 40 C). Hot oil is engine and transmission fully warmed up by driving on the road (oil temp 194 F or 90 C).

Note that at very cold ambient temperatures the fluid temperature may not rise enough to show a readable level on the dipstick. It may be necessary to operate the vehicle on the road for a time to warm up the fluid before checking the level. The difference between the Min and Max points on the dipstick is exactly 0.9 pints (0.5 L).

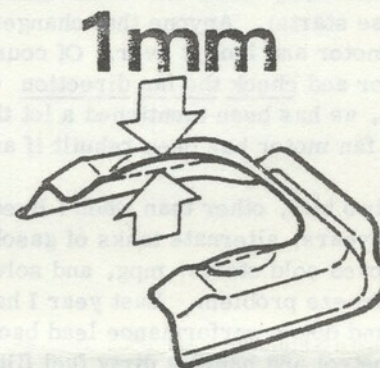
Transmission Fluid Recommendations: Ford Specification M2C33G (Type G) appears in the 1981 Manuals. This is Not a U.S. specification. Use Ford specification M2C33F (Type F) in both Type 35 and 37 transmissions.

Lock Cylinder Assembly Adjustment, Trunk Lid of 1981 900 Sedan: This applies to four door models with VIN's ending in serial numbers between: B1000001- B1003621 and B2000001-B2000968. An error in the measurement of the sleeve in the lock cylinder assembly has caused excessive play between the lock cylinder assembly and the trunk lid, with the result that the lock cylinder assembly floats in the trunk lid aperture.

The play has been taken up with an extra spacer in cars with the first mentioned serial nos. Unfortunately, this has meant that the cylinder does not lock in the aperture and can be rotated using a screwdriver allowing the lid to be opened.

Cars with the above serial nos. are to be modified as follows:

1. Remove the lock cylinder assembly
2. Remove one spacer if there are two installed
3. Ben circlip, part no. 8453227, as shown below
4. Refit the lock cylinder assembly



BEND THE CIRCLIP
OUTWARD ON BOTH
SIDES OF OPENING

Be advised that there are a number of poor quality ATF's on the market. If it is Ford tested and approved the container will carry a code number 2P-xxxxxx. The six digit suffix is the test approval for that brand. Approved fluid is also marketed under Ford's Motorcraft brand. DO NOT USE "Friction Modified Fluids" such as Dexron II or Ford 138-CJ to either refill or top up Saab automobiles.

Thanks to Mr. Daniel L. David, Manager, Technical Services Department, National Service Office, Saab-Scania of America for making Saab Service Tips available to the Saab Club.

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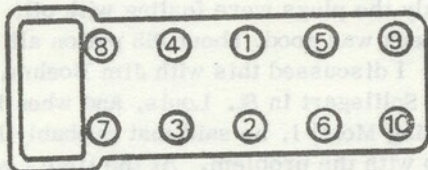
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CYLINDER HEAD TIGHTENING PROCEDURE FOR "H" Version, 2.0 l engine, 1981 model. Note the new cylinder head bolt tightening procedure applicable to all 1981 Saab 2.0 l "H" engines (with cam driven distributor). The head bolts have been changed to a design that permits use of a torquing procedure which gives more accurate results and is less dependent on thread friction than the traditional procedure. The new bolts are easily spotted because of their 15mm head and should be torqued as follows:

TIGHTENING SEQUENCE



Mounting Cylinder Head:

Stage I: Torque bolts in sequence to 45 ft. lbs. (60 Nm)

Stage II: Retorque bolts in sequence to 70 ft. lbs. (100 Nm)--Warm up engine and let it cool 30 min.

Loosen bolts in sequence and retighten as follows:

Stage I: Torque bolts in sequence to 70 ft. lbs.

Stage II: Turn bolts an additional 90 degrees (1/4 turn) in sequence.

Retorquing after 1,000 miles (At new car break-in service or after repair requiring head removal)

Warm up the engine and let it cool 30 minutes.

Loosen bolts in sequence and retighten as follows:

Stage I: Torque bolts in sequence to 70 ft. lbs.

Stage II: Turn bolts an additional 90 degrees (1/4 turn) in sequence.

NOTE: The original head bolts are designed to withstand this procedure 8-10 times.

TUNE-UP SPECIFICATIONS--1981 MODEL

MODEL YEAR ENGINE FAMILY	1 9 8 1	
	BSA2.0V6FC9	BSA2.0V6FA7
Emission Controls	Lambda Control and Catalyst + EGR	Lambda Control and Catalyst + EGR (Turbocharged)
Compression Ratio	9.25:1	7.2:1
Fuel, Minimum Octane Rating	Unleaded, 87	Unleaded, 87
Ignition Timing ①	20° BTDC @ 2000RPM	20° BTDC @ 2000RPM
Timing Mark Location	Flywheel	Flywheel
Firing Order ②	1-3-4-2	1-3-4-2
Spark Plugs	NGK BP6ES Bosch W175T30	NGK BP6ES Bosch W175T30
Electrode Gap	.024-.028" .6-.7mm	.024-.028" .6-.7mm
Idle Speed, A/C off	875 ± 50 RPM	875 ± 50 RPM
Idle CO Setting †	③	③
Decel Dashpot	④	④
Max. Charging Pressure	-	6.5-8 psi 0.45-0.55 BAR ⑤

1.) Disconnect vacuum advance line and plug. Check at 2000 rpm. Do No Advance Timing For High Altitude Operation!

ALTERNATOR BELT TENSION ADJUSTMENT, 1981

Saab Service information: The relocation of the alternator and the added duty of driving the water pump have contributed to a reduction of the degree of "wrap-around" of the belt on the pulleys. This combination requires the belt be tensioned properly at all times to avoid slippage.

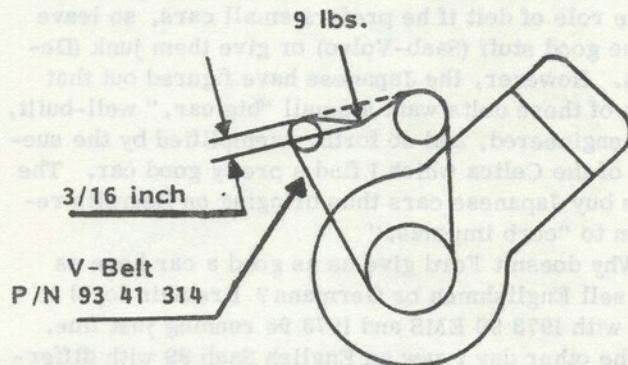
Using a belt tension gauge the reading should be:

New Belt: 70 lbs. (320N)

Used Belt: 60 lbs. (275N)

The tension gauge should be applied half way between the alternator and water pump pulleys. If a gauge is not available, check for correct tension by pressing down on the midpoint of the belt with approximately a 9 lb. force (40N, 4kp): the belt deflection should not exceed 0.2" (5mm).

IMPORTANT: Tension must be adjusted at both the PDI and break-in (1,000 mile) service.



1981 TUNE-UP SPECIFICATIONS--CONTINUED....

- 2.) Number 1 nearest firewall
- 3.) Pulse Ratio Meter modulating between 55-65%. Adjustment not part of normal servicing.
- 4.) Disconnect vacuum advance line and plug. Adjust plunger to contact throttle level with engine operating at 2500 rpm (normally aspirated), 2200 rpm (turbo).
- 5.) Charging pressure is checked at 3000 rpm, full load (wide open throttle in third gear, (automatic--2nd gear) brakes applied to hold rpm). After adjustment, seal regulator with antitampering wire.

VALVE CLEARANCES--1981 "H" ENGINE

		Checking Tolerance	Adjustment Range
Normally Aspirated Engine	INTAKE	0.006-0.012" (0.15-0.30mm)	0.008-0.010" (0.20-0.25mm)
	EXHAUST	0.014-0.020" (0.35-0.50mm)	0.016-0.018" (0.40-0.45mm)
Turbocharged Engine	INTAKE	0.006-0.012" (0.15-0.30mm)	0.008-0.010" (0.20-0.25mm)
	EXHAUST	0.016-0.020" (0.40-0.50mm)	0.018-0.020" (0.45-0.50mm)

VICTOR SAAB

1135 Easton Road - Abington, Pa. 19001

Will ship any part - anywhere in the USA.
We have one of the largest parts department on the East Coast. Complete stock of V4 parts and what is still available in 2 cycle parts.
Call Dan Stella - 215-886-8660

MEMBER SAYS EUROPEAN CARS NICER THAN U.S.

This publication is unique in the world as to its standards (content), usefulness, and its entertainment value (if Dick keeps up his opinions which I really appreciate). At \$8 for renewal, it is underpriced by a wide margin. You know it, I know it; I hope the membership will ultimately know it.

If I were to make one point at this time, given the rush of America (Detroit) to small engined small cars and energy conservation, is in the form of a question: Why (for instance) does Ford continue to put out junk in the U.S. whether small or large, yet in the United Kingdom, produce some of the finest small cars built anywhere? Extending this querie, why are the Saab, Volvo or other continental models sold in the U.K. better built with design features applicable to the U.K. market superior to the same models sold in the U.S.?

I would suppose that the American consumer is given the role of dolt if he prefers small cars, so leave off the good stuff (Saab-Volvo) or give them junk (Detroit). However, the Japanese have figured out that some of these dolts want a small "big car," well-built, well-engineered, and so forth, exemplified by the success of the Celica which I find a pretty good car. The Dolts buy Japanese cars thus bringing on Detroit's reaction to "curb imports."

Why doesn't Ford give us as good a car here as they sell Englishmen or Germans? I remain loyal to Saab with 1973 99 EMS and 1973 96 running just fine. But the other day I saw an English Saab 99 with different seat covers and other appointments and wondered again. End of my annual statement.

J. Stewart Harvey, Carlisle, MA

SAAB 900 SALES INCREASE 8% IN 1980 TO 44,400

Saab press info: Despite the general decline in the worldwide sales of automobiles, the Saab 900 continued to show increasing sales figures during 1980, according to the Saab Car Division of Saab-Scania AB of Sweden.

Sales of the 900 model line increased about 8 percent during 1980 to a total of 44,400 units, while overall sales of Saab cars of all types dropped to approximately 68,000 units, a decrease of about 16 percent. The overall decrease is partly due to the discontinuation of the Saab 96 models and a more limited Saab 99 range.

In the U.S., Saab retail sales reached a total of 13,513 in 1980, a decrease of about 9.8 percent from 1979. Of the total sales, the 900 models accounted for about 10,800, a slight decrease from the previous year. Every third Saab sold in the U.S. in 1980 was turbocharged, a ratio that is expected to increase to almost 50 percent during 1981.

99 CLUTCH SLAVE CYLINDER--USE CASTROL FLUID

To Dale Patterson of Baltimore: I also had slave cylinder problems on my '72 99. I finally switched to using only Castrol brake fluid in my brake and clutch master reservoir and so far with reliable results. Ca Castrol and silicone based fluids seem to be easier on the gaskets and rubber/plastic parts than other types.

Margrit Adler, Champaign, IL

MOBIL 1 SYNTHETIC OIL--NO

I bought a '76 EMS in 1978 with 25,000 miles. In Nov. 1979 I swithed from Castrol GTX motor oil to Mobil 1 which claims to be equivalent to 10W40 performance and 25,000 miles between oil changes. During this time I changed filters every 5000 miles and topped up the oil level as necessary. During the winter months I experienced easy starting, but did notice more oil leakage around valve cover and constantly had to tighten the cover down to stop the leaks. In mid-summer I noticed oil consumption going up and by late-July the plugs were fouling with oil. Compression check was good, about 165 psi on all four cylinders.

I discussed this with Jim Boehm, service manager at Splilsgart in St. Louis, and when I told him I was using Mobil 1, he said that probably had something to do with the problem. At the time I was driving 300 miles a week, cleaning plugs every weekend and adding a quart of oil about every week and a half. I switched back to Castrol GTX 10W40 and after about two weeks the situation was vastly improved; plugs showed very little fouling and oil level showed little change.

In October I saw an article in the newspaper regarding Mobil 1. The FTC has come down on Mobil 1 advertising claim of using less oil. As it turns out, on rebuilt and high-performance engines, Mobil 1 is used at a faster rate than regular oils. In fact, Mobil 1 is not a true synthetic; on the can, if you read closely, it states it is a synthetic except for "carriers." Maybe some other members have had better experience with other types of synthetic motor oil.

Ray Unger, Collinsville, IL

MOBIL 1 SYNTHETIC OIL--YES

In my 1977 99 GL five door, I have been using Mobil 1 for some 71,000 miles, having first put it in at 12,000 miles after the car was well broken in. To date the oil has lived up to every claim the manufacturer has made. She starts beautifully at -40 C, just like summer; I still only use a litre of oil every 3,000 miles, oil pressure stays at a constant 50-55 psi at all times and the idle pressure never goes below 20 psi at 1000 rpm. So far, only a slight weeping of oil at front and rear main seals--may replace them in the next 10,000 miles. Did the first tappet adjustment 500 miles ago and all four inlets were at 4/5 thou. and two exhaust were 2 thous. under minimum. So in my experience I see no reason to stop using a very fine oil. Of course, I change filter every 6,000 miles and the oil every 13,000. Therefore, no more costly than a 2,500 mile change with a regular 10W40.

However, I have still seen no other comment from anyone on Mobil 1? As it is, I still feel I am sticking my neck out. I will be buying a new 900S, so we will have two Saabs in a few months and I would like to repeat the process again--but have my doubts as to whether this is ok if I take the Turbo?

E. Peter McLoughlin, Pointe Claire, Que.

"HEET" CAUSES ERRATIC FUEL GAUGE IN 99

I have a 1974 99LE and I was told I can use Heet (gas dryer) with a tank full of gas. I use regular gas and every winter I again try one pint of Heet in with a full tank of gas and every time my gas gauge goes haywire. As soon as I turn my ignition on the gas gauge needle jumps rapidly up and down erratically. So then I don't put Heet in for the rest of the winter months. I have searched everywhere to stop the problem. I've had the dash circuit completely apart, cleaned and checked all solder joints, I've checked the electrical switch hook up on top of the gas tank, but still no solution. So I stop using Heet and after a couple of tanks of gas the Heet gets diluted out and the gas gauge is fine. What causes such strange behavior?

Brian Sullivan, Milwaukee, WI

Ed. note: I cannot explain why this behavior happens, but I too have seen this in two different Saabs; one a '73 Sonett and the other a '68 96 deluxe. See Steve Mineck's letter in this issue and try using alternate tankfuls of gasohol if you can get it locally (not available here in Duluth). Gasohol has ethanol in it which should perform the same gas drying function as the methanol in "Heet" but will not be as harmful to rubber and plastic engine components as methanol.

Jeff Delahorne, ed.

PLUGGED EXHAUST HALTS TWO-STROKE IN SNOW

On Christmas eve I was on the NY State Thruway in a heavy snowstorm with the temperature rapidly dropping from about 28 or 30 F. I was doing about 50 or 55 in my '66 Monte Carlo when the engine died without any warning, missing or signs of seizing. I was getting strong spark on all three cylinders and the spark plugs were tan and appeared okay. It was getting plenty of fuel pressure at the carbs, but still the engine would not fire.

I checked the compression and I was getting strong compression on all three cylinders. The timing was right on. I exhausted all the possibilities. I thought for some reason I had lost crankcase vacuum in that there did not seem to be any induction. I gave up and abandoned my Saab and later it was towed off the thruway by the police.

Three days later I went to where it was impounded and tried to start it. It fired a couple of times but it sounded like the exhaust system was blocked. I went to the back of the car and discovered a formation of ice in the tailpipe. The tip of the ice was rounded as if it formed when the car was in motion. I cleaned it out and the car started right up and has run well ever since. Is there any way in which ice could form in the tailpipe of a running car? The two-stroke experts will scratch their heads on this one.

Tom Herber, Rochester, NY

FREE HOME SHIPMENT FOR INT'L SAAB SALES

Saab Press Info: Saab cars are now available for purchase by American tourists in Europe with savings ranging up to \$1,700, depending on models. On top of the savings in the purchase price, Saab will also ship Tourist Delivery cars back from Europe free of charge.

"It (tourist delivery) will save a customer about \$1000 on top of the savings in the purchase price, since Saab pays for both home shipment from Sweden and German to a number of American ports on both sides of the continent, as well as for the U.S. Customs Duty and any port clearance charges," says Sten O. Helling. Mr. Helling is the new Vice President for Sales and Marketing at Saab-Scania of America, Inc. The actual savings in the purchase price of a 1981 Saab range from \$305 for the 900 three-door up to \$1705 for the Turbo. (Ed. note: see details of the Scandinavian Tour in the January newsletter--the price of the tour is just about what you would save buying a new Turbo in Sweden.)

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Please send deposits or requests for more information to: The Saab Club of America, c/o Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804. A deposit of \$250 must be made before May 1, 1981. Make deposit to: Happiness Tours, Inc. A complete tour itinerary appeared on the back page of the January newsletter.

EDITOR'S COMMENT IN DEC. ISSUE WRONG?

Regarding your "ed. comment" on page 5, Dec. 1980: The cylinder does not fire, the spark plug fires. It ignites the mixture, which burns or combusts. Yeah, I know I'm a purist, but so many people learn from the Saab Club newsletter that we should get it right.

Robert Mitchell, Linwood, NJ

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, enclose \$10. Commercial ads, \$10 for two inches. Please enclose sufficient funds—we will not bill.

FOR SALE: 1966 Sonett, very good paint and interior; mechanically sound, lots of extras; spares include engine, starter, carbs and boxes more; must sell: \$2500 or best offer; Bob Freitas, 2358 Murdock Dr., Santa Rosa, CA 95404, 707-542-4428 evenings.

FOR SALE: 1971 Sonett, #000076, excel. body and interior, mechanically sound, but need freewheel hub. 1973 Sonett parts car with good trans. included for \$2600. Also new radials, stereo cassette, and cover. Frank Krens, PO Box 214, Windermere, FL 32786, 305-876-4394

FOR SALE: 1973 Sonett III, new Michelins, new heavy duty shocks, rallye exhaust, new battery, new paint, tinted, removable sunroof, rebuilt trans., new clutch and brakes, am/fm cassette: \$4900, Jeff Bidewell, Apt. 1, 1201 N. Kennebec St., Arlington, VA 22205, 703-241-3840.

FOR SALE: 1966 Monte Carlo--completely restored, mint condition, everything on car brand new, also am/fm stereo CB and auto electric antenna--will send photo. VICTOR-SAAB, Abington, PA 215-886-8660.

FOR SALE: 1963 96, new motor and trans., new tires, new interior. Replaced all chrome 1 1/2 yrs. ago. Converted to late model V-4 disc brakes, repainted entire car 2 yrs ago metallic silver. Very dependable: VICTOR-SAAB, Abington, PA 215-886-8660

FOR SALE: 1966 Monte Carlo--new race prepared motor, new trans. Driven daily to and from work. Mechanically perfect. Needs some minor body and interior work. Very dependable and fun to drive. Reasonable: VICTOR-SAAB, Abington, PA 215-886-8660

FOR SALE: 1969 Sonett V-4, new blue metallic paint, new radials, sunroof, new brakes, clutch hydraulics, and re-upholstered. California car. \$3500. Hank Latunski, 25612 Via Solis, San Juan Capistrano, CA 92675 714-493-4066

FOR SALE: 1965 Monte Carlo, 92,000 miles, rebuilt engine at 60,000, excellent condition, always in Calif.: \$900 or best offer. Ed Soren, 208 Lobos St., Pacific Grove, CA 93950, 408-373-5748.

FOR SALE: 1965 Monte Carlo, 7 1/2" rims, good engine and transmission, original interior: \$1500. Oscar Johanson, 2332 2nd St., Eureka, CA 95501, 707-442-5118 days.

FOR SALE: Two 96's. 1968 & '69. Two good V-4 engines, one trans, four fenders, one solid chassis, realistic am/fm radio, good battery, many parts. Stored in barn, must clear out, entire package: \$300 or part out. Tim Couch, R.D. #4, Box 131, Ligonier, PA 15658, 412-593-2375.

FOR SALE: 1967 96 3 cyl., rebuilt engine, new tires, paint immaculate; have all papers: \$900. Also For Sale: 1971 96, perfect condition in and out, new tires, battery, paint: \$900. Also '73 V-4 engine, 42,000 miles, perfect condition and complete: \$300. Alex Ciuca, 228 6th St. Apt. A, Alhambra, CA, 213-284-7180.

FOR SALE: 1967 96 V-4, runs fine, but floor is rusted and cracked; Michelin radials, Gillette mud & snows: \$500 or best offer. Also extra wheels. Mary Gruszka, 88 Myrtle Ave., Edgewater, NJ 07020, 201-224-4937.

FOR SALE: 1967 95 two-stroke wagon; good condition, no rust, original paint. 100,000 miles on body, 12,000 on new engine: \$1500 or best offer. Tom Schley, 628 South Third West, Missoula, MT 59801, 406-543-3361.

FOR SALE: 1969 95 Wagon, good tires, new rear shocks & exhaust, good interior; needs paint and clutch work: \$500; Rebuilt 96 trans, zero hours: \$200; Misc. parts from two 96s, including 2 V-4 engines, front & rear axles, hubs, radiator, instruments, etc.: \$200 takes all. Also 1.85 engine & trans., engine good: \$100; trailer hitch for 99: \$25; 99 radiator & fan: \$75; also other 99 parts. Jack Rubin, 5718 S. Drexel, Chicago, IL 60637, 312-288-8139, 7-10 pm.

FOR SALE: 1970 95 wagon, runs but needs work; pan solid, no rust, door bottoms rusted, interior perfect; need front panel & radiator, many misc. parts: \$100 Larry Picarello, 424 Mountain Rd., Pomona, NY 914-362-0549 eves., 914-623-1119 days.

FOR SALE: 1972 95, many new parts, excellent condition: \$1900 Thomas R. Allsberry, 616-382-5232.

FOR SALE: Large selection of two-stroke pistons: \$10 each or \$25 per set. Starters: \$25; Generator: \$20; Water pump: \$5. Carb sets: \$25. Various instruments brake drums & discs & lots more. Bob Freitas, 2358 Murdock Dr., Santa Rosa, CA 95404, 707-542-4428.

FOR SALE: One V-4 web casing transmission, 50,000 miles, send anywhere for \$350. Also many other 95 and 96 parts. Nicholas Hayden, 3385 W. 86th St., Cleveland, OH 44102, 216-431-9413 or 281-9823.

FOR SALE: Sonett Parts; '71 doors with hardware: \$175 each or \$300 pair; '73 dash for AC: \$50; visors with rear view mirror: \$25; Tach and fuel/temp gauge: \$50 each; '73 frame and floor pan, no rust: \$250; Saab am/fm radio: \$35; Saab am radio: \$15; LR side glass: \$25; radiator filler: \$15; gas tank, no rust: \$30; will trade for Nikon camera eqp., you pay shipping. Bibb T. Gault, Allen House #102 S.H.S.U., Huntsville, TX 77341, 713-294-4601.

FOR SALE: '58 93 Parts, 32,000 miles on all parts, all individually stored for 20 years. Brass radiator: \$40; solenoid, less starter: \$35; axles, generator, water pump, much more. Roger Harris, Box 47, Ashfield, MA 01330, 413-628-4435 or 413-783-9559.

FOR SALE: Parts from 1970 96 3 cyl. Drive train, suspension, glass, instruments, no body parts. Dave Mohr, 116 Bank St., Elkhart, IN 46516, 219-294-2365.

FOR SALE: Four end-pieces for a '72 Sonett III rocker panels, brand new, complete: \$30 p.p. Ray Gill, 1842 Emerald Ave., N.E., Grand Rapids, MI 49505.

FOR SALE: Four speed trans. from a 1965 96. Good condition. \$175 plus shipping. Steve Parsons, 119 Stahl, Washington, IL 61571, 309-694-6588.

FOR SALE: V-4 engine from '70 96, with FoMoCo carb, 52,000 miles, excellent cond.: \$200; Complete interior from same, front & rear seats, carpets, all with no blemishes: \$85; Also misc. parts, including alternators, radiator, clutch master & slave, instruments, etc. Joe Jacob, The Gunnery, Washington, CT 06793, 203-868-7780.

FOR SALE: Plexiglass rear windows for '69 Sonett II V-4, new, in bronze, dark green, pale green, and clear: \$200 plus \$35 shipping. Also Front nose for Sonett II, and two Sonett II doors. Hank Latunski, 25612 Via Solis, San Juan Capistrano, CA 92675, 714-493-4066.

FOR SALE: Factory AC for Sonett III, complete except double pulley, which will exchange for yours: \$100 G. Spreugling, RD 4, Box 375, Blairsville, PA 15717 412-459-8939.

WANTED: 95 V-4 Wagon in good shape body and mechanical wise, and interior must be exceptional. Will consider any reasonable offer. Will go as high as \$1000. Also wanted: Four alloy wheels in good cond. to fit a 96 V-4. Will pay \$50 per wheel. Also one oval head rest cushion for 96: \$10. Joe Caparosa, Jr. 428 Miller St., Butler, PA 16001, 412-287-0047 after 9 pm or 412-285-9340 day.

WANTED: 850cc MC or GT engine 1965-67: \$200? also wanted: muffler for 67 Sonett and shop manual for Sonett III (1974): \$15? Alex Gentile, 528 Circle Drive, Bridgeville, PA 15017 412-941-5320.

WANTED: Two fuel pumps for 1966 Sonett. Will pay \$50 or will trade for spare carbs less manifold and possibly float bowl. Bob Freitas, 2358 Murdock Dr., Santa Rosa, CA 95404, 707-547-4428.

WANTED: Good ring and pinion set for any 95/96/97 four-speed gear box, up to \$100? Or else complete rebuildable gearbox, three or four-speed. Bernie Wasserzug, 11825 Enid Drive, Potomac, MD 20854.

WANTED: Good shocks for 96 at non-retail prices (used). Manual for 1965 Monte Carlo. Also cheap, but excellent fog and driving lamps. D.M. Rasmussen, 104 Pinecrest Ave., Auburn, CA 95603.

WANTED: Air Conditioner, complete with fittings and vents for a 96. Will pay \$100 or ? Barry Nash, 1217 Quebec, Denver, CO 80220, 303-377-9529.

WANTED: For 1970 96: Red plastic clutch line, two rust free doors, chrome side trim and emblem; also shop/service manual. Jerry Thomas, 1437 Virginia Ave., McKeesport, PA 15135, 751-3560

MORE CLASSIFIED ADS ON BACK PAGE....

FOR SALE: 1979 900 5 door Turbo, am/fm st., Air, 16,947 miles, mid. blue: \$8695. Charles Ainsley, c/o Brinson Chev., Tarboro, NC 919-823-3145.

FOR SALE: 1979 Turbo 900, 5 door, green, 23,000 miles, rustproofed, full equipped, Blaupunkt cassette, A/C, sunroof, excellent condition: \$9000. Dave Blum, 312-280-7798, evenings.

FOR SALE: 1973 99, 151,000 miles, bad transmission: \$425 or best offer. Write: George Fryzelka, PO Box 218, Brea, CA 92621, 714-990-3337 weekends.

FOR SALE: 1974 99 two door, complete, for parts. Wanted: Two GLE polished wheels. Dennis Sweeney, 207 E. Church St., Ligonier, PA 15658, 412-238-4556 Also '68 95 for parts.

FOR SALE: Clock from 1974 99LE, like new: \$20; one complete set of four Cibie z-beam lights (2 hi, 2 lo): \$50. Joe Caparosa, Jr., 428 Miller St., Butler, PA 16001, 412-287-0047 after 9 pm or 412-285-9340 day.

FOR SALE: Rear spoiler for 900 3 door, new: \$110 or offer (I ship). Paul Britt, 8048 Sleepy View Lane, Springfield, VA 22153, 703-455-5570.

FOR SALE: 1974 EMS short block (almost new water pump) :\$300; Complete EMS interior with molded door panels and rear seat arm rest \$350 or best offer; brake calipers, rebuilt: \$45; inner drivers, no wear: \$50 ea. Also '74 99 parts: trunk lid: \$50; complete 3 door lock set including keys: \$65; Wiper motor w/cable: \$65; Radiator and heater fan motors: \$25 each; lower A-frames: \$40 each; front axles: \$25 ea.; rear Axle: \$50. Richard W. Stearns, 7862 Batavia-Byron Rd., Byron, NY 14422, 716-343-4463.

FOR SALE: Bosch regulator (voltage) from '75 99Le, new, \$12; SEV Marchal alternator, not working, best offer; Trans. drain plug tool for auto. trans. (PN 8790 420): \$3. George Peranteau, 164 N. Taylor, Oak Park, IL 60302.

FOR SALE: Valve grind kit for 99 2 liter engine, incl: 8 valves, ground, shortened and ready to install; 8 springs and spring shims, checked for tension and height; all retainers and spring seats: \$50 incl. US shipping. H. Frank Entwisle, 222 Knoll Dr., Battle Creek, MI 49017, 616-965-8988.

FOR SALE: One Pirelli CN 36 175/70 HR15, brand new spare from '78 EMS: \$80 or best offer. Terry Mills, 9733 Duke Dr., Moline Acres, MO 63136, 314-726-3829 days or 314-867-0615 nights.

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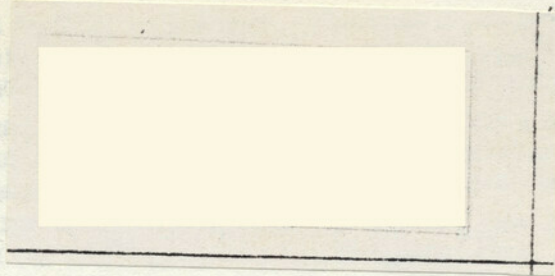
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Page 12

FOR SALE: All items fit '74 99LE; trailer hitch: \$45, Ski rack (trunk mount): \$30; Sears bike rack: \$15. R.E. Anderson, 513-879-3896 after 6 pm est.

FOR SALE: 2.0 l engine/trans. (needs clutch shaft): \$875 including fuel injection system. Also MSS free flow exhaust system: \$55. George King 804-233-5994.

WANTED: Front left door for 2 or 3 door 99, '78 or newer preferred: \$50 & up. Also four-speed trans. for 99, '77 or newer, low miles preferred: \$300 or ?. Mr. Remington, 312-739-7775, PO Box 381, Oak Park, IL 60301.

WANTED: Left rear tail light assembly and left rear corner light assembly for 1970 99E. Will pay up to \$35 for both. Mike Maly, 3101 Hillside Rd., Seven Hills, OH 44131, 216-447-1279

WANTED: Owner's manual for 1974 99 LE: \$20, plus postage. Gary Schaps, Chicago, 312-761-4926 eve's til 11 pm.

WANTED: Saab 99, 1975 or later. Kenneth Wyle, 251 W. State St., Waverly, IL 62692 217-435-9777 eve's and weekends.

WANTED: Urgently need carburetor and manifold for 2.0 l engine. For sale: '72 1.85 engine, complete with fuel injection: \$200; '72 automatic trans.: \$100 Alex Ciuca, 228 S. 6th St., Apt. A, Alhambra, L.A., CA, 213-284-7180.

