

THE SAAB CLUB

COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA

MAY 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

Consultants: Dick Grossman, Rick Sanders, Jack Ashcraft, Merle Young, Carolanne Curtis

MEMBERSHIP/SUBSCRIPTION

Newsletter #93, our 76th 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.

LOCAL CLUB NEWS

MILWAUKEE SAAB CLUB's May 3 maintenance clinic was a moderate success. None of the eight or so members attending had anything needing repair, so we spent the afternoon trading tech' data and enjoying the sunshine.

We are planning a convoy to the June Sprints at Elkhart Lake on Sunday June 14. We will meet at Brown Port Shopping Center (Brown Deer Road at I-43) at 7 am and go from there. Advance tickets are available for \$10 each from Road America, Inc., Elkhart Lake, WI 53020. Showroom Stock Saabs will be racing on Sunday.

Jim Hart, Fox Point, WI

NEW ENGLAND SONETT CLUB is growing at an unexpected rate with total membership now at 92. Our last meeting was a success with two guest speakers, Mr. Don Levesque, a transmission specialist and Mr. Ralph Skinder, the Saab-Scania representative for Northern New England. The next meeting will be 7 June at 1:00 pm at the William Gregg Restaurant in Londonderry, NH. The restaurant is located at the intersection of NH Routes 102 and 128, 2 miles west of I-93 exit 4. Mike Rafowitz, Saab-Scania's District Service/Parts manager for ME, VT, and NH has tentatively agreed to be the speaker. Also the election of officers will be held at this meeting. For more information, contact M.S. Raphael, 3 Sequoia Ave, RFD 10, Manchester, NH 03103.

SAAB CLUB OF SOUTHERN CALIFORNIA will hold a beach party picnic with shop talk on 6 June from 11 am until ? at the Bolsa Chica State Beach located just south of Warner off 405 freeway. Entrance fee is \$2. For more information call Paul Florance, 213-438-3257. Members of the National Saab Club are automatically members of the Saab Club of So. Cal. and are welcome at all events--there are not separate dues. Also thanks from the SCSC to SAAB-Scania and Andy Aiello the regional warehouse manager for the very successful tour of the 'Scania regional warehouse.

ROCKY MOUNTAIN SAAB CLUB now has 55 members and meets every four to five weeks. General technical self-help clinics have been a success but more members are required for the club to branch out to rallying, tours, and more specific meeting topics. Thousands of Saabs are in the Denver area and along the Front Range and both local and national members are encouraged to get involved and help get others involved too. The next meeting will be at 7:30 pm on Thursday, 28 May, at Deane Buick/Saab, 1080 S. Colorado Blvd. in Denver. Topics discussed will be repair of rust and paint chips, and the how's, who's and why's of local amateur rallying.

The annual club picnic and parts swap is scheduled for 2-6 pm on Sunday 21 June at Chautauqua Park in Boulder. The club will provide free beer, soft drinks, and barbeque supplies--lunches and snacks are BYO. For the parts swap, everyone should bring along spare parts they are willing to sell and trade. To get to Chautauqua, follow Baseline Road to the base of the Flatirons in SW Boulder. For more information contact Barry Nash, 377-9529, 1217 Quebec, Denver 80220, or call Rick Tibbs, 978-1564.

MINNESOTA SAAB CLUB held a meeting on 27 April, and although Arne Mjelde of Saab-Scania could not attend, Steve Wales of the Minn. Sonett Club was present and talked about the organization of their club. He suggested meeting at Brainerd for the Nationals in July when Saabs will be running in Showroom Stock. Like last year, Saabs should get a parade lap around the track.

SAAB CLUB/NATIONAL CAPITAL AREA will hold its next meeting on 3 June at 7:30 at the Silver Spring Public Library, 8901 Colesville Rd., Silver Spring, MD. We will meet in the parking lot for discussions and observations, then adjourn to the meeting room for the business meeting at 8 pm, and a technical presentation at 9. We are going on a picnic jointly with the Washington Volvo Club on 16 May to Sugarloaf Mountain, and to Ted Turner's Loki Automotive in Ruckersville, VA on 13 June. For more information about the Saab Club National Capital Area, contact Bruce Williams, 326 Lincoln Ave., Takoma Park, MD 20020.

CENTRAL ILLIANA SAAB CLUB met at Margrit Adler's house 26 April and convoyed to Allerton Park for a picnic. We had four model 99s and one 900 in attendance. Our next meeting will be 2 pm, Sunday 24 May at 1507 W. University, Champaign with a maintenance, trouble shooting, and spring tuneup clinic, followed by a dip in our pool, weather and water temperature permitting. Margrit also reminds everyone to switch their heaters to the summer setting.

V-4 INTAKE MANIFOLD TORQUE & BRAKE LEAKS

In the Chilton's maintenance schedule, one of the items reads "check torque on intake manifold" or something to that effect. Do it! (and probably most of the other items.) If it does get loose, and they do, you will end up with some unplanned water injection, with the water seeping across the gasket to the gasoline intakes and going out the tailpipe. And you say you couldn't find that radiator leak.

Another hidden leak: If you have a perisitent brake fluid loss, and cannot locate it; and if you also happen to have a vacuum booster on the rear of your master cylinder ('69 and later 95/96s, all 99s), suspect the rearmost seal in the master cylinder. This problem was accompanied by "excessive pedal travel" in my 96. When I removed the master cylinder, I found nearly a quart of brake fluid lurking in the bottom half of the vacuum servo.

Another interesting and unsettling symptom of this condition is huge billowing clouds of white smoke out the tailpipe whenever you slam on the brakes. Apparently the pressure on your fluid-filled servo forces the excess fluid through the vacuum hose, and it gets sucked into the intake manifold.

Peter McLaughlin, Chicago, IL

LEAKING SONETT WIPER MOTOR REPAIR TIP

Any Sonett owner who has the hood off should check the windshield wiper motor for internal rust. The manufacturer provided a hole on top for water to enter (wiring hole) but no drain holes in the lower casing. Mine was rusted, but salvageable. I drilled two drain holes, used silicone around the wiring, and the motor works like new. The brush assembly for a '71 or newer is Lucas part no. 54701528, available from a Saab dealer.

Jim Hart, Fox Point, WI

Ed. Note: Tips on rusting Sonett wiper motors have appeared in the Newsletter before, but since it can be a very serious failure in certain circumstances, repeating it should be helpful. Getting the brush assembly and rebuilding the motor is also a good idea, as that is usually all that is wrong, and people often give up on an old motor that could be rebuilt and spring for \$150 or so for a new one when it was not really necessary.

Jeff Delahorne, ed.

MEMBER USES HOSE CLAMP TO INSTALL FREEWHEEL

When trying to slip the freewheel hub back into the freewheel sleeve, put a hose clamp around the hub and rollers and tighten to compress the rollers so you can slip the assembly back into the sleeve. You'll go crazy otherwise.

Jim Klippert, Moraga, CA

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SERVING YOUR SAAB PARTS NEEDS FOR 20 YEARS	
We Stock Parts For V-4's, 99's and 900's	
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Don't Hesitate-Call Now	216-354-5689
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V-4 CARBURETOR AND DECEL VALVE PROBLEMS

I have had several recent problems with my '74 Sonett's intake breathing. First the accelerator pump leaked gas all over the manifold, a simple repair utilizing the Capri/Bosch CTK 21 carb kit. There was no perceptible change in performance. I had a disappointing 26-28 mpg and rough idle, but at least now it did not look like it would burn up.

Further investigation revealed a vacuum leak in the deceleration valve. The manual says that if your decel valve screws up and you do not care about exhaust emissions, you can just block the hose going to it. This is bunk as the most likely way a decel valve will fail is that the diaphragm will crack. When this happens outside air is allowed into the manifold under the carb through the break in the diaphragm. The reason for this is that the bottom cover of the decel valve has holes in it to respond to varying pressures. Plugging the hose as per the manual accomplishes nothing. I could not find a new diaphragm, perhaps this is a Capri part. (Members have reported that an early '70s Capri decel valve will fit the V-4. Ed.) So I removed the decel valve and cut an aluminum plate to substitute for the diaphragm. You must pull the carb to do this. At least I had an adjustable idle, but still rough and on a subsequent trip of 650 miles gas mileage was still lousy, but improved; 32 mpg at 70 mph.

The car sat for six weeks then, and on my return it would not start--it was getting too much gas. Off came the carb and in went all the other parts from the Bosch CTK 21 which includes a new float valve, etc. Put it all together and it started right up for a few seconds. Then I noticed, with no air cleaner on, that the tube out the top of the carb float chamber was pumping gas like crazy.

The problem was the float itself. While handling it I had not noticed that it was half full of gas. The leak was so small as to be invisible, but by wiping it dry and then squeezing, one corner would dampen. I unsoldered the plug and carefully squeezed and squirted the gas out, then soldered up the plug hole and the offending corner and put it all back together. It runs pretty good now, although I am amazed that with all those things wrong that I have now fixed, that it doesn't take off like the space shuttle.

Robert Allen, Gainesville, FL

FRONT SPOILER FOR 96 AVAILABLE FROM SAAB

In the March Newsletter, Mark Welden wondered where to get a front spoiler for a 96. They are available from Saab dealers, part no. 00-21-998, price about \$75. Saab is also again (or still) selling Sport and Rally competition equipment for both V-4 and 99. Your Saab dealer should have a Sport and Rally catalog with most of the competition parts such as close ratio gear sets, limited-slip differentials, two-barrel carbs and manifolds, V-4 tuning kits, and more.

Jeff Delahorne, Duluth, MN

Late arrivals....

WANTED: Four-speed manual transmission for '75 99 LE, must Guarantee. Richard McKenzie, 5730 Denny Ave., North Hollywood, CA 91601, 213-760-0039.

WANTED: 99 three-door, four-speed, 1975-79; price depending on condition and year; only within 300 miles of Chicago. John Trzaskus, 355 First Court, Crystal Lake, IL 60014, 815-459-9097.

SVEN'S 2 TYPE
Tech Boog
STONE

IF YOU EVER HAVE TO REMOVE A DOOR, THIS TIP WILL PAY OFF!

STANDARD TOOL-HIT PLUG WRENCH FOR ALL EARLY SAABS!

SAAB'S PLANES #3-SAAB 91B "SAFIR"
3-SEAT TRAINER - LYC. O-435-A ENGINE - FLOWN BY SWEDISH, NORWEGIAN AND ETHIOPIAN A.F.S!

THE OLD-STYLE SPARK PLUG/LUG WRENCH IS THE PERFECT TOOL FOR REMOVING INNER DOOR NUTS ON OLDER SAABS.

96

DOOR HINGE ASSY.

SVEN'S THANKS TO: KARL RIEDEL, HUDDLESTON, VA!

DECARBONIZING CONTEST!

2-STROKE EXHAUST SYSTEMS ARE PRONE TO CLOG-RESULTS IN POWER LOSS. IF YOU HAVE A METHOD OF DECARBONIZING, SHARE IT WITH THE CLUB VIA "SVEN", 1567 N. OAKLAND, FAYETTEVILLE, ARK. 72701 YOU MIGHT WIN AN ORIGINAL HAND-DRAWN 2-STROKE TIP AND 3 BOSCH MITSTI SPARK PLUGS!!!!

DON'T PARK PARTS CARS ON TOP OF YOUR GAS, WATER, OR SEWER PIPES! THEY'RE HARD TO DIG THROUGH!

A LONG WIRE
THE COIL AND POINTS WIRES IN AN OLD 2-STROKE ARE BOTH OVER 3 FEET LONG- AND A TINY BARE OR FRAIED SPOT ON EITHER CAN CAUSE LOTS OF HASSIE! (THEY HAVE LOTS OF STUFF TO SHORT AGAINST.) KEEP 'EM BOTH WELL INSULATED- CLEAN! TIGHT!!

DICK G. ON MOTOR OIL CHANGES & DETROIT

Every once in a while some member writes us a few tips on Saab care, but among those good tips they will include a cockamamie notion like: "Mobil oil does last 25,000 miles, (because I left it in for 25,000) and it works fine." Baloney! You must change oil frequently, between 3,000 to 6,000 miles in order to flush out the contaminants, dirt, carbon, water, and metal chips. The oil which is millions of years old does last almost forever, but, no matter how much you pay for the oil, it will get dirty in use. Change your filter when it gets dirty, before it gets clogged. When the filter gets clogged, which is what it is supposed to do, the by-pass valve will open and the dirty oil will continue to circulate through the engine. That's bad.

I just received a copy of a list of service stations where do-it-yourselfers can deposit their old, dirty oil safely. The Illinois Institute of Natural Resources sent me a Chicago area list only. I urge the members of other states to send me or Jeff D. the list of your local oil collection stations, and hopefully Jeff might find room to publish it.

THREE MINUTES OF HATE--Well, I got another proxy notice of GM's annual meeting. As usual, I was pleased to exercise my rights (20) to vote AGAINST management because: among the 23 directors to be "elected," not one has an engineering background. Only one of them is an officer of a cement manufacturer. Another is Fisher III; big deal, you can inherit voting stocks, but you cannot inherit your grandfather's experience or talent! One of the new candidates for first time directorship is a woman in charge of the students fund at Wisconsin University's business administration school.

The rest of the big shots are directors of various drug manufacturers and banks, or some charity hospital. None appear to have any previous interest in the design and merchandising of auto for the public.

Dick Grotzman

Ed. Note: I will publish a list of oil collection centers if other members send them in. I'll wait a while and publish them all in one place along with those for Chicago that Dick sent in. It is important to dispose of used crankcase oil so that it does not harm the environment and can also be reused again after re-refining. Please do not dump used oil down the storm sewer.

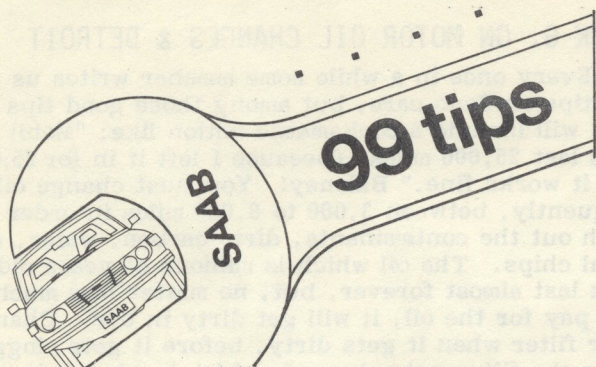
EDITOR/PUBLISHER'S REPORT--MAY 1981

In April we mailed out 2,896 newsletters, a new high since I took over last October. For the month of April we had 97 new members, 193 renewals, and a total of 479 pieces of mail. A few pet peeves: Phone Calls: As I have said in the past, I welcome phone calls, but perhaps I did not make it clear that the Saab Club office is the back bedroom in my home, and phone calls early in the morning or late at night are very disturbing. Please do not call before 8 am Central time in the morning or after 9 pm Central time at night. Additionally, I will not answer the phone at all on Sunday--one day off isn't too much to ask. I do not intend to restrict phone access to "banker's hours," but please be reasonable. "900 Tech' Sheets": Every month we get one or two letters from new members with 900s who complain that we sent them tech' sheets for the 99. We do not yet have any tech' sheets specifically for the 900. It is only a little more than two years old, and new "bugs" are still cropping up. In addition, the 900 is really just a 99 with a redesigned front end, and until '81 it used the same engine as the 99.

Jeff Delahorne, editor

CLUB LITERATURE AVAILABLE-- The Club has available a three-ring binder of about (this varies) 12 to 14 back issues, 12 tech' sheets, and a reprint of articles taken from 1975 to '78 newsletters for either the 99 or for 95/96/97. The 99 reprint is 32 pages and the 95/96/97 reprint is 20 pages. The three-ring binder with all these materials, (over 200 pages) is \$6.00, postage included. Please specify either 99 or 95/96/97 or both (still only \$6.00).

The reprints of '75-'78 articles are available separately from the binder with the 32 page 99 reprint for \$3.00, and the 20 page 95/96/97 reprint for \$2.00. We also have a 99 valve adjustment sheet by Barry Nash, a Sonett auxiliary light wiring diagram by Jim Hart, and a Delco alternator conversions sheet by Gary Thomas, any of which xerox copies are available for a SASE.



BY K.J. STRACK, PITTSBURGH, PA

CLUTCH SLAVE CYLINDER: Getting the rubber seal onto the piston while overhauling the clutch slave cylinder I found to be quite difficult. To simplify the job, slip the rubber seal over a short 3/8" ratchet extension rod. Then slide it up over the shoulder of the same rod. Then place the piston front end against the shoulder, and clamp the two together with a large C-clamp, tight. Put the C-clamp in a vise, and just work the rubber ring off the ratchet rod onto the piston. Naturally, use lots of clutch fluid to lubricate the whole job.

TIMING CHAIN: According to the Haynes manual, it is a sensible precaution to replace the timing chain on your engine after 30,000 miles. I would not necessarily just go out and do this on such a young engine, but people do tell me that a complete failure of the timing chain is likely any time after, say, 100,000 miles.

DIRT IN THE GAS: Since the fuel injection system is so sensitive to dirt ingestion, I try not to let the fuel tank level fall below about 1/4 full. When you do get down near the end of the fuel supply, any dirt rest on the bottom of the tank is much more likely to get sucked into the fuel line.

RAIN-X: Martin Berger reported that Rain-X is good stuff. My experience is that it is worthwhile having, though it doesn't work miracles. The main thing is do not pay too much--its advertised for \$10 in national magazines, but I paid \$2.29 at Mondaes in Pittsburgh. I would not pay anywhere near \$10 for it--it's not that great. Use only on exterior glass surfaces; the treatment seems to hold up for about two months.

INTERIOR LIGHTS: The interior lights in both my '73 99s stopped going on when the door was opened. The solution is to unscrew the two screws holding the switch in the door jam, then pull the switch out, till you can actually see the wire. In other words, be sure you have pulled the switch all the way out, not halfway. Then clear the corrosion off the switch contacts; I assume the best way to do this is to immerse in a hydrochloric (or other) metal cleaning solution.

ANTI-SEIZE ON HEADBOLTS: I know that the cylinder heads are aluminum, and that it is easy to strip threads while tightening up head bolts as a consequence, but I still did it. Now I use an anti-seize compound on the threads, but I doubt that torque wrench specifications mean much if you have used the compound. But still I recommend using anti-seize compound--those bolts are just dying to seize otherwise. By the way, the Newsletter previously stated never to use oil on those bolts in the aluminum head.

RUST IN TRIM STRIPS: Owners of senior Saabs know that one of the likely starting spots for rust is inside that plastic strip that goes around the wheel well. I have used silicone rubber both inside and outside to try to stop water from accumulating in there.

DOOR LOCKS: The stuff I like the best for door locks is CRC 5-56, winter or summer. You should not use graphite on exterior locks.

OIL DISTRIBUTOR: If you have never oiled the distributor, you should. The centrifugal advance mechanism will freeze up, sporadically at first, screwing up the timing (at first I thought the neighborhood vandals were playing with my timing--it never would hold its value after setting it, but it was sticking from lack of lubrication.)

GAS SAVERS: Finally, a comment on gas and gas savers. In Popular Science March 1980, it is reported in a lengthy article that in EPA tests of a bewildering variety of add-on gas saver devices that the number of successful products is zero point null. (*You mean "Fire Injectors" don't work? Ed.*) So don't even bother getting tempted. By the way, electronic ignition systems were not reported; some kinds of oil help fuel economy a few per cent.

ERRATIC 900 THERMOSTAT & SQUEAKY HEATER FAN

I am not the only Saab owner who has experienced an erratic thermostat. My '80 900 started getting progressively worse with the thermostat sticking closed, then finally popping open and functioning properly until the next cold start. Finally it failed to open until reaching the red zone on the temperature gauge. Examination of the thermostat showed metal gouges in the central core where it was rubbing against the surrounding bracket (engine side). Emery paper was used to smooth the core and round off the sharp edges on the bracket; silicone grease was used to coat all surfaces. In the month since this fix the thermostat operation has been normal.

A question: How to fix a squeaking heater fan motor? The motor on my '80 900 squeaks on all fan speeds but only when cold air is being circulated in the car. Cold ambient air coming in does not seem to matter. Spraying silicone lube into the intake while the fan was running did not help. Removing the motor requires pulling the dashboard and everything, so a tip on an easier fix would be greatly appreciated
Bob Swinehart, St. Paul, MN

OSCILLATING TEMP GAUGE: Regarding Neil Waxman's problem discussed in the April Newsletter, I had much trouble with a fluctuating temperature gauge in my '76 99. The problem was solved by tightening the battery ground cable as it connects to the engine.

W.F. Meiklejohn, Rocky Ford, CO

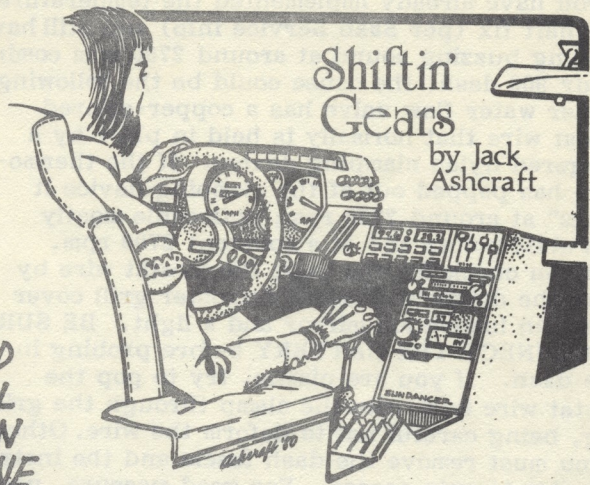
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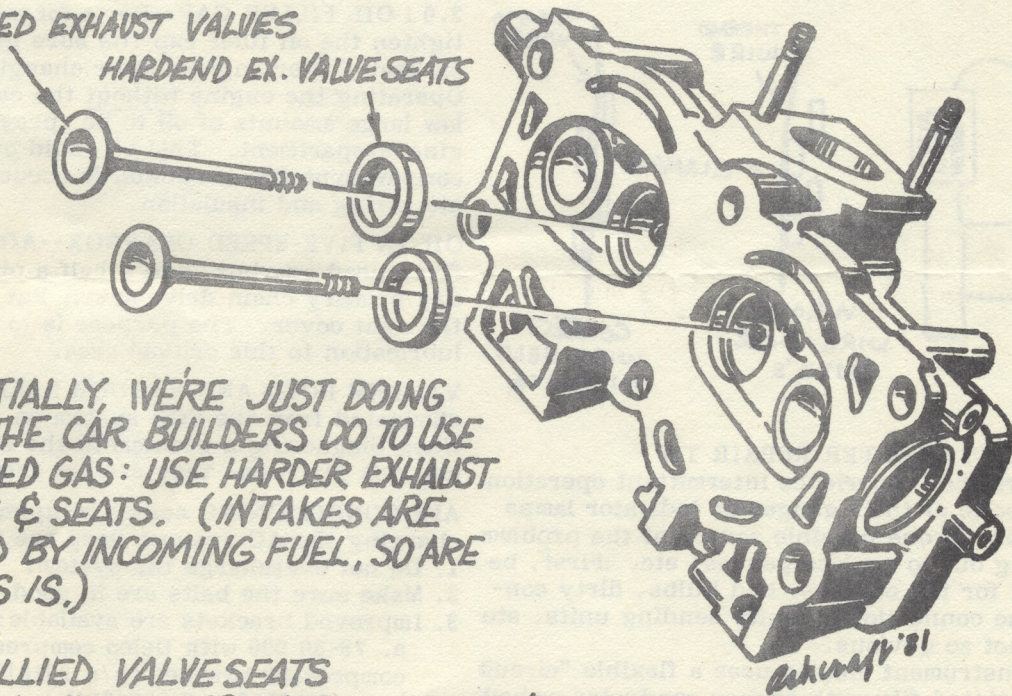
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USE UNLEADED GAS IN THE SAAB V4



LEADED PREMIUM IS GETTING HARD TO FIND. HERE'S A "FIX" THAT WILL LET YOU USE NO-LEAD PREMIUM IN YOUR V4 WITHOUT FEAR OF ENGINE DAMAGE.

HARDENED EXHAUST VALVES
HARDEND EX. VALVE SEATS



ESSENTIALLY, WE'RE JUST DOING WHAT THE CAR BUILDERS DO TO USE UNLEADED GAS: USE HARDER EXHAUST VALVES & SEATS. (INTAKES ARE COOLED BY INCOMING FUEL, SO ARE O.K. AS IS.)

USE ALLIED VALVE SEATS
NUMBER 218-7393, ABOUT \$7 EACH.
USE ALLIED VALVES (EXHAUST)
NUMBER 211-2169, ABOUT \$11 EACH.

THESE FIT LATE FORD V6 ENGINES, AND ARE AN INTERCHANGE WITH THE V4. USE LEADED PREMIUM WHEN YOU CAN FIND IT, OR UNLEADED PREMIUM WHEN YOU CAN'T!

RECOMMENDED DEALER: Lighthouse Motors, Inc., Route 6--Danbury Rd., Brewster, NY 10509. They also sell the 99 Brake tool that several readers mentioned they were having trouble locating.

Bob O'Rourke, New Milford, CT

ALTERNATE SOURCE FOR 99/900 OEM STEEL WHEELS Euro-Tire, Inc., PO Box 1198-G, Fairfield, NJ 07006 lists OEM steel wheels (5Jx15) to fit Saab 99s and 900s in their latest catalog; \$35.66. Toll-free 800-631-1143.

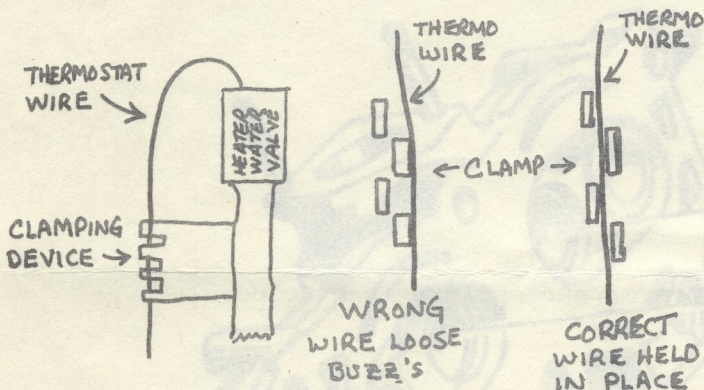
R. Panella, New Kensington, PA

SAAB CLUB MAY '81 5

HOW TO CURE BUZZING SOUND FROM 900 DASH

If you have already implemented the temperature control shaft fix (per Saab Service info) and still have an annoying buzzing sound at around 2700 rpm coming from your 900 dash, the cause could be the following. The heater water flow valve has a copper-colored thermostat wire that normally is held in place by a four-fingered nylon clamping device. If the thermostat wire has popped out of the clamping device it will "buzz" at around 2700 rpm; noticeable mostly through shift points and at a constant 2700 rpm.

You can check for the loose thermostat wire by removing the driver's speaker/defroster grill cover and using an inspection mirror and a light. **BE SURE TO DISCONNECT THE BATTERY** before probing inside the dash. If you are nimble, try to pop the thermostat wire back into the clamp through the grille opening, being careful not to deform the wire. Otherwise, you must remove the dash fascia and the instrument cluster to gain access. For good measure, use a cable-tie to more permanently secure the thermostat wire in the clamp. The cable-tie can be cut later if removal of the thermostat valve is ever necessary.



900 INSTRUMENT CLUSTER REPAIR TIP

900 owners that experience intermittent operation or failure of some of their gauges or indicator lamps should be aware of one possible source of the problem before rushing out to replace gauges, etc. First, be sure to check for the obvious: bad bulbs, dirty connections, loose connections, faulty sending units, etc. Now for the not so obvious.

The 900 instrument cluster uses a flexible "circuit board" (blue-tinted film with copper conductor embedded) to route power and signals from the two main edge connectors, one on each side, to the various gauges and indicator lamps. A microscopic break in the copper conductor can occur where the flex-circuit makes sharp bends, such as where the edge connector and flex-circuit mate, and other corners. Unfortunately, proving that this is or is not the source of the problem involves removing the cluster. **Warning:** this is not an easy job, but can be done; otherwise take your car to the dealer or a skilled mechanic.

If you intend to investigate further, here are some tips. Be sure to disconnect the battery first. Remove the dash fascia (cover). This includes four very long screws, the radio, switches, heater linkage etc. Disconnect the cables and/or hoses at the back of the instrument cluster and unscrew the cluster from its mounting support. With the cluster removed first check for visible kinks and cracks in the flex-

circuit. Next use a pin or similar piercing-tip device and a common low-voltage continuity tester to check more closely for breaks. On the suspected trace, gently pierce through the protective film to the conductor below. Place one tip of the continuity tester at the very beginning edge of the trace (at the edge connector) and the other at the very end where it connects to the gauge or lamp. The tester should light-up indicating electrical continuity. If no continuity is indicated, make sure you have pierced through the film. If still there is no continuity, there is probably a break in the conductor and this is very likely the source of the problem. Having rechecked the trace, replace the flexible circuit board and re-install the cluster, fascia, etc. If you did not find any breaks in the flex-circuit board, and the gauge still does not work, then the gauge is probably bad.

Those with electronic circuit board experience can repair any breaks in the circuit board, but this is not a task to be attempted by novices.

R. Panella, New Kensington, PA

APRIL SERVICE TIPS FROM SAAB-SCANIA OF AM.

2.0 L OIL FILLER CAP--Don't forget to replace and tighten the oil filler cap (be sure gasket is in place) on Saab 2 liter engines after changing or adding oil. Operating the engine without the cap in place will allow large amounts of oil to be sprayed around the engine compartment. This oil could cause an engine compartment fire if allowed to accumulate and saturate wiring and insulation.

OIL IN FIVE-SPEED GEARBOX--After rebuilding a five-speed gearbox, add a half a pint of oil to the dry primary chain drive area. Put this oil in through the vent cover. The purpose is to provide immediate lubrication to this critical area.

VACUUM HOLD AND VACUUM RELEASE valves are eliminated from the EGR system on 1981 engines. When diagnosing a problem in the EGR system, do not look for them--they are not there.

AIR CONDITIONING season is upon us. When recharging the AC systems keep the following in mind:

1. Do not overcharge the system.
2. Make sure the belts are in good condition and tight
3. Improved brackets are available:
 - a. 79-80 900 with Delco compressor: two-piece compressor bracket (p/n 9316126, 9316118 plus bolts 7965569 and 8084014).
 - b. -1978 99: Back idler/top brace kit (p/n 0268 391).

FIVE-SPEED GEARBOX SHIM--The 0.50mm shim required on M80 five-speed gearboxes below #406793 to limit shift selector travel must not be installed in gearboxes above #406793. If used on higher numbered gearboxes, incomplete engagement will cause jumping out of gear under load.

H-ENGINE OIL FILTER--Use oil filter 9309576 on 1981 Saabs with the H-engine. Filter 0204495 can be difficult to install depending upon manufacturing tolerances.

GM SPEC. POWER STEERING FLUID is the same fluid as Texaco TL4634, the recommended fluid for Saab 900 power steering.

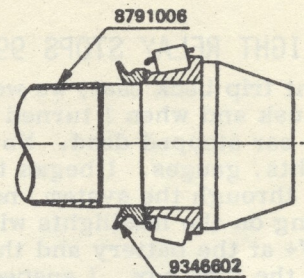
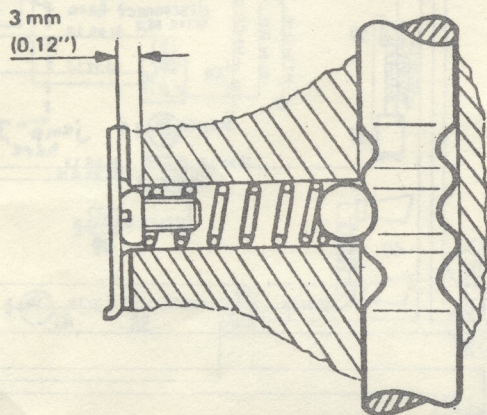
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Service Information

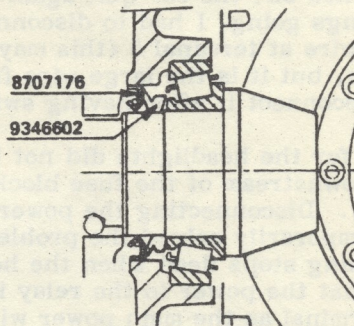
JUMPING OUT OF GEAR, 4 & 5 SPEED TRANS.

If, in spite of correct longitudinal adjustment of the gear lever housing, gears continue to jump out of engagement, modify the transmission shift detent as follows:

1. Remove transmission case cover holding the spring and detent ball against gear selector rod.
2. Tension the spring by fitting a suitable screw with 3mm head or a 3mm washer between cover and spring. See illustration.
3. Replace transmission cover.



3. Reassemble the pinion shaft, housing and governor following the procedure in Sec. 4, page 472-18 of your 1975-1980 99 Service Manual. The following illustration shows the assemble positions of the seals.



Thanks to Mr. Daniel L. David, Manager of the Technical Services Dept. of Saab-Scania of America, for making Saab Service Tips and Bulletins available.

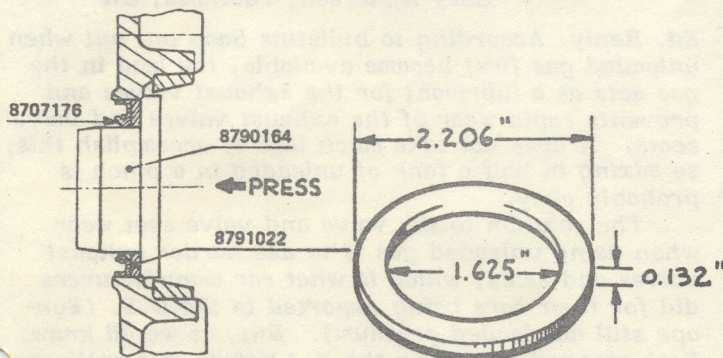
NEW PINION SHAFT OIL SEAL, TYPE 35 AUTOMATIC TRANS.

An improved pinion shaft seal (p/n 9346602) has been made available for the Type 35 automatic transmission used in Saab 99 and M79080 900 models.

The new seal is a V-ring design and replaces one of the two seals (8707176) previously used. A new distance piece (spacer) 8791022 must be used with installing tool 8790164 to properly position seal 8707176 so that the new seal will seat against it correctly.

PROCEDURE:

1. Press seal 8707176 into the pinion housing using tool 8790164 and distance piece 8791022. Be sure the seal lip faces toward the automatic transmission.



2. Place centralizer (seal protector) 8791006 on the pinion shaft. Lubricate new type seal 9346602 and slide onto the pinion shaft with the thick portion against the pinion bearing.

OVERZEALOUS CLEANING CAUSES 99 AIR LEAK

After performing some general maintenance on the engine of my 1972 99E, which included cleaning the inside of the intake manifold, I found that the idle rpm of the engine was much too high and could not be brought down to its proper level. I became convinced that unauthorized air was somehow entering the engine. After worrying about the intake manifold gasket, auxiliary air regulator, etc. I found that the air was getting past the throttle valve even though the valve was completely closed. The valve was not closing tightly due to wear.

This was determined by the following simple test: The air cleaner was removed and I placed my hand tightly over the opening of the intake manifold while the engine was idling. This killed the engine. It seems that the residue on the walls of the manifold caused the problem. Possible solutions included replacing the manifold and throttle with either new or used parts. Instead I simply lightly coated the wall of the manifold and the periphery of the throttle valve with silicone gasket compound. I assumed that should any of this be drawn into the engine it would not cause any damage. After a year and a half, all is still well. There may be a moral here about being too enthusiastic about cleaning the engine.

Kit Hanes, Spokane, WA

Late arrival.....

WANTED: One Sonett steel wheel with 4½" wide rim.
Steve Parsons, Washington, IL, 309-694-6588.

SHORTED HEADLIGHT RELAY STOPS 99 DEAD

On our recent trip back east, we were driving our 1971 99E about dusk and when I turned on the headlight switch, the car stopped dead. No power to anything, radio, lights, gauges. I began tracing power from the battery through the system, not immediately connecting turning on the headlights with the problem. We had 12V+ at the battery and the starter, but not anywhere on the fuse box. I suspected the master power relay, but there was no power to it either.

I disconnected the main power wire to the fuse block coming from the starter and found I had 12V+ with the wire disconnected. I reconnected it and the car started and ran normally, but when the light switch was turned on, the car quit again. I found that to get things going, I had to disconnect the grey power supply wire at terminal 5 (this may vary on different years, but it is the large wire from the starter) and reconnect it after having switched the lights off.

The fuses for the headlights did not blow indicating no short downstream of the fuse block, so it had to be the relay. Disconnecting the power supply wire to the relay temporarily solved the problem. The reason everything stops dead when the headlight relay shorts is that the power to the relay is connected to the same terminal as the main power wire from the starter. There is no fuse isolation in that part of the headlight circuit so when there is a short, the headlamp fuses do not blow.

The temporary solution to get home with some headlights when it is dark is to disconnect wire #142, grey, from terminal five on the fuse block; this takes the headlight relay out of the circuit. Then jump a wire from terminal 9, 10, or 11 of the fuse block to terminal one or two where the headlights are. The reason to use terminals 9, 10, or 11 is that they only have power when the ignition switch is on, so your jury-rigged headlight system will go off when you turn off the key. You still have to remember to turn on the running lights with the switch.

I hope this helps someone else who might have this problem some day. It sure took Carolanne and me a while to figure it out. It also shows the value of taking such basic tools as a continuity tester along on trips away from home.

Jeff Delahorne, Duluth, MN

NEWSLETTER HELPS MEMBER FIX 99 FAN MOTOR

The Newsletter has saved me much time and money on my '78 99, especially on my Electrolux cooling fan motor. It started blowing fuses and I was told I would have to replace it at \$140. By following the 1978 tech' tips from John Fog it took me about one hour to fix it and save the bucks.

Rich Koch, Tacoma, WA

SAAB import motors, inc.

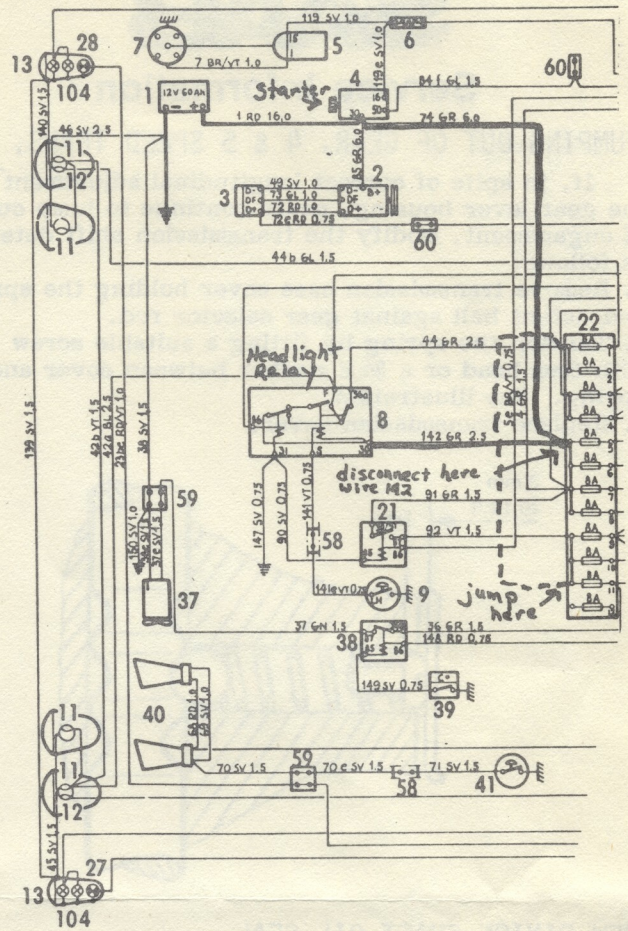
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WIRING DIAGRAM, CARS FOR USA EXPORT MODEL 1971,

NO-LEAD GAS IN A V-4? The major gas companies, in California, at least, have phased the lead out of their premium gas, which leaves me with a choice of no-lead premium or low-lead regular. The low-lead regular, I am told, will soon be phased out in favor of no-lead regular, leaving a choice of no-lead regular (88 octane) or no-lead premium (92 octane).

I am trying to find out what effect the lack of lead will have on my two 96 V-4 engines, and what, if anything, I can do to counteract any adverse effects.

Gary Andersen, Petaluma, CA

Ed. Reply: According to bulletins Saab put out when unleaded gas first became available, the lead in the gas acts as a lubricant for the exhaust valves and prevents rapid wear of the exhaust valves and valve seats. It does not take much lead to accomplish this, so mixing in half a tank of unleaded in a pinch is probably okay.

The solution to the valve and valve seat wear when using unleaded gas is to use harder exhaust valves and seats; which is what car manufacturers did for their cars being exported to the U.S. (Europe still has leaded premium). But, as we all know, Saab stopped importing the V-4 before this really became a problem, so V-4s have the "old-style" exhaust valves and seats. For a solution to the problem, see Jack Ashcraft's article on page 5 of this issue.

Jeff Delahorne, ed.

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99 POWER STEERING PREVENTATIVE MAINTENANCE

Saab does not mention any maintenance schedule of the power steering unit (also called servo pump) on 99s. I recommend that the power steering fluid be changed every couple of years. I have seen a few 99s develop oil leaks past the pump seal which, in my opinion, is due to "worn out" power steering fluid.

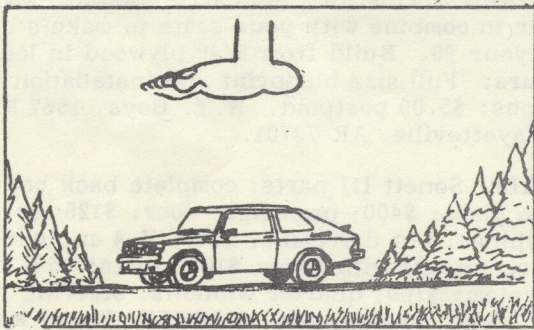
Automatic transmission fluid is used in the pump and the additives plus anti-friction properties of this fluid can "wear out" after continuous use. This is especially true is you do much parking in tight parking places when the servo pump works hard. Once the additives in the fluid wear out, the pump seals start to deteriorate because the fluid no longer is doing the job of keeping the seals pliable and lubricated.

Since servo pumps are expensive, even for a rebuilt unit, the best bet would be preventative maintenance, by changing the fluid. Run the engine for about ten minutes and make a few extreme right and left turns, and when the power steering fluid is warm, remove the old fluid (engine off) from the reservoir with a suction gun. Replenish reservoir with the required 1.3 U.S. quarts of automatic transmission fluid, For Qualification M2C33F ONLY.

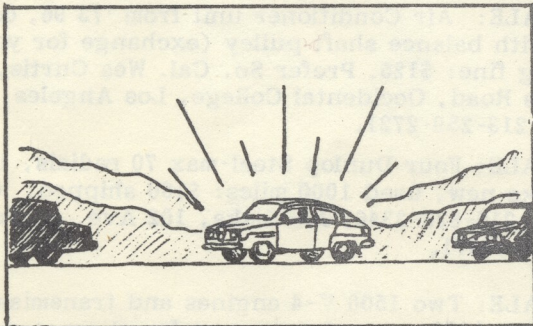
For power steering pumps that already have slight leaks, you can try to change the fluid and add some automatic transmission "stop leak" which is marketed by a number of manufacturers. This helps to "blow up" the seals and often makes hardened seals more pliable and therefore stopping small leaks. Make certain never to use more than 2 oz. of "stop leak" in the pump, since too much of this stuff can cause other problems.

Thomas Major, Queens, NY

ANDY SAKSA's WHIMSICAL "VIEW OF SAABS"



Volvo driver's view of SAABS (stamp out)



SAABer's view of SAABS (stand out)

A. Saksa

99 TEMP. GAUGE & MUFFLER ADDITION TIPS

The April Newsletter had a letter from Neil Waxman regarding a problem with his temperature gauge. He did not identify the model of his car, but perhaps my experience with a '74 99LE would be pertinent. The gauge operated erratically, and replacing the sending unit did not help. A mechanic at a Saab agency that is no longer operating told me to remove the instrument panel, find two brass nuts at the back and tighten them. The nuts are pressed metal, not solid. I do not know what they are hooked up to, but that fixed the problem.

Another item: A couple of years ago we acquired a '78 99GLE with oxygen sensor in the manifold, catalytic converter, and single muffler mounted cross-wise under the rear seat. This car had a loud exhaust resonance at about 30 mph in third gear (auto. transmission) and also at corresponding engine speed in lower gears. This irritated me, especially as the old '74 was much quieter, so I installed a 12" glass pack muffler blank (J.C. Whitney #22-5029Y at \$10.98). This takes care of the resonance very nicely, although it does not do much for other speeds. Just behind the rear axle there is a straight section of tailpipe from which a 9" section can be cut, while still retaining the bends. Then another 3" section was cut from the remaining tailpipe, and the two pieces were welded together. Connections on the muffler are 1 3/4" and just fit.

I have a question about the electronic ignition on the '78. I have a factory manual which describes the operation and replacement very well, but I do not find a word about testing. I have not had any trouble, but if I did, how would I tell if it was in the distributor or in the black box? Does one just have to change them and see what works?

Ralph Tiede, Granville, OH

99 OIL PRESSURE SENDER, FUEL FILTER PARTS

I had an oil pressure sensor fail on my '75 EMS, and found a NAPA replacement for \$1.98. Just look for a 1/8" pipe thread and a proper type electrical connection. I picked a sensor with an 8-12 psi threshold (rather than the 1-3 psi Saab uses) for safety. Also the VW Rabbit fuel filters are available from NAPA for about \$7.00 and require only a change of fittings (use fittings from old filter) to fit the Saab CIS.

Also the Sears oil filter #45176 fits the Saab 99 and V-4 and has worked fine for 80,000 miles on the 99, and 50,000 miles on a V-4. These can be bought for as little as \$1.50 on sale.

Doug Marble, Pittsfield, MA

SAAB import motors, inc.

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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 per column inch, two inch maximum. We will delete all unnecessary superlatives and abbreviate where possible. Please enclose sufficient funds with ad copy, we will NOT bill.

FOR SALE: 1967 Sonett II 2 stroke, #000120, rebuilt engine, new tires, brakes, battery, am-fm stereo cassette. Needs restoration: \$3000 or best offer. Jay Arruda 13363 Tolton Ave., Corona, CA 91720, 714-371-6028.

FOR SALE: 1968 Sonett V-4; 50,000 miles, near new condition, no rust, white with very good original black interior. Five good Pirellis; completely maintained, never hit; photo available: \$3400. Frank E. Goddard, 2861 Santa Anita Ave, Altadena, CA 91001, 213-798-2089 anytime.

FOR SALE: 1973 Sonett, 28,000 miles, new tires, clutch, Die-hard battery, sun roof included, MSS exhaust: \$4000; Also 1973 Sonett, 50,000 miles, sway bars, Bilsteins, black lacquer paint, new Michelin XAS tires, MSS exhaust, all in very good condition \$4500; Also 1972 Sonett, green with different color hood, 70,000 miles, some rocker panel rust, good radials: \$2500 including sunroof not installed. Also 1972 Sonett parts car: \$400. Ken Virgin, 215½ W. 9th Ave., Huntington, WV 25701, 304-522-7603.

FOR SALE: 1974 Sonett, sunset yellow, very good condition, A/C, FM cassette stereo, digital clock, new Michelin tires and exhaust system, complete shop manual, about 63,000 miles: \$4000 or best offer. Warren Saunder, 3417 Hickory Hills Dr., Oakton, VA 22124 703-620-4173 home, 703-471-3002 work.

FOR SALE: 1971 Sonett, blue with black hood stripe, very good shape inside and out. Two new Michelin tires and more: \$3500. A.T. Groves, 8 Aloha Drive, Pacific Palisades, CA 90272, 213-454-5367.

FOR SALE: 1972 Sonett, Weber 28/36 carb and extractor exhaust give excellent performance as well as mileage (25/38). Body very good, trans. recently rebuilt: \$3000. Paul Tarczy, 752 San Felipe Ave., San Bruno, CA 94066.

FOR SALE: 1959 Model 93 with suicide doors, 34,000 miles, garaged winters. All original; rare model with factory installed sunroof; very good condition: \$3395 For information write: Mike Raflowitz, RFD 3, Pier 3 #24, Laconia, NH 03246.

FOR SALE: 1965 Monte Carlo, newly rebuilt engine, good original condition, needs minor fender work, with many engine spares: \$1000 or best offer. John Hallen, Rte. 2, Box 593, Grand Rapids, MN 218-326-4482.

FOR SALE: Two-stroke collection, includes three cars: 95, 96, and 93 plus too many parts to list. For complete list and pictures send \$2.00 and SASE to Bill Cook, 990 4 Mile NW, Apt. 1 C, Grand Rapids, MI 49504. Will trade everything for nice 99 or Sonett Delivery possible for expenses.

FOR SALE: 1968 96, 94,000 miles, 5,000 on trans., new clutch, no rust; should have distributor replaced \$1000 or best offer. Gordon Morris, 309-454-3747, 70A Northmeadow Village, Normal, IL 61761.

FOR SALE: 1971 96 plus extra parts. Complete and restorable, but not driveable: \$400. Arden Morris, RD 6, Box 565, Irwin, PA 15642, 412-863-2106.

FOR SALE: 1971 96, tan, good body engine, and interior, includes factory air conditioner, no keys: \$150; Saab bed kit, in original box: \$30; V-4 engine minus carb and starter: \$50. Larry Picarello, 424 Mountain Rd., Pomona, NY 10970, 914-623-1119 days, 914-362-0549 eves.

FOR SALE: 1972 96, body in good condition, mechanically sound, freewheel needs fixing, original owner: \$650. Al Salati, Rte. 5, RD #1, Canastota, NY 13032 315-697-2915.

FOR SALE: Four super trick "Streaker" race wheels, 7" wide by 13" diameter with 4½" offset with Firestone 20x9.5x13 race tires. Total weight 18 lbs each. Look like Centerline wheels, will fit stock Saab five lug pattern: \$400. Jay Arruda, 13363 Tolton Ave., Corona, CA 91720, 714-371-6028.

FOR SALE: Parting out '67 and '72 96s and '68 97. Body parts and mechanics. Body parts \$25--\$75, Sonett parts to \$500. 1700 engine with rod knock; many misc. and also some 3 cyl. parts. No trans. I will buy 95-6-7s in my area or will part out at your site up to 100 miles away. Write or call eve's, Dirk DeLu, PO Box 1138, Ben Lomond, CA 95995, 408-336-2407.

FOR SALE: Parting out 1962 95 and GT 850. Striping both of useable parts before sending the hulks to the crusher/ Write your needs. Also SLEEP IN YOUR SAAB--Plans for the Scarce "Bedkit" wooden subfloor to combine with your seats to make a double bed in your 96. Build from 3/4" plywood in less than two hours. Full size blueprint and installation instructions: \$5.00 postpaid. W.T. Boys, 1567 N. Oakland, Fayetteville, AR 72701.

FOR SALE: Sonett III parts: complete back body section, no glass: \$400; passenger door: \$125; transmission, whines, but driveable: \$200; V-4 engine: \$100; Five steel wheels with tires: \$150; seats: \$50; headlamp system: \$100; quarter windows, steering rack, column, dash, heater, etc. WANTED: Weber manifold and linkage for Sonett III. Steve Sancho, 6519 Beverly Ave., McLean, VA 22101, 703-893-3683.

FOR SALE: Air Conditioner unit from '73 96, complete with balance shaft pulley (exchange for yours) working fine: \$125. Prefer So. Cal. Wes Curtis, 1600 Campus Road, Occidental College, Los Angeles, CA 90041, 213-259-2721.

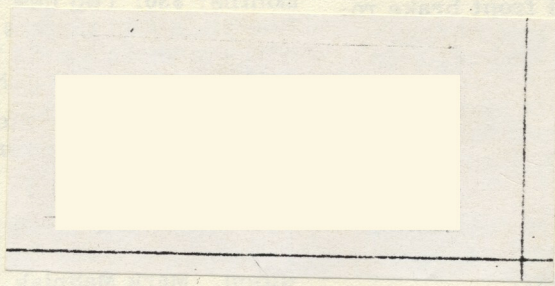
FOR SALE: Four Dunlop Steel-max 70 radials, 175/70 x12, like new, used 1000 miles: \$160 shipped. Call Joe Jr. 215-826-3346, Joe Siska, 102 Ave. A, Palmerton, PA 18071.

FOR SALE: Two 1500 V-4 engines and transmissions, both from 1970s, complete except for alternators. Have driven both, in good condition. \$475 ea. FOB plus \$25 crating if shipped. Bob Mitchell, Linwood, NJ 08221, 609-927-4613, 5-7 pm.

- FOR SALE: Used V-4 parts from '67-68 V-4s; speedo cable, fuel gauge, front parking light housings, jack Solex carbs (need overhaul), also heater fan motor, core, heater cables, headlight housings, '96 rear tail-light housings, and more. \$1.00 and up, must under \$15, plus shipping. Also Clarion am/fm stereo, no tape: \$55 plus shipping. WANTED: Factory workshop manual for 1977 99, and set of front brake rotors for 95/96, must be excellent. Eric Killinger, 974 Grandview, Boulder, CO 80302, 303-444-6420.
- FOR SALE: Capri 2.8 liter V-6, bolts up to V-4 transaxle. Sell for best offer or trade for good V-4. Bill Littlefield, 101 Grennan Rd., W. Hartford, CT 06107, 203-521-3404.
- FOR SALE: Service manual for 95, 96, and Monte Carlo, '67 to '70: \$25 post paid. Phillip A. Guerra, 233 12th St., Santa Monica, CA 90402.
- WANTED: Sonett III headlight buckets, damaged or undamaged, with or without crossbar. Also radiator, and hardware for lights and auxiliary lights. Betsy Reed, 2926 Faulkner Pl., Kensington, MD 20795, 301-933-0957.
- WANTED: Any and all parts for 96 V-4 air conditioning system, except evaporator assembly. Send items and prices to M. Tarr, Box T, Catlin, IL 61817.
- WANTED: 1970-72 95 in good condition, low miles preferred. Up to \$1000. Kevin Milaeger, 1003 Orchard St., Racine, WI 53405, or call eve's 414-634-5071.
- FOR SALE: 1978 99 three-door Turbo, am/fm cassette silver, new Michelins, 32,000 miles, Cibie lights, very good condition, must sell: \$7500. Karly Rieden, PO Box 622, Tahoe City, CA 95730, 916-525-6411 eve.
- FOR SALE: 1978 99 EMS, 32,000 miles, cruise control, factory shop manual, spare oxygen sensor, fog lights trailer hitch: \$6000. Peter C. Todebush, 1136 Tiegen Drive, Hayward, CA 94542, 418-881-8741 mornings.
- FOR SALE: 1972 99, two liter engine, new clutch, trans, exhaust, gas shocks. Interior is good, body is very good, new paint. am/fm cassette stereo: \$1500. Robert Rosser, 1270 Second St. Pike, Richboro, PA 18954, 215-357-2062.
- FOR SALE: 1971 99, two-door, new tires and trans., runs well, needs brake work: \$650. Ken Cowdery, 704 W. Front, Bloomington, IL 61701, 309-829-4286.
- FOR SALE: 1971 99E two-door, four-speed; 1.7 liter freewheeler; engine and trans. sound, body not pretty, but solid (driver's door dented); needs various minor work: \$950 with new Vredestein tires, \$750 with old tires. Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804, 218-525-3253.
- FOR SALE: From '72 99, R/L front windows and hardware; R/L rear windows and hardware; R/L rear side panels (green), hood, windshield wiper motor and blade assembly. Best offer. Terry King, 525 W. 5th St., N. Little Rock, AR 72118, 501-372-3033.
- FOR SALE: One pair of new tie rod ends, will fit '69-'73 99s: \$12 for the pair. Also two silver faced "Bolder Tints" that have "SAAB" in black letters, for any 99: \$5 each. Don Kaap, 1120 Williams, Apt. A6, Westmont, IL 60559.
- FOR SALE: '74 99 engine: \$325; '74 four-speed trans. \$395; GLE wheels: \$65 each; '71 95, good body, needs engine installed: \$395; '68 95, good engine and trans.: \$250; plus many other parts. Dennis Sweeney 207 E. Church St., Ligonier, PA 15658, 412-238-2163.
- FOR SALE: Starter solenoid for '75 99, used two months: \$30; Two new front rotors for '75 99: \$30; Two black EMS mirrors for '75 99: \$10; one new catalytic converter for '78 Turbo: \$325. Jim Schaffer, 2966 Greenridge Rd., Norton, OH 44203, 216-825-4103.
- FOR SALE: Trailer hitch for 1976-80 99 sedan: \$30. Peter Wood, 4502 Sentinel Pass, Madison, WI 53711, 608-271-4623.
- FOR SALE: One Pirelli CN36, 175/70HR15: \$75 inc. shipping, or trade for 99 front spoiler in good condition. Mark Maliniak, PO Box 231, Sheppton, PA 17921.
- FOR SALE: Pirelli P-6, 195/60HR15, used as a spare; has approx. 40% tread life remaining, about 5-10,000; \$60 plus \$5 shipping. Also 3 cans of Castrol LMA brake fluid, free-going to silicone. Josie Maymon, 251 Summit Ridge Dr., Nashville, TN 37215.
- WANTED: Back issues of the Saab Club Newsletter; all of '77, all '78, and Jan and March '79. Will pay 50¢ per issue. K.J. Strack, 1976 Berkwood Drive, Pittsburgh, PA 15243, 412-221-3732.
- WANTED: '75 99LE two-door LF inertia wheel seat belt, complete. Will take front pair if necessary. Later model belts ok if fit the same. FOR SALE: '70 99 parts; four headlamps: \$5; L&R front turn signal lamp assembly and lens: \$10; two outside mirrors: \$10; and one bumper guard, good cond., except lightly sand pitted. R.B. Cady, 681 Benvenue Ave., Los Altos, CA 94022, 415-948-3813.
- WANTED: 99 headliner for 1974 EMS two-door ('72-'79?) with two side foam panels: \$100 or ? Jack Poisson, PO Box 1076, Wilmington, NC 28402, 919-762-2620.
- WANTED: Upper and lower track control arms for '74 99LE, right side. Will Pay \$50 or ? for complete units Also wanted: one pair good used (inexpensive) front shocks and rust-free right front fender for same vehicle. John Call, 42 Day Ave., S. Hamilton, MA 01982 (no telephone).
- WANTED: For 1980 900, chrome beauty ring for 14 in. rim. Call collect, Dennis Seifert, 312-377-0152, 830 W. Main St., Charles, IL 60174.
- WANTED: For '77 EMS, mag-type wheel in reasonable condition, exhaust head pipe, halogen hi-lo conversion lamps. Scott E. Heller, 62 N. Virginia Ct., Englewood, NJ 07632, 212-725-8100 work, 201-567-7717 home.
- WANTED: Headrest cushions and red covers for front and rear of '78 99: \$50 + depending on condition. Dennis Puglisi, 1376 Broadway, San Francisco, CA 94109, 415-441-2902.
- WANTED: Automatic transmission for '72 99E, up to \$200. FOR SALE: hood, trunk lid, seats, rear axle for same. Steve Hewett, 2216 Reynolds Ave. SW, Cedar Rapids, IA 52404, After 6 pm 319-365-6471, days 800-553-8411, ext. 677.

Please use knife/letter opener

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1980 SAAB RALLY CHAMPS LEAD IN PRO-RALLY

Saab Press Info: With four rallies already completed in the 1981 SCCA Pro-Rally Series, the 1980 Production Class champions, Jon Davis and Harry Ward, already have a commanding lead in their Saab 99. They have won their class in three of the four events run so far, and finished second in the fourth rally, for a total of 75 points.

Veteran rallyists both, Davis, from Houghton, MI; and Ward, from Toledo, OH, not only are first in Production Class, but have consistently finished in the top 10 in each event against much more highly-powered and modified machinery.

Pro-rally is one of the most grueling motorsports, with 10 to 25 special stages and a total length of 300 to 400 miles. On the special stages the cars are started at one minute intervals and run, as fast as possible, on barely passable mountain or forest roads closed to all other traffic.

While Open Class entrees in the Pro-rally series are generally heavily modified and strengthened vehicles with racing engine, the Production Class only allows modifications for the sake of safety.

SCANIA BUSES TO BE TESTED IN NORWALK, CT

Scania press info: Three Swedish-make Scania buses are expected to be in use in the city of Norwalk, CT, by June of this year. The buses, manufactured by the Scania Division of Saab-Scania AB, will be leased to the Norwalk Transit District under a grant from the Connecticut Dept. of Transportation.

Under the terms of the agreement, the Scania 112 buses will be leased to Norwalk for one year. Scania wanted to test its buses against American-made vehicles in a city small enough for the difference between vehicles to be clearly noticed. Norwalk was selected because the location is convenient to Saab-Scania of America's main office in Orange, CT.

The Scania 112 transit bus range is available as single decker, double decker, and articulated "pusher." All three versions are based on the Scania BR 112 transit bus chassis equipped with a rear mounted, transverse, turbo-charged engine. The power plant meets all U.S. emissions standards.

According to Norwalk transit officials, some of the expected advantages with the Scania buses are: a 30 percent increase in fuel economy; a noise level as low as that of a passenger car; better turning radius, allowing for more maneuverability on smaller city streets; and a longer life span of certain parts.