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Consultants: Dick Grossman, Jack Ashcraft, Carolanne Curtis, Andy Buc, Ted Tucker

MEMBERSHIP/SUBSCRIPTION

Newsletter #88, our 71st 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, 40¢ one issue.

Always specify: 96, 97, or 99/900 for appropriate tech' sheets.

SOUTHERN CALIFORNIA SAAB CLUB--will hold an EFI clinic for 99's at Masada Motors, January 31st at 1 pm. Jerry Krakowski will demonstrate EFI test equipment and explain how the system works and how you can help keep it working. For all those attending with EFI systems, Jerry will set your fuel pressure. Cost is \$2 per person to help add to the club treasury. Masada Motors is located at 6749 Vineland, North Hollywood 213-760-3503. For additional info call Paul Florance, 213-438-3257.

MINNESOTA SAAB CLUB--has changed their meeting schedule to the first Thursday of each month, 8 pm at the Shakey's at Larpenteur and Snelling. The next meeting is Feb. 4.

DELAWARE VALLEY SAAB CLUB--will hold its first meeting Feb. 28, 3 pm at the Aspen Restaurant, Rt. 202 in King of Prussia, PA. Anyone interested is invited to attend. For more information, contact John Bolehalla, 215-277-1297 after 6 pm.

MINNESOTA SONETT CLUB--will hold their next meeting at the Int'l Ice Racing Ass'n race at Forest Lake, MN on January 31. The showroom stock race is at 10:30 am, with the modified race beginning at 1:30 pm. The MN Sonett Club will have a parade lap during the lunch break--meet at the track at 12:30. For more information, contact Warren White, 715-483-3010.

SOUTH CAROLINA SAAB CLUB-- anyone interested in starting a So. Carolina Saab Club, contact Larry Simon, 10 Chapman Ave., Isle of Palms, SC 29451, 803-886-8487.

CENTRAL ILLIANA SAAB CLUB--January meeting will be past when the Newsletter is mailed. For info on upcoming meetings, contact Margrit Adler, 356-9244.

COLD WEATHER CAR ADVICE FROM THE ARCTIC

Since the rest of the nation has gotten a big taste of the kind of weather we usually keep for ourselves here in Minnesota, I thought I would offer some cold weather Saab tips.

First of all, keep your Saab tuned properly with fresh spark plugs, good points, clean plug wires, etc. Everybody mouths this platitude, but many people still forget about it, and blame the battery instead. All the engine's systems are stressed when it gets cold, and a sub-par ignition system is often enough to make the difference.

Secondly, check the battery terminals for corrosion or bad connections. At 0°F the battery has only about 50% of its normal capacity while trying to do twice the normal work. Any current drop in the cable connections will do you in. If you have to get a new battery, the bigger the better. Do not settle for a smaller battery because a salesman says it's the size specified. Physical size is all that counts! Measure your battery tray and get the size that will fit that and still have the correct terminal placements. If it's really cold, put a trickle charger on your battery for the night, or bring your battery indoors. Trickle chargers are the kind that charge at a very low rate, only a few hundred milli-amps per hour. This makes overcharging impossible and permits you to leave the charger on the battery all night, keeping it at full charge. Many automatic battery chargers have this feature.

If it is going way below zero, or staying below zero for an extended period of time, change to thinner oil in the engine. I've been using 5W30 now for over a week in which it has been below zero except for two days. The thinner oil makes starting easier, but I wouldn't use it on long highway trips at high speed, or rev the engine anywhere near redline.

If you live in the frost belt where it is normally cold, get a block heater. Saab sells these for 99s and 900s for about \$15 and they are also available from other sources. One of these makes cold starting much easier on your engine, and cuts down on the wear that occurs right after start up.

One trick I used on hard starting V-4's, is to run jumper cables from a second battery, one to ground, and the positive to the positive side of the coil. This gives the ignition circuit its own 12 volt supply, providing good spark while the regular battery cranks the starter.

Jeff Delahorne, Duluth, MN

V-4 WATER PUMPS: OPINIONS & REPLACEMENT

I think Jack Ashcraft's long article on V-4 Saabs in the September '81 issue was one of the best I've seen in many years in the club--and as well illustrated as written. Although Roger Harris wrote a mild demurrer on the subject of the quality of the water pumps (Oct. '81, p. 5), I'm inclined to agree with Ashcraft: they're not much good. They do at least have the virtue of being inexpensive, relative to most other British parts. (I'm convinced that when the last obituary on the moribund British auto industry is written it will reveal that British Leyland was murdered by its suppliers, Lucas, "the Prince of Darkness" Electrics, and Girling Hydraulics being the principal perpetrators. I assume there is some unholy alliance by which Lucas and Girling have held Leyland in thrall for so many years, but why the unrelated Swedes should have fallen victim to that band of brigands is something that will always baffle me.)

Anyway, having busted my knuckles once too often replacing a V-4 water pump, I wrote out the following step-by-step instructions for my son so he could do it himself on his '79 96. I pass it along for whatever use some shade-tree mechanic like me might want to make of it.

1. Drain radiator--if coolant is fresh and clean, you can save and re-use, but best advice is to discard.
2. Disconnect negative terminal of battery.
3. Unplug alternator--just the plugged wires, not necessary to disconnect the wires bolted on.
4. Remove alternator and carefully set it aside with three wires still attached.
5. Disconnect the two hoses at the back of the engine that connect to the water distribution pipe, undoing the clamps closest to the block.
6. Loosen the metal strap that binds the two pipes together, and disconnect the two hoses that go into the back of the water pump housing by loosening the front clamps and prying the hose back towards the rear.
7. Loosen the five bolts holding the water pump housing to the pump. Three are easy, but the two closest the block seem impossible. Use 10mm socket and whatever handles enable you to get in (a flexible, universal-joint type socket helps). Pull off the housing by pulling gently toward the rear. If it does not come easily, pry carefully with a screwdriver to avoid ruining the gasket, if possible (probably not).
9. If it is necessary to make a new gasket for the cover, be sure to cut the right shape. This is too nasty a job to have to do it again after discovering that your home-made gasket blocks the water flow through the upper hose. Good Luck.

Conrad Rosenberg, Silver Spring, MD

VICTOR SAAB

1135 Easton Road - Abington, PA 19001

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

WELDING SEAM CAULK CAUSES SONETT RUST

I made an interesting find during a recent inspection of my Sonett's underbody. It appears that prior to painting the chassis, caulk was applied to many of the spot weld seams, plugs, and etc. I found many areas where the caulk had pulled away from the seams leaving fine cracks for moisture to penetrate. This of course causes rust to form on the bare steel behind the caulk. Where this cracking is found the old caulk should be removed and any discovered rust treated using your favorite method. Recaulking with a non-hardening compound and repainting are also recommended.

I firmly believe this to be a major step towards preventing serious underbody rust problems. I urge one and all to grab their trouble lights and jackstands and go take a look.

Steven D. Hollars, E. Moline, IL

Ed. Note: I believe this advice also applies to 96s and 95s as well.

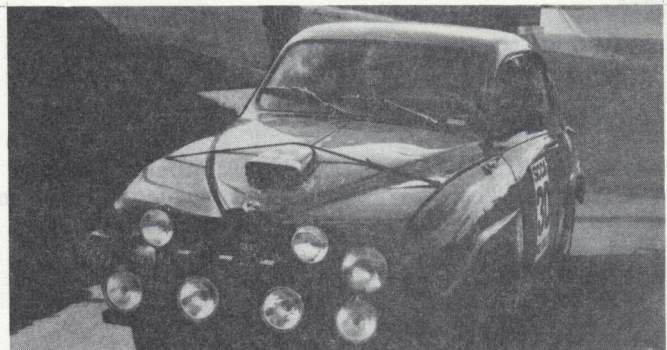
V-4 DIPSTICK, CLUTCH TIPS BY PAUL FLORANCE

Replacement for your dipstick is Ford p/n D9F2 6750A. The marks are perfect, but you need the old collar from your old dipstick as the replacement collar fits a smaller tube. You can also slit the new collar with a hacksaw. Also the rear main seal can be purchased at Ford, p/n D2RY 6701 A. If you have a high mileage engine and are doing the clutch, do the seal also and prevent oil burns on your pretty new clutch.

Also be on the lookout for rebuilt pressure plates. The last ones I tried using I found to have bent fingers and heavy heat warps on the bolt downs. When you have the plate tight be sure to check that the throw plate is level and does not sit below the surface of the plate. If it does the throw out bearing will NOT release the plate and all that you will get is a knocking from the throw out bearing arm hitting the plate. Be sure to check your arm for wear. If the arm is too worn (where the throw out bearing inserts at the top) the throw out bearing hits the plate at an angle and can cause the plate to fail and you do the job all over again.

One last item. If your front discs are not releasing and your brakes are dragging or wearing too fast, it might well be your hoses to the calipers. The rubber breaks down and prevents the brake fluid from flowing back, this the brake remains on. The outside might look okay, but it's the inside that counts on this one.

Paul Florance, Long Beach, CA



Floyd Shrader and Lawson Smith's V-4 96 at the Press-On-Regardless Pro-Rally in Houghton, MI.

99 FUEL PUMP RELAY MAKES FOR HARD STARTING

Recently my '77 99 had starting problems. After cranking the engine would sometimes catch and then die. Further cranking was usually useless, until after five or six tries the car would start and run OK. I replaced a defective condenser which helped for a while, but soon the car was back to hard starting again.

I checked the cold start valve, fuel pump output and voltage, fuel injectors, and made sure all fittings were tight. All were OK. Finally, I removed the cover to the fuel pump relay, and found that it was not holding the contacts closed. Some checking showed a bad transistor with total cost of repair: \$1.05. Now the car starts and runs great.

A word on the quality and durability of the Saab. We had parked in a shopping center and returning after our shopping, we found people gathered around our car. It was just after a rain, and a woman entering the lot had skidded slightly, panicked, and stepped on the gas rather than the brake. Unfortunately, our car was parked right in her path. She hit the right rear corner of the Saab, pushing it a few feet in the process. Her car (a new Plymouth Volare) had to be towed away; front end, hood, and radiator destroyed. The Saab had a cracked taillight lens, and not even a scatch on the paint. We were lucky, but I do not think any other car could have stood up so well.

John Embree, Monrovia, CA

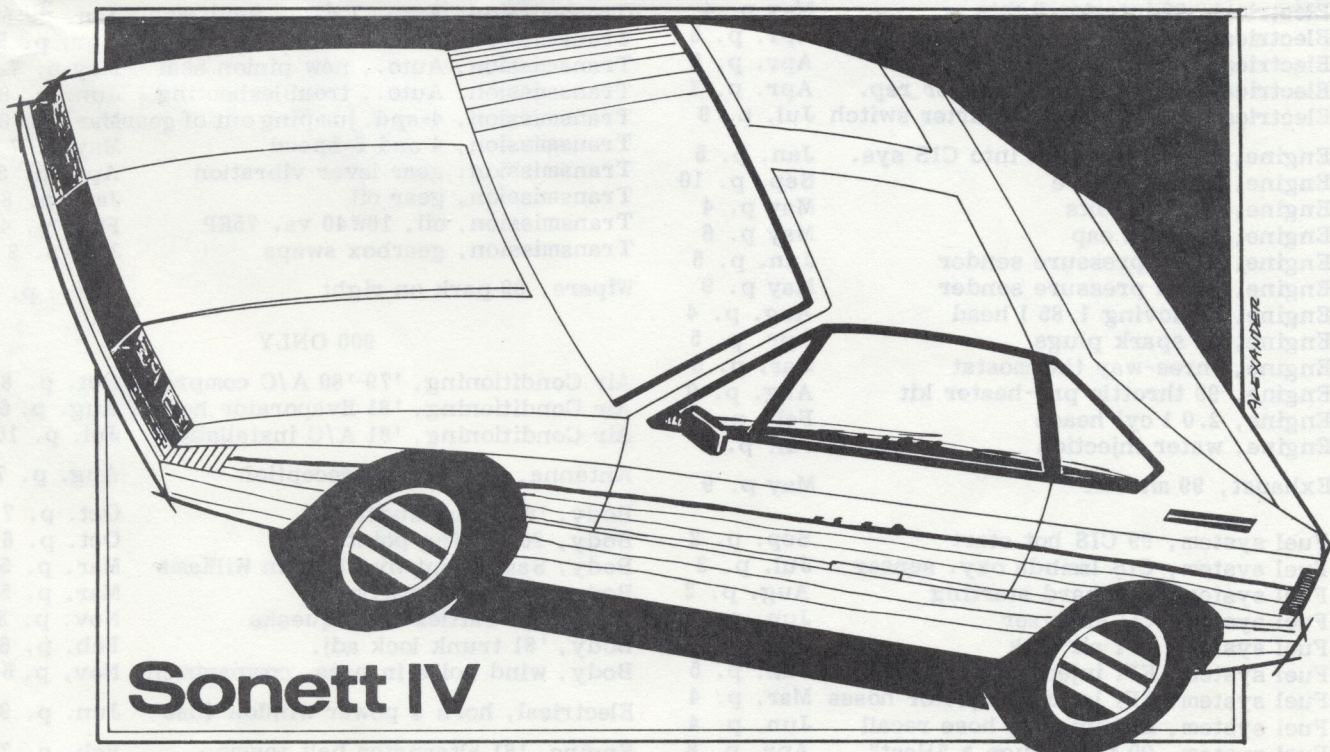
FUEL ODOR IN 99 PASSENGER COMPARTMENT

I have noticed that there have been questions during the last several months about gasoline fumes in the passenger compartment of 99's. I experienced fumes at two different times caused by two different problems.

The first was caused by a split in the vent hose ($\frac{1}{2}$ " ID) that is routed from the filler neck to the tank ('76 EMS). The split was in the "S"-shaped section where it passes through the grommet in the body to the tank adapter next to the main tank inlet. The gasoline fumes became evident only when the tank was completely filled, since the gasoline was then above the split in the hose. My remedy for the problem was to fashion a copper "S" pipe that will not split. Neoprene tubing is impossible to find on the weekend and my fix should last indefinitely. I connected the copper pipe with sections cut from the good section of hose.

Sometime later, another occurrence of fumes cropped up. This time it seemed linked to the temperature inside the car after it had been parked for a while. As soon as the car was driven a few miles, the odor was gone. I found that behind the left hand trunk side panel is a check valve attached to the side vent cover. This provides an atmospheric pressure relief for the tank/filler neck. The hose between the filler neck and the valve had popped off. I reconnected the hose with a clamp and made sure the vent outlet tube was well secured through the side vent cover. No more fumes.

Roger Diener, Hudson, NH



Sonett IV

This is a conceptual design proposal for a Sonett IV designed by Theodore C. Alexander, Jr. of Chicago. Mr. Alexander was kind enough to send a copy of

his design to the Club, and he has submitted his designs to SAAB, but its status there is unknown.

1981 INDEX FOR THE SAAB CLUB NEWSLETTER

This is my second annual index, and like last year's, it is not perfect. Again it does not contain references to club meetings, want ads, letters of opinion or editorials. The long tech' articles are interspersed with short, one sentence tips, but each category is small enough that you should be able to find what you are looking for if it was in one of the 1981 Newsletters. Good Luck.

Jeff Delahorne, ed.

99/900

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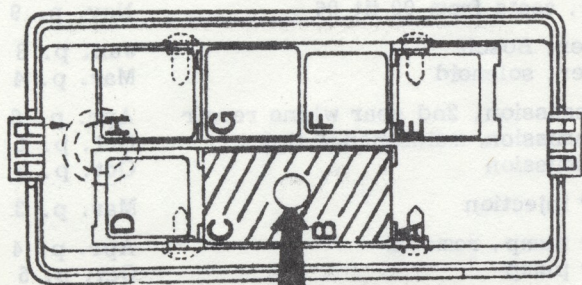
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ACCELERATION ENRICHMENT TIME RELAY, 1981's

Saab-Scania Service Info: Service Campaign No. 502, Replacement of Acceleration Enrichment Time Relay. Applies to all 1981 900's up to VIN Serial No. -B1023405.

A change has been made in the circuitry of the Acceleration Enrichment Time Relay to ensure that it always functions after a warm restart made after a 30 minute or longer cooldown period. The original relay may fail to function depending on the duration of the starter operation. When the relay does not function, hesitation on acceleration will result during the first few minutes of driving after the restart.

Procedure: 1. Remove Emission Relay Panel Cover. 2. Remove original relay (Position B-C) and discard. 3. Install new relay 85 71 606 and replace panel cover.

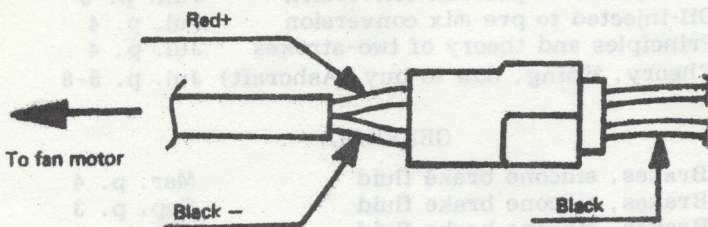


85 71 606
(New Stock Has Yellow Dot)

OVERHEATING DUE TO REVERSED FAN WIRING

Saab-Scania Service Info: If the radiator fan's wiring is reversed, the fan will run backwards. This can cause engine overheating in traffic as well as fan motor overload.

Whenever a car demonstrates an overheating problem, check the fan wiring. The wires in the two-pole connector should be arranged so that the black wires connect to each other.



SAAB SERVICE TIPS: DECEMBER 1981

Fuel system safety inspection: The major services scheduled every 15,000 miles for all M75 and newer Saabs call for a fuel system safety inspection. Among other things, all fuel lines should be carefully inspected for damages including contact abrasion. See S.I. 12/79-400, Sec. 1, p. 32 of S.I. Supplement No. 2 for a complete "how to" for this important check. (The Club will make copies of these instructions as a tech' sheet. Send a SASE (9" long size) for a copy.

FRONT SEAT BELT LATCH LUBRICATION RECALL

Recall M-49, Front Seat Belt Latch Lubrication (Safety-related, NHTSA No. 81V-147). Saab-Scania has found that there may be insufficient permanent lubrication in the buckle/release mechanisms (latches) of the two front seat belt systems of certain 1981 Saabs. On such vehicles a front seat occupant may sometimes find it difficult to fully engage the tongue in the latch when putting the seat belt on. It is possible to get a false feeling that the belt is latched only to have the tongue immediately pop out of the latch at the first movement of the belt and/or occupant. However, once the belt is fastened properly the function of the belt and its release by the occupant are completely normal, i.e., the defect has no influence on belt performance whatsoever.

Vehicles Affected By This Recall: All 1981 Saab 900's built from 8/80 to 3/81 within the following VIN ranges: -B1000001 to -B1016691 and -B2000001 to -B2005877.

No parts need to be replaced to correct this defect. The remedy requires a wax-based spray lubricant containing no oil or grease. Saab has specified Gleitmo 300 lubricant which is available at no charge in 25ml spray cans, part number 0201285. Each can is more than sufficient to lubricate two pairs of seat belt latches.

Corrective Measures: Lubricate the front seat belt latch mechanisms to the rear of the gearshift console as follows:

1. Shake the aerosol can thoroughly.
 2. Bend one latch stalk rearwards so that the spray can may be used upright.
 3. Insert the spray nozzle extender into the slot. Spray for about 3-4 seconds while moving the nozzle from one end of the slot to the other so that the lubricant is evenly distributed. Excessive lubricant will not damage the mechanism.
- DO NOT ALLOW THE LUBRICANT TO COME IN CONTACT WITH THE PLASTIC COVER OF THE LATCH MECHANISM. Wait about five minutes before inserting the belt tongue in the latch.

SAAB SERVICE TIPS--DECEMBER '81 continued

Rattles in the rear doors of 1981-82 four-door models are sometimes caused by the anti-rattle sheath on the inside door release pullrod working its way to the forward end of the rod. The rearward end is then uncovered and can vibrate against the window mechanism. To correct, slide the sheath as close as possible to the door latch lever and tape the forward end of the sheath to the rod to prevent its slipping forward.

Shop manual error: there is an error in the Lambda diagnosis information in the M81, Sec. 2 Shop Manual, p/n 032 17 78. On page 254-19 step #3 states "when the sensor cable is disconnected from ground the mixture will first become leaner and the reading will gradually drop below 50%. It will then increase and steady at 60% ± 10%." For 1981 and 1982 cars THIS IS INCORRECT! When the cable is removed from ground the system will "lock on" to 60% ± 10% (1981) and 50% ± 10% (1982) directly with no lean mode as on earlier systems. In the diagnosis chart on page 254-22, step 4 would lead you to replacing the control unit when you get a direct "lock on" to 60% (81) or 50% (82). Do not replace the unit, it is OK.

SAAB

Service Information

Rust on brake rotors: If a car has been in storage a long time and has not been moved there may be rust on the brake rotors. Before such a car is put into service it is important that the rust on the friction surface of the rotors be removed. Driving the car is not an effective way to clean off rust as the end result is that the rust is turned into a glaze (especially with semi-metallic pads) that will reduce braking performance.

Broken head bolts: Some 1981 head bolts have been broken during retorquing. When retorquing head bolts on 1981 "H" engines it is wise to pull each bolt and examine the thread area to determine if it may have begun to stretch excessively. The extra few minutes spent (1981's only) may save your having to go through the process of removing a broken bolt. Torque to 65 ft. lbs., then tighten an additional 90°.

1982 Wheels: For 1982 both steel and cast aluminum wheels are 15 inches in diameter. Therefore it will be possible to mount conventional snow tires (165SR15 or 185/65SR15) on either type wheel. Note also that tire sizing when going from performance type tires to conventional, radial tires (highway or snow) does not pose a legal problem since 165SR15 snow tires are approved by Saab-Scania of American for all 1975-82 Saabs and 185/65SR15 snow tires are approved for all 1979-82 Saabs. Both sizes mount on any late model 99/900 wheel (except TRX wheels).

H-ENGINE OIL PUMP COVER, LATE M81 900's

Saab-Scania Service Info: Some H-engines were assembled without locating dowels for the oil pump cover. When servicing the oil pump in the field it will be necessary to install the two dowels, P/N 80 34 456 to assure correct centering of the cover when reassembling.

Note: The engine production plant resumed dowel installation on all engines prior to M82 start up.



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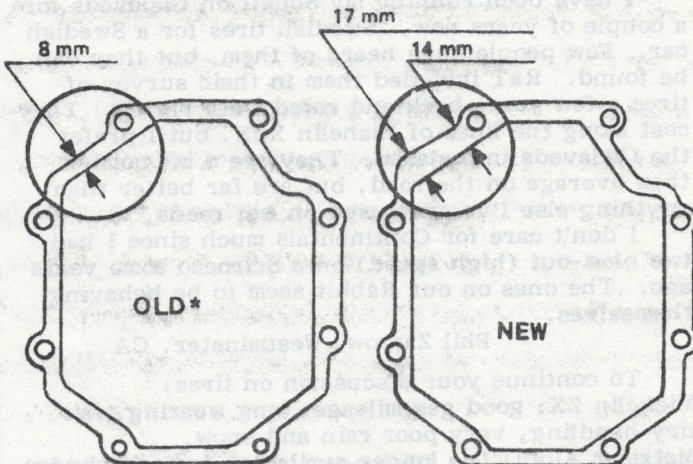
WINTER SPECIALS: 1974-80 99 heat control valve: \$65. 1974-80 99 heater core: \$70 exchange (\$35 core charge). Shipping within Cont. U.S. included. Send check or money order to avoid COD charges. Send SASE for price quote on any Saab part.
SWEDISH PARTS DISTRIBUTORS, INC. 30 Penni-
man Rd., Allston, MA 02134, 617-254-0353

DIFFERENTIAL COVER GASKET, 5-SPEED TRANS.

Saab-Scania Service Info: Starting with Gearbox Number 418348 a new die cast case was introduced with changes in the gasket surface that required a gasket with more material in the upper left hand corner.

The new gasket carries p/n 87 14 784 and replaces gasket numbers 87 00 924 and 87 13 968. The older gaskets must not be used on gearboxes above #418348 under any circumstances. The new gasket, however, may be used on all gearboxes.

Note: The new die cast case is also supplied as a replacement case for the earlier gearboxes.



87 00 924 or 87 13 968

*Fits original 5-Speed
Transmission in M80's only

87 14 784 or 87 18 785

For all die cast cases

Thanks to Mr. Daniel L. David, Manager of the Technical Services Department of Saab-Scania of America, and to Mr. Robert J. Sinclair, President of Saab-Scania of America, for making Saab Service Information bulletins available to the Saab Club.

STUD REPLACE BOLT IN 99 A/C MOUNT REPAIR

I have a '78 EMS with the dealer installed A/C. Due to the vibration problem inherent with the York compressor, the bolt which secures the idler pulley bracket to the cylinder head (also used to attach the intake manifold) has worked loose many times. Using Loctite to secure this bolt is a bad idea since the bracket must be removed to check valve clearances. The frequent removal of this bolt wreaks havoc with the threads in the aluminum cylinder head.

To prevent this, I replaced the bolt with a threaded stud and nut. Secure the stud into the cylinder head permanently with Loctite Stud'N'Bearing sealer. Assemble the idler pulley bracket and secure with the nut. You can now use a second nut or a fiber-type locking nut as an added precaution against loosening. Now when you have to remove the bracket, no need to worry about the fragile aluminum threads--simply remove the nut(s) and the bracket comes off. The stud will stay locked into the cylinder head.

Joel S. Schneid, Belchertown, MA

MORE MISCELLANEOUS TIRE OPINIONS.....

Three of the Semperit M401 original equipment tires failed prior to 28,000 miles, due to the cords shifting in the casing. Symptoms were severe cupping on inside or outside tread, and unable to balance the "shake" out. No Semperit dealers in this area, no answers to their headquarters. Replaced the Semperits with Vredestein ST70 series, 185/70x15. I ordered them from Davmac Corp. (advertised in R&T), and they were received in less than a week after ordering. Handling and ride are both improved.

Edwin E. Hill, Prattville, AL

I have been running my Sonett on Gislaveds for a couple of years now. Swedish tires for a Swedish car. Few people have heard of them, but they can be found. R&T included them in their survey of tires a few years back and rated them highly. They cost along the lines of Michelin XZX, but I prefer the Gislaveds in a slalom. They are a bit noisier than average on the road, but are far better than anything else I've ever used on wet roads.

I don't care for Continentals much since I had two blow-out (high speed) on a Scirocco some years ago. The ones on our Rabbit seem to be behaving themselves.

Phil Zarrow, Westminster, CA

To continue your discussion on tires:

Michelin ZX: good gas mileage, long wearing, fair dry handling, very poor rain and snow.

Metzeler Alpin: (no longer available) fantastic hydrophilic snow tire, good handling, good for year round use.

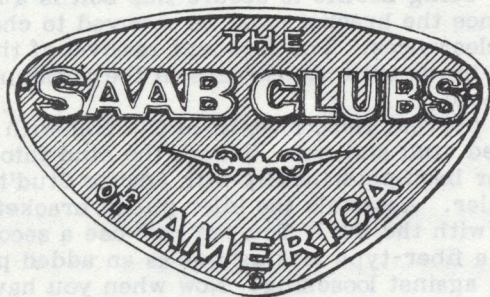
Uniroyal 180: good dry handling, very good wet handling, wear above average, rubber deteriorated quickly, inexpensive.

Goodyear Arriva: great gas mileage (35psi tires), about 10% improvement for us, very nice straight ahead ride, mushy sideways, but good wet and snow handling.

Phil Zielinski and Madeleine Dugas
Palatine, IL

I have a '77 99 GL and drive about 25,000 miles a year, with current mileage at 121,000+. I use 165SR15's and found Michelin XZX and ZX great on durability and low on noise, with good traction. I have a new set of Vredesteins with 20,000 miles on them at 32 psi. They handle better than the Michelins, especially in wet weather, but are noisier.

Charles Pattison, Raleigh, NC



SAAB CLUB PATCHES--2 1/2"x4" embroidered patches suitable for hats, jackets, etc. \$1.25 ea. "SAAB" airplane style logo patches in black and white: \$1.50 each.

SNOW FALLS ON EDITOR'S TRIP TO SONETT MEET

My meeting with the New England Sonett Club on December 6 ran head-on into Boston's worst snow storm since the big one in '78. With 20 to 30 inches of snow falling very fast, and highway's being closed, the meeting had to be cancelled. I would like to thank the New England Sonett Club for their offer to have me speak, and to the NESCC's Technical Editor, Bill Lee, and his wife, Freda, who had me over to dinner at their place in Boston.

The new 900 served me well in over 4000 miles of solo driving through rain in New York, as well as lots of snow in Boston and around Pittsburgh. I mounted a pair of Semperit 165SR15 snows up front in place of the original equipment Pirelli P-8's. What little dry pavement driving I did with the P-8's (Pirelli's new low-rolling resistance tire, 185/65x15) showed them to handle very well, ride nicely, and be fairly quiet. The Semperit snows have much better grip than the P-8's in anything more than an inch or two of snow, but they do not perform very well on ice. I have been told that the hydrophilic tread compounds used in most European snow tires will harden up after about three years and lose much of their traction. The Semperit's I have were left-overs, and so may have sat in a warehouse long enough to get hard.

Since I had the snow tires on front, I probably negated most of the advantage to the P-8's lower rolling resistance, but even so I averaged 27.5 mpg for the 4000 miles, including much city driving in New York, Boston, and Chicago. Highway mileage was usually just either side of 30 mpg, at about 60 mph. I think this is most impressive for a car of the 900's size--indeed, it gets as good a mileage as my 96.

My only complaints about the car are: a). While the heating distribution system was a giant step forward from the 96 and 99, the heater temperature control is one step backwards. It will not maintain a constant temperature, blasting you with hot air for a while, then trailing off to lukewarm or cool. The dial control is also not linear. A slight nudge on the control produces no change, while a second nudge brings a-hot blast. My only other real complaint is that the seat-back folding mechanism is inconvenient to operate, especially with something in your hands. The Japanese cars have those nifty little levers that you press and the seat springs forward.

While on my trip I stopped in at Saab-Scania headquarters in Orange, CT and met Robert Sinclair, president, and Len Lonnegren, the public relations director. They were both very cordial and are interested in continued good relations with the Saab Club. The organization there seems to be very well managed and anxious to improve Saab's image and sales in the U.S.

Jeff Delahorne, editor

MORE SAAB-SCANIA SERVICE TIPS.....

Radial tire belts: If a Saab develops a "pull" to one side immediately after the installation of new (snow or regular) tires, radial tire belts may be at fault. Try switching the tires from side to side. If switching cancels the pull, the combination is acceptable. If the direction of pull goes with the tires when switched, replace the tire on the side to which the car pulls.

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.

SONETTS FOR SALE.....

1974 Sonett, yellow, 44,000 mi., stereo, new inspection, new front tires: \$3500 or best offer. Pat Hoopes, West Chester, PA, 215-692-7890.

1974 Sonett, blue, very good cond., never in an accident, 30,000 mi., 150 lbs. compression each cyl.: \$4600 firm. Call Al, 213-284-7180, Beverly Hills, CA

1965 Quantum Saab, Formula S, oiler, M/C, ported, Mikuni Carbs, 80+ hp, fun autocross & vintage racer. Spare non-oiler engine, spare wheels, etc. rebuilt trans: \$3000, new trailer: \$500. Larry Metz 317-888-2548, 8134 Topaz Dr., Indpls, IN 46227.

1964 Jabro-Saab sports racer, miniature "Maserati Birdcage," front engine, rear drive, RHD, quick-change rear-end, ported engine, weber sidedraft, spares, formula junior suspension: \$1000 firm. Larry Metz, see address in ad above.

95's and 96's FOR SALE.....

1965 95 parts car. Car is complete and includes extra engine: \$200. Bill Cook, 616-784-6497.

1966 96 "Special" MC engine, exhaust, brakes; powder blue, 44,000 mi. Excellent thru out: \$2000 Glen Edinger, 324--208th SE, Bothell, WA 98011 206-481-5204.

1967 95, recent red paint, good interior, no rust. Original two-stroke air conditioner, oil injected engine knocks, no transmission: \$350. A.J. Szumski, PO BOX 7331, Richmond, VA 23221, 804-272-5621.

Two 1967 96's, two-stroke, both are parts cars: \$400 for both complete or ? Al Quebbemann, 77 Valley View Rd., Long Lake, MN 55356, 612-473-0195.

1967 two-stroke 95 wagon; 90,000 mi; mech. very good, body dented, some rust; michelin radials: \$600. Tim Brown, 1717 Swarr Run Rd, Apt. K-103, Lancaster, PA 17601, 717-393-0146.

1967 96 two-stroke, 40,000 mi., rebuilt engine, new tires, paint; excellent in and out, with 1966 parts car and many spares: \$2000. Marty Courtois, 2711 N. Magnolia, Chicago, IL 312-281-1973.

Two 1967 96's, complete cars with one V-4 engine & trans., lost storage place: \$150 Dan Kunkel, 233 N. 8th St., Lehighton, PA 18235, 215-377-2650.

1967 96 V-4, engine & rib-case trans. exc., good interior, some rust, but solid, two extra doors (no rust) everything works: \$1000. Eric Davidson, 1600 Willow Rd SE, Port Orchard, WA 98366, 206-851-4011

1968 V-4, red, body fair, interior exc., engine & trans. good: open to offers. Also 1965 Monte Carlo

good condition, just rebuilt, and '65 Monte Carlo dash, wooden steering wheel, extra parts. Gerald O. D'Sena, 29055 Maplepark Dr., Rancho Palos Verdes, CA 90274, 213-541-3276.

1968 96, grey, 56,000 mi., exc. throughout, red leatherette interior, new balance gear, freewheel works: \$1700. Steve Hollars, 187-41st Ave., East Moline, IL 61244, 309-755-7995.

1969 96 V-4, very good cond.: \$950; Also '69 V-4 95 wagon, good cond.: \$750. Both are complete Bob Seath, 10904 Crooked Lake Blvd, Coon Rapids, MN 55433, 612-421-8885.

1969 95, Viking blue and silver, restored; new Metzler Perfects, trans. overhaul, new clutch, brakes, water pump, hoses, am-fm cass., Midland CB 4' whip, strong running car, only serious replies: \$2900 firm. Paul Florance, 54-62nd Pl., Long Beach CA 90803, 213-438-3257.

1970 95 wagon, 69,000 mi., placed in storage in '78 with bad trans., have complete history: \$500. Will deliver depending on distance. Will sell separately, repaired transmission: \$250. Tom Nola, PO Box 627, Wurtsboro, NY 12790, 914-888-2246 after 7 pm.

1970 95 in Chicago, blown engine, reasonable rust, lots of good parts: \$175 or B.O. Steve Leonard, 312-275-8833.

1972 95 V-4 wagon, 60,000 mi., green; body, interior, and mech. very good cond., second owner: \$2500. M. Bigger, 8331 Fredericksburg Rd., Box 609, San Antonio, TX 78229, 512-696-6647 hm, 512-691-4615 wk.

95, 96, and SONETT PARTS FOR SALE....

1970 95 parts, excellent vinyl interior: \$125; plastic fan: \$35; radiator: \$65; distributor: \$35; starter: \$50; two calipers: \$50; many other parts. Mike Tucker, 2324 Davis Dr., Matthews, NC 28105, 704-847-2282.

Parting out '73 96, V-4 engine, V-4 trans, two-stroke trans., glass, complete dash, etc. F.J. Shudell, 2513 Burling St., Chicago, IL 60614, 312-935-8268.

Iskendarian F-2 grind camshaft for V-4 (Saab's street grind) with double valve springs, seals, retainers--complete set: \$125. John Bolehalla, 215-277-1297 after 6 pm

Sonett III parts--complete rear end section, very good shape: \$300; '73 bonnet complete with headlight buckets, needs work, but repairable: \$200; Sonett parts and service manuals: \$30 each. Steve Sancho, 703-356-1581.

Parting out '67 96--Solex carbs: \$30, cyl. heads, other engine parts incl. starters, alternators, shocks (\$5), instruments, send your needs. Eric Killinger, 1245 Holly Pl., Boulder, CO 80303, 303-444-8921.

Factory A/C for 96, complete except for double pulley, which will exchange with yours: \$100. Also 1970 99: \$800 or best offer. Larry Lautenschlager, 118 Hearthstone Dr., Blacksburg, VA 24060, 703-552-9191.

95, 96, and SONETT PARTS FOR SALE, cont'd

96 Parts for sale: Headrest units (also fit early 99) \$30 each. 2 speedometer from '68 and '69: \$40 ea. early gas & water temp gauge: \$20 ea. Deluxe speedometer, overhauled: \$75; square clocks: \$25; gas, water temp cluster: \$45; '72 speedometer: \$45; Front & rear seats from late 96's, both in very good condition, incl. headrests: \$150 per set plus ship. David Kronen, 22706 Califa St., Woodland Hills, CA 91367, 213-346-0993.

95, 96, and SONETT WANTEDS.....

Wanted: right front fender for '69 96 with directional signal light fixture. Paul Phillips, 6151 Wilcox Ave., Maywood, CA 90270, 213-773-0829.

Wanted: shop manual for two-strokes and Monte Carlo: \$15 or will trade for V-4 manual. Larry Lautenschlager, 118 Hearthstone Dr., Blacksburg, VA 24060, 703-552-9191.

Want one 1961-64 3 cyl. 850 cc. engine with overhead fan shaft to fit 1960 93: \$100 or ? John A. Jan 5503 Centre Ave., Pittsburgh, PA 15232, 412-941-3150 day, 412-325-1343 eve & weekends.

Need one "SAAB" logo from front fender of '71 96: \$? + shipping. Bill Stalker, 622 S. Clark, Butte, MT 59701, 406-782-6714.

Wanted: early Saab literature, particularly Sonett, 92 and 93 sales brochures, posters, owner's manuals. Also wanted: V-4 late original parts manual: \$50. Bob Allen, Yale Peabody Museum, Dept. Vert. Paleo. KGL22, 210 Whitney Ave., New Haven, CT 06511, 203-432-4043.

Wanted: trunk ornament for '68 deluxe V-4 96; am missing the "DELUXE" trim piece. Robert G. Godown, 880 Loran Ave, Pomona, CA 91767.

Wanted: late model 95 in good condition. Patrick Gaffney, 1309 Buckeye Ln., Davis, CA 95616, 916-758-9265.

95, 96, and SONETT WANTEDS, continued....

Wanted: two wheel trim rings for deluxe V-4 96: \$8 ea or ?; two grey trunk mats for 96: \$8 ea or ?; two of the old style (aircraft style) mudflaps for 95/96: \$10 ea or ?; front & rear bumpers for '64 96: \$25-30 ea. or ? Scott Anderson, 520 W. Birch #8, Flagstaff, AZ 86001, 602-779-0561.

Need one gas strut for rear window/hatch of Sonett III. Charles Simcox, 262-5 Oakland Mills Rd, Freehold, NJ 07728, 201-431-2345.

99's and 900's FOR SALE.....

1974 99 two-door, low miles, no rust, rebuilt engine brakes, exhaust, etc., like new interior, stored winters; needs transmission: \$1200. Mark Tomei, 327 Lambert, Schaumburg, IL 60193, 312-351-1955.

1974 99, excellent cond., one owner, new battery, starter, alt., snow tires; 90,000 mi., no rust, never in salt: \$2200. J. Graybill, McLean, VA 703-790-5446

1976 99 EMS, one owner, no accidents, Blaupunkt, trailer hitch, snows on mags, new CN36's, electronic breakerless ignition: \$3900 Dr. Shenton M.Y. Oh, 10009 43rd Pl. NE, Seattle, WA 98125, 206-524-3535.

1977 99 Turbo test car, #962, engine #00001, 57,000 mi., A/C, smoked windows, very good cond., mechanic owned & maintained: \$7000. Nelson Garrison, 911 E Carver Rd., Tempe, AZ 85284, 602-839-3859.

99 and 900 PARTS FOR SALE.....

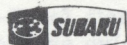
From '78 EMS--clock: \$35; gas, water temp cluster: \$45, both incl. shipping. David Kronen, 22706 Califa St, Woodland Hills, CA 91367, 213-346-0993.

Complete set of Saab factory tools for 99 automatic transmissions, very good cond. in wooden chest: \$125 plus shipping. Jeff Delahorne, 5805 Oneida St. Duluth, MN 55804, 218-525-3253.

One Pirelli CN36 tire, 175/70HR15, never used: \$60 or will trade for Michelin XZX 165SR15 in equal cond. Joel S. Schneid, 413-323-5224.

VDO clock from '78 99: \$10 also gas can that fits 99 spare tire: \$10. Bill Finkeldey, 914-478-3115.

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99 and 900 PARTS FOR SALE, continued...

'77 GLE steering wheel: \$20, '76 brake master cyl. no seals: \$10; '76 CIS fuel distributor: \$35. Wayne E. Hough, 4315 Whitman Ave. N., Seattle, WA 206-632-5868.

Parts from '74 99L, 40,000 mi--valves \$30; valve springs: \$10; valve guides: \$20; cyl. head with crack: \$40. Dan Blum, 500 Indiana Ave., Stevens Point, WI 54481, 715-341-4939.

99 factory manuals: '75 service: \$25; '71 service: \$20; '78 misc. service: \$12; '77-78 warranty policies & procedures: \$10; '75-78 service: \$8; '77 accessories: \$5; Parts & accessories price list: \$8; parts bulletins: \$7. Also Two-stroke parts manuals (2), never used: \$27. prices not incl. shipping. Gary Rumrill, 6801 Switch Bark Court, Louisville, KY 40228, 502-239-6366 home, 502-775-6431 wk.

Transmission parts --sliding hubs, p/n 8712283: \$100 negotiable. Henry Johnson, 711 Underwood Ave. #5d, Pensacola, FL 32504, 904-477-4320.

Saab 99 factory service manual (includes Turbo supplement) covers '75-78: \$35 or offer. David Lake, 8021 SE 71st, Mercer Island, WA 98040, 206-232-2702

99 parts--tow hitch:\$35, radiator: \$30; rear bumper: \$30, instrument panel: \$35. David Fichter, 100 Glendale, Hinsdale, IL 60521, 312-887-0692.

1975 engine block, in good condition: \$200 or best offer. Saul Goldstein, 11 Ivy Lane, Belle Mead, NJ 08502, 201-359-3483 after 6 pm

Back issues of Saab Club Newsletter--Sept '79 to Dec. '81: \$15 postpaid. Also Haynes 99 manual, '69 to '76 \$15; '74 99 owners manual" \$5. D.R. Santangelo, PO Box 483, Angles Camp, CA 95222

Rear rubber bumper cover for '75-78 99 wagonback, new cond.: \$30 or offer. R. Bradner, 185 N. Stratford, No. Burnaby, BC V5B 1L1

Matched set of Pirelli P-6's 195/60HR15, from 900 Turbo, used but good for 5,000 mi. or more: \$80, I pay UPS for both tires. Ignition kit from same car: plug wires, rotor & cap, plus 4 NGK plugs: \$15 inclu. UPS J. Maymon, 251 Summit Ridge Dr., Nashville, TN 37215, 615-297-3864.

Monza exhaust, fits most 99's, used less than 5,000 mi.: \$50 plus ship. Dave Kulich, 3469 Morgan Pl., San Jose, CA 95132, 408-258-5249.

Complete set of Gabriel Strider adjustable shocks for '75-78 99, used but in very good cond.: \$40; set of Bilstein shocks: \$80. Craig Thompson, 1123 Lincoln #9, Santa Monica, CA 90403, 213-393-4924.

Fiberglass front spoilers for 99's--stronger and cheaper than factory plastic ones: \$70. Also fiberglass fender flares for 99. Jim Hollowell, 26444 Humbler, Huntington Woods, MI 48070, 313-548-3671.

Quartz clock for late model 99: \$60 incl. shipping. Frank Malik, 6519 Kansas Ave., Hammond, IN 46323 219-844-9148.

For Sale: 1970-71 99 shop manual: \$25; '75-76 99 shop manual: \$30; '74 99 rear bumper: \$35; '74 99 grille & emblem: \$35; '79 99 fuel distributor & sensor, 51 miles only: \$100; '79 99 exhaust manifold: \$30. Victor Pardo, 3715 Pleasant Grove Rd., Lansing, MI 48910, 517-393-2766.

99 and 900 PARTS FOR SALE, continued....

Position available immediately for Saab mechanic in Vail, CO--four-day work week, \$16 per hour. Call 303-926-3518.

99 Trans., 4-speed, good cond.: \$500. Jim Berhev 303-926-3518.

York air conditioner from '75 99 EMS, used for 25,000 miles : \$400. Greg Latimer, 816-254-6569.

1981 900 halogen headlights with silver plastic mountings complete with hardware: \$125. Rear window louvre, black with Saab logo, fits '79-82 900's and 99's, p/n 0205179: \$125. John Miller, 3605 Arctic, #785, Anchorage, AD 99503 907-279-9274.

Right hand door liner from '74 99 two-door, still in factory wrap, p/n 8459018, will sell for half list plus UPS. C.M. Roberts, Star Box 49A, Washburn, MO 65772, 417-435-2390.

Oxygen sensor for '78 Turbo, brand new, list \$67, will sell for \$30. Leon P. Morris, 2036 Shirley Ln. Manhattan, KS 66502, 913-537-2011.

99 and 900 WANT ADS.....

Wanted: steering rack for '77 99 EMS. Andy Visniewski, 29 Elliott St., Chelmsford, MA 01824, 617-256-6849.

Wanted: 900 factory service manual for photocopying offer \$25 plus postage each way. Bill Finkeldy, 914-478-3115, call collect.

Wanted: inside door handle and operating link for '76 99GL 2-dr. Patrick Gaffney, 1309 Buckley, Davis, CA 95616, 916-758-9265.

Wanted: one 15" wheel cover for 99 ('75-77) Al Hursh, 2213 Woodwind, Orlando, FL 32808, 305-295-2532.

Wanted: exhaust manifold for '74 99E. Bernie Giscenzo, 201-427-8113.

Wanted: factory service manual for '78 99: \$25 or? Frank Malik, 6519 Kansas Ave., Hammond, IN 46323 219-844-9148.

Wanted: Automatic transmission for '77 99, must be reasonable. Also want front seats (red) for '77 99 five door. Victor Pardo, 3715 Pleasant Grove Rd., Lansing, MI 48910, 517-393-2766.

Wanted: Saab radio console with ashtray for '76 99 EMS with air conditioning. ('71-'77 will fit). John Gardner, PO Box 22557, suite 2020, Denver, CO 80222, 303-778-6507.

Wanted: Hinges for Saab 99 glove box door. Kenneth Wyle, 257 W. State St., Waverly, IL 62692,

Wanted: Idler (intermediate) shaft for 99 2 liter engine. Richard McKenzie, 5730 Denny Ave, No. Hollywood, CA 91601, 213-760-0039 collect.

Wanted: late model 99 sedan or wagonback with CIS injection, radio and A/C not needed. W. Allen, 314 W. Nelson St., Midland, MI 48640, 517-835-9288 home 517-636-6285 work.

SAAB CLUB EMBLEMS--We just received our new shipment of Club sticker emblems, now with the new address on them. Price: 50¢ ea. or two for 75¢, or three for \$1.00. Postage included.

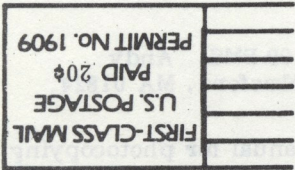
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Page 12

ASPEN AND VAIL POLICE USE 900 POLICE CARS

Saab Press Info: Since 1975, two of the major winter sports areas in Colorado, Aspen and Vail, have been using Saabs as the primary vehicles in their police fleets. Eleven Saab 900S cars have just been added to the Aspen police force to replace the present fleet of 1979 900 GLE cars.

While the Aspen police is equipped with 900S model Saabs, all light blue four-door sedans, the Vail Police currently use both normally aspirated 900's and a number of 900 Turbo cars. Currently a total of 33 Saabs are in police use in Colorado.

The front-wheel-drive Saabs, widely used by police in Scandinavia, have proven very dependable as cruisers in the Colorado ski towns. With snow covering the ground about six months a year, the Vail police don't even own snow chains, but rely on studded snow tires to get them through all kinds of patrol duties.