

THE SAAB CLUB

COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA

APR 1982

DEDICATED TO SMALL-
ENGINED SMALL CARS &
ENERGY CONSERVATION

Saab Clubs of North America

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MEMBERSHIP/SUBSCRIPTION

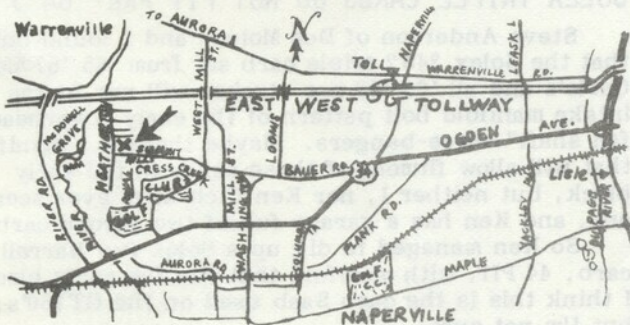
Newsletter- 103, our 86th multipaged monthly. Dues for membership/subscription are \$12 for the first year, including two back copies, 12+ tech sheets and emblem. Renewal dues: \$8.00. Renewal notification will be stamped on the open rectangle at the top of this page. A treasurer's report will be made 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, 75¢ one issue.

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

WASHINGTON SAAB MEETING & RALLY--There will be a Vintage Saab Meeting and Rally on Sunday, June 13, 1982. We will meet at Perkins Restaurant off I-90 in Ellensburg, WA at 10 am. Drive on old roads to Vantage for a picnic, meeting and general good time. We hope to have all models represented from vintage 93's, 95's and 96's up to the later models and are especially welcoming new 99 and 900 owners. Please contact Shawn Irelan, PO Box 93, Peshastin, WA 98847, 509-548-7279 for more info.

CHICAGO SAAB CLUB--meeting May 21 '82, 7:30 pm Friday evening. Meet at Jim Baker's, 1312 Heather-ton, Naperville. That's northwest of the Cress Creek Golf Club and 3/4 mile south of the East-West Tollway. Get off Tollway at Naperville Rd., and take Ogden Ave. west of Royal St. George and Summit Hill Sts. For more info, Jim Baker, 312-420-0192.



CENTRAL ILLIANA SAAB CLUB--announces a unique one-time event sponsored by Gibson Motors in Perrysville, IN. Gibson Motors will in the next month or two, put all its old 1958 on up parts on sale at very reduced prices. A parts rummage sale. Last chance to get two-stroke and V-4 parts in this area. Contact Margrit Adler for dates and details. Margrit Adler, 1507 W. University, Champaign, IL 61820, 217-356-9244. Margrit also reports she missed winning the first prize Turbo in the Borkum Riff Contest, but did win a third place crystal caraffe. Nice going.

SAAB CLUB NATIONAL CAPITAL AREA--will have their regular meeting May 5, Wednesday, 8 pm at the Silver Spring Public Library, 8901 Colesville Rd, Silver Spring, MD. The annual trek to Ted Tucker's Loki Automotive will take place Sunday May 16. For more details, contact Bruce Williams, 301-891-2812.

MINNESOTA SAAB CLUB--will hold their next regular meeting on May 6, 8 pm at the Shakey's at Snelling and Larpentuer, St. Paul. For more info, contact Bob Swinehart, 2112 Bradley St, St. Paul 55117.

DELAWARE VALLEY SAAB CLUB--is off and running after their successful meeting on Feb. 28 in which 200 Saabers attended. Future meetings will be announced here. For more info, contact John Bolehala, 215-177-1297 after 6 pm.

SOUTHEAST TEXAS--Anyone interested in starting a Southeast Texas Club, contact Jim LeMay, 713-662-4656 office, 498-5414 home.

VIRGINIA SAAB CLUB--All those interested in a central Virginia Club, contact Neil Friedman, 804-883-6446, Montpelier, VA.

SOUTHERN CALIFORNIA SAAB CLUB--Needs someone other than Paul Florance to hold a clinic or demo. If you want to volunteer, or need more info on the SCSC, call Paul Florance, 213-438-3257.

ROCKY MOUNTAIN SAAB CLUB--For more info. on the next RMSC meeting, contact Barry Nash, 1217 Quebec, Denver, CO 80220, 377-9529.

SOUTHERN CALIFORNIA SONETT CLUB--For information on the next SSCSC meeting, contact Phil Zarrow, 14331 Shirley St, Westminster, CA 92683, 714-892-9639.

NEW ENGLAND SONETT CLUB--For more information on the June? meeting of the NESCL, contact Carol Gallant, 4 Greenock Lane, Nashua, NH 03062.

NEW MEMBER DUES RISE TO \$12; BACK ISSUES \$.75

Because the cost of mailing out new member packs is now about 88¢, and they include a couple of dollars worth of material, I have decided to raise the price of the first year membership. When renewal dues went up \$2 back in November 1980, I only raised new member rates by \$1 (from \$9 to \$10) because \$10 was a nice round number. But costs have gone up, so must the prices we charge. With the lower bulk rate postage for Newsletter mailings, we will be able to get along with the \$8 renewal rate for a while yet. Hopefully the higher new member rate will bring in enough extra money to let us buy a small home computer to handle the mailing list. With over 3200 members, it is getting out of hand, taking too much time.

Jeff Delahorne, editor

BULK MAIL DELIVERY TIMES VARY FOR MARCH NL

Thanks to the 50 members who wrote in letting us know when their March Newsletter arrived, we now know that Bulk Mail is indeed slower. But I knew that it would be slower, the question was, how much slower? Well, delivery times vary, even within the same state. Some in New York, for instance, received their Newsletter only seven days after mailing while others did not get their's until 13 days after the day they were posted. One member in North Carolina received his on March 31st, while a member in Mississippi did not get his until April 6, and they were mailed the same day.

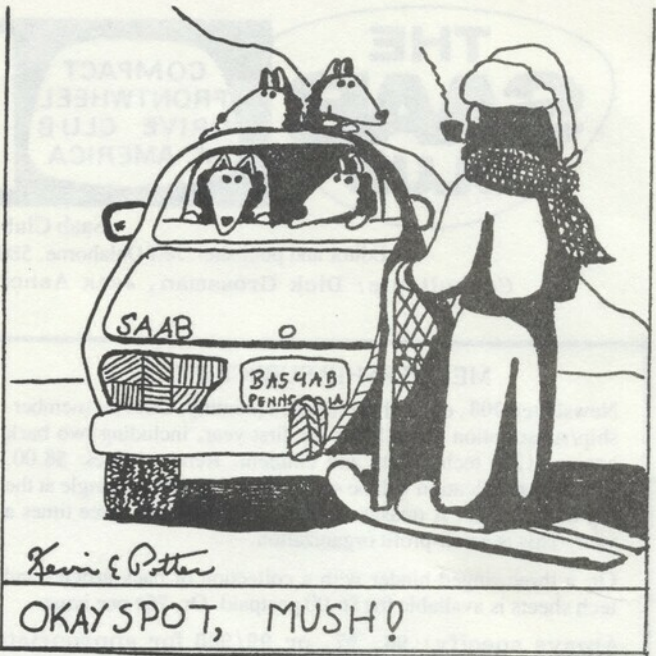
That's one of the drawbacks of bulk mail, the delivery time depends a great deal on individual post offices. One of the other drawbacks is that bulk mail will not be forwarded out of town unless you guarantee additional postage charges. So it is more important than ever to promptly notify the Club of any change of address.

The price savings for bulk rate are still attractive, however, with a 10.9¢ per piece rate compared to the 20¢ for first class. This helped keep the Club's postage bill for the March issue down to \$385 compared to \$640 for first class. Since the vast majority of the members writing in have no objection to bulk mail, I will continue to use it for a couple more months on a trial basis. Canada will continue to get first class delivery since Newsletters going there have to be stuffed into envelopes anyway. Also this month I will mail first class to Alaska and Hawaii since the long distances involved make bulk mail too slow.

For those of you who favor first class delivery, I am reconsidering splitting the mailing list and offering dual service. There is no reason making all Club members pay for first class delivery when probably less than 25% would like the quicker service for want ads, club announcements, etc.

This month I hope to mail California, New England and the states furthest away on April 16th, and most of the rest of the U.S. on April 19th. This should get the April Newsletter to almost everyone before the end of the month. Since it is very difficult to mail all 3200 Newsletters on the same day, I mail those furthest away first, and work in towards Minnesota. For those who are interested, here are the dates I mailed each state for the March issue: March 23--CA, NH, VT, ME, RI, CT, NJ, MA, NY; March 24--OK, TX, CO, NM, AZ, NV, MT, ID, AK, OR, WA, LA, AR, HI, WY, PA, DE, DC, WV, MD, VA, AL, MS, KY, SC, GA, TN, NC, FL; March 25--IN, OH, MI, MN, WI, IA, KS, NE, ND, SD, MO; March 26--IL (with 20¢ stamps for April 1 club meeting notice) and Canada & overseas.

Jeff Delahorne, editor



OKAY SPOT, MUSH!

A new delivery method to replace the Post Office?

ANOTHER ANSWER FOR HEAVY STEERING '77 EMS

Concerning Blaine Hanks' 1977 EMS (March '82, p. 2), the early power steering would take a lot of modification to install and from experience, the unit is not very good (bad pump, leaky rack). Another answer would be to exchange the EMS rack which has 3.4 turns lock-to-lock, for one from a standard 99, which is 4.1 turns. He should also make sure his car has the large steering wheel and the front tires at 30 psi.

The expense for exchanging non-power racks is much less than converting to power steering. I suggest test driving a standard 99 to try the different steering rack.

Tom French, French's Foreign Car Ser. Irving, TX

SOLEX TRIPLE CARBS DO NOT FIT PRE-'64 3 CYL

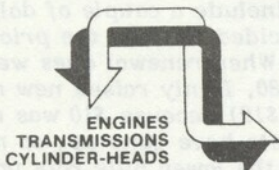
Steve Anderson of Des Moines and I found out that the Solex 34W2 triple carb set from '65-'67 Monte Carlo's and all '66-'68 two-strokes will not fit the intake manifold bolt pattern of the early "overhead fan shaft" three-bangers. Maybe there is a manifold that will allow fitment of those carbs to the early block, but neither I, nor Ken Cich have ever seen one, and Ken has a garage full of two-stroke carbs.

So Ken managed to dig up a Solex two-barrell carb, 44 PII, with manifold that fits the early block. I think this is the carb Saab used on the GT750's, but I'm not sure.

Jeff Delahorne, Duluth, MN



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MARGRIT ADLER VISITS SAAB-SCANIA IN CONN.

I visited Saab-Scania in Orange, CT on February 12th and finally met Mr. Len Lonnegren. The building sits at the end of a long drive appropriately named "Saab Drive." Although the building is about 10 years old, the design both external and internal is so good that it appears to have been built recently. The ground floor is dominated by a new Saab on display and also has access to the warehouse which is a marvel of systematic storage. Parts are stacked neatly and logically from floor to ceiling and the entire area is immaculate.

The second floor is reached by a short open staircase, and the entire level seems to run full length with no obstructing walls and just a few pillars. On one of the pillars is a tally count as to the number of Saabs sold that day. At 3 p.m. on the day of my visit the count was 58, but often runs close to 100. Each department from Advertising to Warranty has its own private area, created by filing cabinets and furniture about five feet high, but otherwise open to the ceiling.

To one side and in back of the building outside is a fenced-in area holding Saabs that have come off the boat. The building exterior is in Saab colors, blue and white. I learned a great deal during my visit, and certainly the hospitality shown me was graciously given and much appreciated.

Margrit Adler, Champaign, IL



PATCHES FOR SALE

This is the "airplane logo" patch that we have advertised for sale in the past couple of Newsletters. They are \$1.50 ea. ppd. We are temporarily out of the Club patches so please do not order any more until we get a new shipment. We still have thousands of new Club decals, which contrary to common belief, hold up forever on the outside of your car (try the corner of a rear side window, or rear window). They are 50¢ for one or three for \$1.00. COMING: T-shirts with artwork by Jack Ashcraft! Prices and details next month.

DEADLINES--This issue closed on April 10, so if your advertisement or club notice did not appear, it is probably because it arrived too late. The deadline for the May issue will be May 8.

99, 900's, & TURBO TO COMPLETE IN SCCA/IMSA

Reinertsen Motors, Inc. of Denville, NJ will be sponsoring four SCCA Saab showroom stock race cars and the IMSA Saab Turbo this coming race season. The SCCA showroom stock cars include an '80 Turbo (class A), an '80 900 (class B), an '80 99 (class B), and a '79 900 (class B). The cars will be driven by Kjell Skavnes, Kirk Miller, Len Schrader, and Lorinda Cherry respectively. Jon McKnight and Kjell Skavnes will alternate driving the IMSA Turbo.

Saab enthusiasts will be able to see these cars race at SCCA National and Regional races at Lime Rock, CT, Bridgehampton, NY, Summit Point, WV, and Bryar, NH. The IMSA Turbo should have a good season running in the Radial Sedan Series or the Champion Spark Plug Challenge. We will be at Lime Rock on May 31, Summit Point on June 20, Pocono, PA on Sept 26, and back at Lime Rock on Oct. 9. If anyone is interested in a particular race or weekend, call us at 201-627-0616 for more information.

Len Schrader, Denville, NJ

SAAB OFFERS PERFORMANCE AWARDS FOR RACING

Saab Press Info: Saab owners participating in SCCA races and Pro-Rallies can win a lot of money under the 1982 Saab Performance Awards Program, just announced by Saab-Scania of America, Inc.

Robert J. Sinclair, president of Saab-Scania, announced that about \$50,000 in prize monies is available to successful Saab drivers competing in a number of different events and classes during the 1982 racing season.

"The success of the Saab cars both here and in the rest of the world owes a lot to the successes the cars have experienced on race tracks and rally roads," said Mr. Sinclair. "Many of these wins came as a result of the interest and enthusiasm of individual Saab owners, people who have been willing to spend much of their time--and money--to compete with their Saabs. The Saab Performance Awards Program is designed to support these enthusiasts."

The Saab president noted that for the second year in a row, Saab in 1981 won the Manufacturer's Award in the Production Class in the SCCA Pro-Rally Series.

The Saab Performance Awards are offered to Saab drivers competing in the Showroom Stock A and B Classes, as well as in the GT II class in SCCA National races. In addition, Performance Awards are offered to Saab drivers in both the Open and Production classes in the SCCA Pro-Rally Series, and to drivers in Divisional Pro-Rally events. Complete details of the 1982 Saab Performance Awards Program are available from the Public Relations Department of Saab-Scania of America, Saab Drive, Orange, CT 06477.

SAAB LEADS PRODUCTION CLASS IN '82 PRO-RALLY

With two events down, Saab again leads the race for the SCCA Pro-Rally Manufacturer's title. Saab Club members Tom French and Eric Zenz have each taken second in the first two rallies. Tom placed second at the Big Bend Bash Pro-Rally in southwestern Texas February 13-15, while Eric lead the Production Class field most of the way in the 100 Acre Wood Rally in Missouri, only to have mechanical problems drop him to second on the last stage. But Saab driver Sandy Liversidge of VT picked up the win for Saab.

FUEL LINE FREEZE STOPS V-4 IN COLD WEATHER

During a recent "spring" cold spell, my 96 stopped after going about 100 feet. It seemed to be a fuel problem, and by process of elimination, I found that's what it was. Water in the gas line froze solid under the clamp to the body near the fuel pump. The solution I used was to insert a $\frac{1}{4}$ " or so O.D. plastic tube down the fuel line to the blockage, much like a catheter. Blowing down this tube eventually melted the ice. I also poured a little gas-line anti-freeze down the line for good measure.

This is the second time this happened to me. I pass this along because the first time I wasted my efforts testing the fuel pump, which worked fine. I guess this clamp must concentrate the cold.

John Valente, Marlboro, VT

ANOTHER POINT OF VIEW ON DISTILLED WATER

The Road & Track "Technical Correspondence" in the Sept. 1977 issue treated the subject of distilled water for cooling systems. I've seen numerous items in recent Saab Club Newsletters advising distilled water. This pure form of water fits our pampering purist minds fine, but according to the above mentioned piece, the smart guys at Mercedes-Benz have come up with better ideas and reasons for not using distilled water. I'm sure you can find the magazine to read the article for yourself.

In short, good clean, not too hard, tap water is best with 1% anticorrosive oil added. The problem with lime-free, distilled, and rain water is that they pick up carbon dioxide and oxygen from the air and then corrode things.

I currently have only one Saab, but it's a great one, a '68 Sonett V-4. For grown-up behavior I have a 1980 Subaru Brat. The Subaru's seem to have more in common with my means and needs than the 99's and 900's and in good old salty Vermont there are not many survivors of the 93, 95, 96, 97 persuasion. I would certainly welcome some Saab Club-type connection among Subaru-ists.

Ted Scatchard, Charlotte, VT

SLUGGED AIR-FLOW SENSOR TROUBLES '78 TURBO

I had one very tough problem with my '78 Turbo for the past four months. The engine got all kinds of erratic problems: loss of power, intermittent rough idle, and worst of all it would hardly move away from a stop sign after two or three minutes driving, the engine sputtering and backfiring. The backfiring caused the turbo to bend the compressor vanes backward and failure of the unit. I went to several garages here in So. California and they tried everything: cold start injector, four new injectors, checked voltages all over, put in new lambda sensor, checked CIS pressure, new plugs, new wires, no help from all this.

Then a friend at German Car repair in Pasadena solved it all in 30 minutes. The answer was the vent hose from the valve cover that goes over to the bottom of the air sensor. The air sensor plate must be completely free to float up and down. This mechanism was all slugged up under the arm and plunger assembly. I took off the complete air filter, air flow sensor, and fuel distributor and cleaned them in carb cleaner. The car now runs without a problem.

The Turbo vents to the inside of the air filter, while the non-turbo vents to the intake housing.

Dale J. Mack, Box 112, Pinon Hills, CA

WEBER 34-ICH CARB IS THE ANSWER FOR V-4s

Okay, if the Weber 34-ICH is the answer, what's the question? The question is: Where do you get a replacement for your worn out, warped Fomoco, or for your Solex that has an enlarged housing around the throttle shaft, or myriad other problems? Sure you can get performance carburetors like the MSS 43mm, or two barrell Webers and Holly-Webers, but what about a new, mostly stock carb that a guy can just bolt down to the intake without changing the intake manifold, gasket, pulling the distributor, etc.

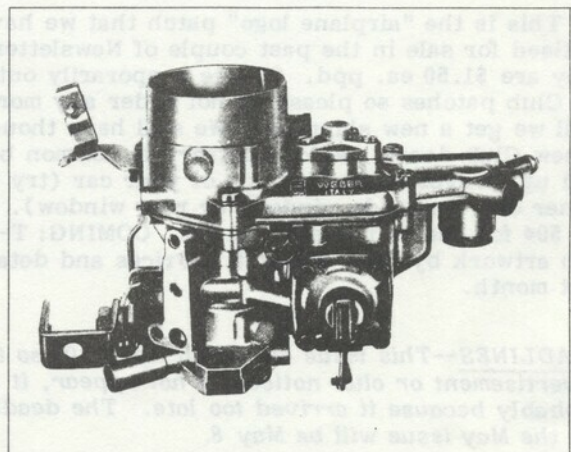
Well, I think I've found it. Over a year ago I heard about this carb in the British Saab Owner's Club Newsletter, and after a few trans-Atlantic letters and the kind assistance of Kim Butcher, I got a hold of one of these jewels. Then of course it took me a year to test the thing out. No, not a year of testing, a year to get around to testing it! (Rome wasn't built in a day you know).

In the meantime Ted Tucker at Loki Automotive in Virginia got one and tried it out and we both discovered that they work great. Weber has a reputation for making very good carbs, and this one is no exception. It has a manual choke and so starts easily with the added benefit of shutting off the choke when you want, not when the bi-metal spring and assorted linkages decide to go off. It bolts right down to the stock manifold with PCV and power brake attachments intact through the regular intermediate plate under the carb. It uses the stock linkage with the Fomoco opening direction (slight modification here if you have a Solex. Basically the reverse of all the tips on how to convert a Fomoco to a Solex that have appeared in the past). It uses the stock air cleaner. Nothing could be simpler.

I haven't closely check gas mileage yet, but since at 34mm throat diameter, it is only 2mm bigger than the stock carbs, gas mileage should be just as good, if not better, given Weber reliability. It has very good driveability with no hesitation and smooth idle.

Where can you get one of these jewels? Either from Loki Automotive, Rt. 1, Box 19D, Ruckersville, VA 22968, or if we get enough people together we can make a quantity order to the firm in London that I bought mine from. The cost from Loki is \$110 and the price from Chis Montague Carb Co would depend on how big a quantity we had. The quickest way is probably from Loki.

Jeff Delahorne, editor



RESULTS OF DAN JESSUP'S 95/96 V-4 SURVEY

Thanks to everyone who responded to my request for owner input on the trials and triumphs of owning a V-4 powered 95/96. In all, 38 owners wrote me and since only one had a 95 wagon, these results cover the 96 almost exclusively (though the two models are very much alike mechanically).

Mileage ranged from a low of 54,000 to an incredible 270,000. The breakdown by model years was: '73--3; '72--7; '71--5' '70--8; '69--9; '68--3; and '67--3. Geographical response was wide, from Washington State to Bermuda and Texas to New York. Since no one followed a pre-determined questionnaire, it would be unfair for me to list strong or weak areas as a percentage (for example, "60% reported a weak clutch" etc.)

I currently own a '73 96 with 80,000 miles and previously owned a new '79 900 EMS for two years in Alaska which I drove to my home here in North Carolina. Let's start with the good points:

- 1). ENGINE: With the exception of valve jobs around 70,000 (avg.) the German powerplant is very reliable and sturdy. Several people reported engines with well over 100,000 miles and no rebuilds. Almost all "inferred" this might be the car's best point.
- 2). STURDY BODY & CONSTRUCTION: Most owners agreed if you kept up with corrosion and occasional leaks under your carpets, the little Saab was built like a brick out house, and would last virtually forever. Older 96's should beware of windshield and floor pan crease seepage. ("Older 96's" now means all 96's I think. Ed.) Nothing a little sealer can't fix. Accident survivability was also frequently mentioned.
- 3). UNIQUE DESIGN: What needs to be said? Nothing on the road looks like it, that's for sure.
- 4). HANDLING: Many praised the attributes of FWD and its firm, predictable handling. My '73 is missing its front stabilizer bar and likes to lean in corners more than older 96's, but it is still a quick handler.
- 5). ECONOMY: All owners like the economy their 96's provide. Average fuel consumption reported as high 20's for town and 30's for highway use. Some reported high 30's on long trips. The car is basically very economical also because it is so reliable and when things do go bad, the simplicity of the car allows owner performed maintenance much of the time.

Now for the bad or weak areas, (yes, even perfect people have vices):

- 1). TRANSMISSION: This is the number one gripe, without debate. The proverbial weak link in an otherwise great car. Most needed overhaul on average by 80,000 miles, some earlier, and a few are still going at 100,000 miles. Mine has 80,000 and feels ok but like several owners commented, it "feels fragile." What tranny hints could I glean from all this? To get long life (80,000 to 100,000 miles): 1) use 75wt oil, 2) change it at least every 6,000, 3). drive easy 4) lock out free-wheeling.
- 2). CARBS: There was lots of disagreement here. The responses were divided 50-50 between Fomoco and Solex. The Solex is difficult to work on, but better fuel economy and performance. The Fomoco is simple, but not much else. Aftermarket carbs were very popular. (Ed. Note: See article elsewhere in this issue on a new replacement carb for V-4's)
- 3). BRITISH HYDRAULICS & WATER PUMP: There were many complaints on clutch and brake hydraulic parts. The water pump is a real dog and replacing it every 50,000 miles isn't much fun.

4). EXHAUST SYSTEM: Many mentioned what they thought was early "burnout" with exhaust systems and the relatively high cost of replacement. The MSS aftermarket system received a lot of praise for increased performance and longer life. Exhaust system straps and hangers failed a lot, but I've noticed many good fixes in past Newsletters.

5). Finally, several people wrote to say they wished the Saab 96 had more power. The car is a bit slug-gist. Granted it can cruise at 70 mph with no problem, it just takes a little time to get there. Many said passing another car with a loaded 96 could prove exciting if not carefully planned. You can add bits of power here and there with aftermarket carbs, headers, ignition and the like. But before you bolt that turbo on your V-4, remember what kind of tranny is plugged into your engine. More power for the engine will probably mean less life for the transmission.

All who wrote loved their V-4's and would have another if available. I've had mine six months and it is an economical, reliable little car, and good looking too.

Dan Jessup, Rt. 4, Box 404A,
Elizabeth City, NC 27909

HOW TO REPAIR VDO CLOCKS ON 95'S AND 96'S

The VDO clocks on 95's and 96's often lose time or stop, but they are easily repaired. Note that the round and square clocks are the same inside. To fix your VDO clock you need to remove it from the dash and then take the three nuts off the white plastic cover. The third nut is under the plastic seal (blue) a small cover for the nut to let factory repairmen know the unit hasn't been unsealed, you can just break it apart. Once you have exposed the works, look for a massive flywheel-like part near the rear insulation board. Remember when the clock worked it would tick for several minutes and then make a pop sound. This is the part that makes the sound and it has one of a pair of electric contact points on it. The proper closing of these points winds the clock by switching on an electromagnet momentarily and flipping the wheel. The demon that stops these clocks is dirt on the points--just clean them up.

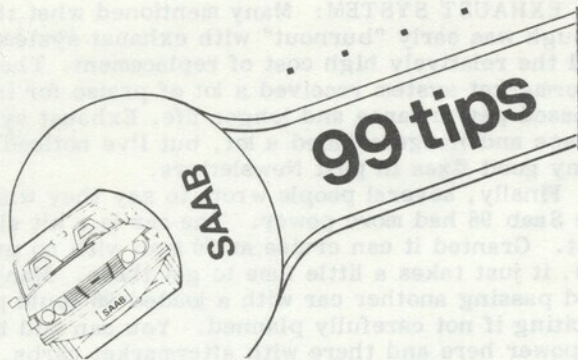
If this doesn't get the winding circuit running, the bad contact may have overloaded a fusible link at the far end of the magnet's copper coil. The power comes in via a copper strip running inside the insulation board, the end of which is a tiny "O"-shape that attaches to the fusible link. When the link melts the copper strip springs back flat on the insulation board. To reconnect power, remove the bits of fusible metal and hook the copper "O" onto the tiny projection adjoining the bright metal tiny "O" that held the other end of the fusible link. Now you've got a clock again, it only takes 15 minutes after the clock is out.

Robert Allen, New Haven, CT

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99 CLUTCH TIPS FOR USE WITH HAYNES MANUAL

By K.J. Strack

It has been pointed out before in the Newsletter that if you are going to rebuild the clutch on a 99, you do not need that "weird special tool," you can just use a piece of ignition wire and utilize a shop press. Well, what if you don't have a "weird special shop press?" OK, you can still do it, but having done two of these, I would say that it's not all that simple. So here are some suggestions to be used in addition to the Haynes Manual (don't leave home without it). I would recommend being sure you have all miscellaneous parts before you commence. My notes were based on the '73 99. The titles like "Section 7" refer strictly to the Haynes Manual directions.

Section 7

Step 8--To get the grill off, first remove the aluminum headlight shields. If a sheet metal screw balks, you can drill it and use a #1 extractor insert, or maybe even just drill the whole screw out. After you have the shields off, remove the sheet metal screw under the center of each of the four headlights. Then buy eight normal slotted sheet metal screws to replace those dopey Phillips head screws--it'll be much easier to reinstall and remove in the future, assuming you have a standard screwdriver that can grasp the screws (available at any hardware store). Having the screws out, pull two large machine screws at the ends of the grill, and two large nuts at the base of the grill, and now lift out the grill.

Step 10--Before doing this step, install the spacer wire (spark plug cable). You need to turn the adjustment screw in all the way to be able to install that wire, unless you have a helper to hold down the clutch pedal. Then turn the screw out all the way; i.e., until it has pulled out of the release lever. Then pull the release lever out of the way, but not out of the housing.

Step 11--To get the circlip loose, use screwdrivers in the three slots in the housing.

Step 13--If you don't have the slide hammer, screw a very long 13mm bolt into the hole. If the shaft doesn't come out easily by pulling on the bolt, hit the bolt with a regular hammer towards the rear of the car to "break the ice," i.e. hammer until you see it visibly move, then reverse the direction of hammering to pull the shaft out.

Section 8

Clutch inspection. While you are at this, check the clutch shaft for wear. If the car has high mileage, the ribs on the forward section may be well worn, if so, the mechanics' consensus seems to be, replace it.

Replacing the gear onto which this shaft fits can also be considered because it will also be worn, but it is lots of money. Do not forget the wire clip ring that goes onto the shaft when buying the shaft.

Section 9

Step 1--Since you do not have the clamp (special Saab tool), you'll need something else, and you may not have a shop press either. If so, you can use two very large C-clamps pulling down on a thick piece of steel (about $\frac{1}{2}$ by 1 by 8 inch), which lays on top of a rubber wheel, say of $2\frac{1}{2}$ " diameter. That is, you lay the pressure plate on a corner of a workbench, set the wheel over the middle of the fingers, lay the steel piece onto the wheel, and clamp the steel to pull down the pressure plate fingers. Only then can you push the spark plug cable into place. Be sure the cable is grease-free and dry, and get the finers as far down as possible. If the cable wants to slip you are stuck, so check it carefully before proceeding any further.

Step 3--It helps to keep the friction disc centered before installing the pressure plate, which I did by putting a small amount of hot melt glue on a few portions of the edges to hold it in place. The glue, being very weak, breaks the first time you actuate the clutch. You are gluing the disc onto the flywheel in other words. But first you insert the clutch shaft through the housing, disc and flywheel, so that the disc will be right on center. Then you apply glue and withdraw the shaft. Therefore the disc is perfectly on center, and barely held in place there by a tiny amount of glue.

Step 4. When reinstalling the pressure plate and bearing, try to orient the pressure plate about right with respect to the dowls on the flywheel, so that it goes immediately on. This you do because the friction disc can be easily bumped off center--you only used a small amount of weak glue to hold it in position, right?

Step 9--If the cap doesn't go on far enough to show the circlip slot, hammer the cap sides lightly with a very long screwdriver to push the ball bearing back, as it has moved forward, probably during shaft removal.

Final Note: There are two other club papers that you should have before starting this job. One is on page 3 of the March '78 Newsletter, the other is on the last page of the Club's 32 page 99 reprint. If you don't have these sheets, call me and I'll send you copies. K.J. Strack, 1976 Berkwood Dr, Pittsburgh, PA 15243, 412-221-3252.

Ed. Note: Other's have reported that an old fan belt also works well in keeping the clutch springs depressed like the ignition cord does. Also I use a length of 2x4 to hold the clutch pedal down in lieu of a helper. To compress the new pressure plate, I place it in place on the flywheel (without the release bearing housing and friction disc), place the release bearing in position in the fork, run up the adjuster so it all stays there, and then gently depress the clutch pedal and hold it there (either helper or 2x4). Then insert the ignition cable (or fan belt) and release everything. The pressure plate is now compressed and ready to insert for good with the disc and release bearing housing in place. It sounds complicated, but it's really pretty easy.



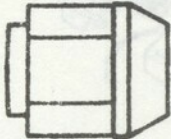
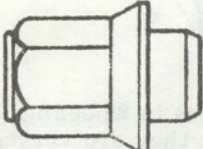
99/900 WHEEL NUTS--APPLICATIONS AND USE

There are four basic types of wheel nuts in use on Saab 99 and 900 models. It is extremely important that these nuts be used correctly.

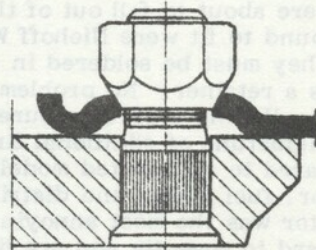
NOTE: When accessory wheels are mounted, use the correct nut type. Never use conical nuts on wheels designed for flange nuts or vice versa.

--All nuts must be torqued to 64-73 ft. lbs

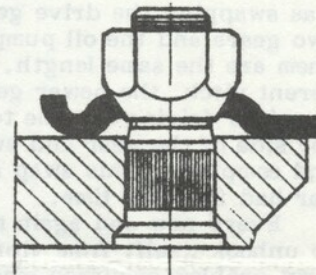
--Do not use impact wrenches for final torquing

99/900 WHEEL NUTS	Application	Fiche No.	Order No.
 Conical nut, open end	All steel wheels (including spare wheels) up through M81.	89 09 145	89 09 145
 Conical nut, Black	M82- All steel wheels. All alloy wheels from -C1009904.	89 47 277	89 47 277
 Conical nut, Bright	M82 alloy up to -C1009903. <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 5px auto;">Note: Will be superseded by 89 47 277 when current stock exhausted. Note color difference requires complete set of 16 for continuity.</div>	89 47 285	00 24 513
 Flange Nut	(Closed End) Used on EMS/GLE, Inca, M81 TRX, Minilite and Shelby wheels.	89 19 656 (00 11 973)	02 05 021
	(Open End) M79-80 TRX wheels.	89 39 787	Superseded to 02 05 021

--Always check wheels that use conical nuts for wear.



Position of wheel nut in new wheel



Limit of permissible wear using new wheel nut

If the wheel hole is worn beyond the limit illustrated, proper torque cannot be maintained. Wheel failure will eventually occur.

Saab-Scania Service Info.

ADDITIONS/DELETIONS FOR REC'D MECHANIC LIST

Here are some changes for the Recommended Dealer/Mechanic list which appeared in the February Newsletter. Either pencil in the changes on your list or clip out this list and attach it to the Feb. list.

WEST COAST

- DELETE: Jim Haskins, 2635 25th St., Santa Monica
- DELETE: Johnston Racing, 8656 Commerce, San Diego
- ADD: John's Saab, 1838 Washington Way, Venice, CA 213-827-0182, V-4 all models, many used parts.
- ADD: Ace Muffler, 1591 Pacific Coast Hwy, Long Beach, CA 599-1920, custom work
- ADD: Import Motor Works, 1651 N. Serrano, Los Angeles, CA 463-3412
- ADD: Big Auto Wrecking, 400 E. Redondo Beach Blvd Gardena, 327-2238, Sonett Parts, some other models
- ADD: Ban Auto Salvage, 2133 E. Anaheim St, Wilmington, CA 436- 9231, 99's

ADD: Import Motor Supply, 101 N. Manchester, Anaheim, 714-924-3369

ADD: Ron's Custom Upholstery, 520 E. Anaheim St., Long Beach, 435-3012, good quality & painting

ADD: Marand Automotive Auto Body & Painting, 8027 Rosecrans, Paramount, 633-6488.

OREGON & WASHINGTON

ADD: Rowland Motors, 517 E. Pike St, Seattle, 206-328-2303 (parts line)

ADD: Monza Motors, 13908 Hwy 99, Lunnwood, WA 206-743-7828, slim has been working on Saabs since 1957.

ADD: Precision Foreign Car Service, 83rd & Aurora No., Seattle, WA 98103, 206-783-1888.

TEXAS

Smitty's Auto Shop is now Pilot Knob Saab, G502 Lockhart Hwy, Austin, TX 78744, 512-243-1248, specializes in 93, 95, 96, & 97's.

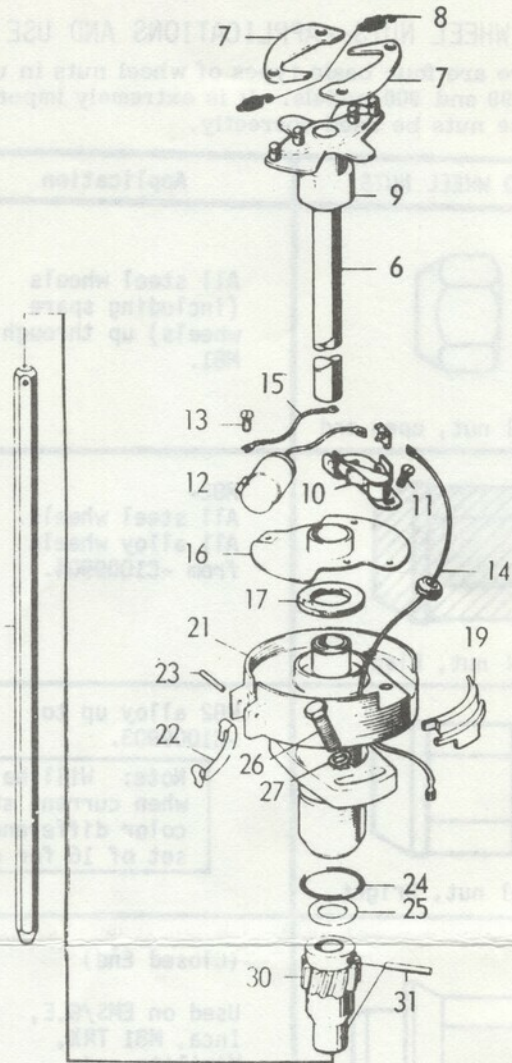
99 ALT. BRUSH REPAIR & BOSCH/DELCO DISTRIBUTOR SWAP

My Bosch alternator was trouble free for as long as I owned the car, so at first I didn't suspect it as being faulty when the alternator light began to light intermittently. I performed a test of the regulator as described in the Haynes manual and according to the test, the regulator was bad. But after replacing it the problem persisted and the battery began to run down. Anyway, it turned out to be the alternator brushes which were so worn and short that they were about to fall out of their slots. The brushes I found to fit were Niehoff WA-515 and cost about \$3. They must be soldered in and the braided lead acts as a retainer. No problems since.

Having a 1973 carbureted 2 liter 99, I have the misfortune of additional British made parts as compared to an injected model. These include carburetor, fuel pump, and distributor. The Delco distributor was the most annoying as tune up parts are hard to come by and are listed incorrectly in a number of parts manuals as well. So when the old Delco began to wobble slightly, I replaced it with a Bosch unit from a '76 and did not encounter any problems. The parts for the Bosch are readily available and cost the same as Delco parts. The only modification was swapping the drive gears of the two units. The two gears and the oil pump drive rods connected to them are the same length, but the gears are of a different pitch, the newer gear being finer. Swapping requires driving out the tension pin on the distributor side of the gear and swapping gear and oil pump rod complete. This swap also cured a "cough" the car had for some time.

Every now and again my starter solenoid seems to unhook itself, from vibration I would guess. The first problem occurred when a black wire running from the starter to the coil came off and this resulted in a strange problem. The car would start with the key in the "start" position, but would die when the key was released to "run." The second problem was just total failure of the engine to turn over at all, though all the dash lights were lit. That was caused by a yellow wire running to the key. That one was easier to figure out than the first mentioned problem which took a little while.

I installed four 165SR15 Kleber V-12's on my car and I'm very happy with them. First off they are



cheap--\$44 ppd from Tire America in Wheeling, WVA. They look narrow for 165's, but they are very good in the snow and rain as well as on dry pavement and seem to handle well. Their reliability is a welcome change after Pirelli P-3's whose sidewalls bloated and tread cracked and split or Michelin ZX's which slide all over in the rain. Tedd Donlon, Milford, NH

WEST

ADDRESS CHANGE: Little Germany, Inc. is now at 5235 E. Speedway Blvd, Tucson, 602-881-3273

DELETE: Charles Towner Saab, Colo. Springs--out of business

ADD: Acadamey Ford/Saab/Subaru, 175 N. Academy Blvd, Colo. Springs, CO 303-597-2200. Same mechanics as Charles Towner.

ADD: Saabaru, 319 S. 14th St, Colo. Springs, CO 303-632-5807. two-strokes and on up.

ILLINOIS

ADD: Wigglesworth Imports, 705 E. Roosevelt Rd., W. Chicago, (formerly Goettel Motors).

ADD: Mike Scanlon, 6135 N. Broadway (rear), Chicago, 973-1377

OHIO

DELETE: Swedish Cars of Cleveland
ADD: Qua Imports, 11 Broadway, Bedford, OH

PENNSYLVANIA

ADD: Lombard Motor Sales, 3900 Monroeville Blvd., Monroeville, PA 15146, 412-372-2022

ADD: Swedish Motors, Rich Kushner, Essex and Decatur Sts., Marietta, PA 17541, 717-426-2202.

ADD: Gary Reider, RD#4, Box 232, Boyertown, PA 19512, 215-845-2982; 18 yrs experience, all Saabs.

NEW YORK & NEW JERSEY

DELETE: Fred Carl, New Salem, NY, Fred's garage is New Salem Garage, listed elsewhere in the list.

DELETE: Brown Bear Automotive, out of business

NEW ENGLAND

DELETE: Ron Young, RK Automotive, out of business

SOUTH

DELETE: Checkpoint, Inc., Clearwater, FL; out of business

99 OIL SENDER FAILS AND IGNITION LOCK WOES

At 67,000 miles on my 99 the oil pressure sending unit (for the idiot light) developed an external leak. Before this was discovered, about three and a half of the four quarts of oil leaked out! Luckily no apparent engine damage occurred. Apparently this is a common problem with many different cars. Detection of the leak on the 99 is harder than you might expect since the oil sprays into the belly pan and/or a body cavity. If the drainage out of these is poor due to mud, ice, Ziebart, etc., you may not see much of a puddle on the ground. Check your car fairly often, especially with higher mileage Saabs. The sending unit is easily replaced, as it has a standard 1/8" pipe thread on it. I used one for a VW. Get one that has a blade type connection.

At 67,000 miles also, I suddenly found that I could not turn the ignition key back to lock, even with the gear lever in reverse. This is apparently common with 99's. After removing the gear shift housing from the car (not a simple job). I found the only problem was that the "hair" spring in the locking mechanism was broken. The broken spring then evidently jams up the mechanism. I removed all the pieces of the spring and then operated the ignition key a number of times and it worked fine. Can someone out there tell me what that spring is used for? I reassembled the mechanism without the spring and it has worked fine ever since.

When removing the gear shift housing, a small punch and hammer will loosen those "blankety-blank" three-cornered nuts that are used to attach the housing to the car. The thread is 1/4-20, so you can use standard 1/4-20 nuts when reassembling the housing.

Engine noise inside car: If there seems to be an excessive amount of engine noise inside the passenger compartment, one source may be a torn or out of place rubber boot where the steering shaft goes through the firewall. This can be repaired effectively by using contact cement to glue the pieces back together, then covering the appropriate area/areas with a liberal amount of silicon "bathroom" caulk. Before doing this, however, it would be best to grease the steering shaft with silicon grease so that the boot won't stick to the shaft.

One cause of an excessively noisy engine is a loose timing chain. These can be adjusted with the einge in the car. How to do it was covered in a back issue of the newsletter (don't remember which one at the moment) and I believe, in the service bulletin supplement available from Saab. (We have copies here at the Saab Club, send the usual SASE plus one extra 20¢ stamp to help cover copying costs and we will send you a copy.)

Steve Parsons, Washington, IL

SAAB FACTORY SERVICE MANUALS FOR SALE

When Dick G. and I finally consolidated all the Club manuals in one place I found we had duplicates of several ones. So I am going to sell them to help out the treasury a little bit. All are in original factory binders unless noted and in good condition. UPS shipping included in the price listed.

1965-67 two-stroke 95, 96, and Sport/Monte Carlo: \$30; 1969-73 99: \$25; 1969-74 99: \$30; 1969 only 99: \$15 (non-factory binder); 1969 only 99 parts manual, not in binder: \$10. Send check to Saab Club of Am.

QUICKOR SWAY BARS WORK WELL ON 1982 90C

I just installed a set of front and rear Quickor anti-sway bars on my 1982 Turbo 3-door. First of all, the materials and workmanship are worthy of Saab, installation was simple, and the fit was perfect.

Secondly they dramatically improved the already respectable handling of the car. Specifically, the steering became more neutral and cornering is now much flatter. Subjectively the car "feels" much more nimble and responsive and is more fun to drive, if that's possible. If this sounds like an endorsement, I guess it is. For more info, contact Quickor Engineering, 6710 SW 111th, Beaverton, OR 97005.

EASIER STEERING FOR '77 EMS--FRONT ALIGN'T

To Blaine Hanks (p. 2, March '82 Newsletter): I have a '77 EMS that had the same problem. Steering became easy after I aligned the front end after about six months of driving. When I checked the alignment, I found that it was within spec, however there was more positive camber on the right than on the left. I fixed it so that camber is close to the same right and left.

A.E. Lucier, Raleigh, NC

Ed. Note: Bob Hansen and I also found heavy steering in his '75 99 due to front end out of alignment. We found the toe-in to be about an inch and a half instead of 0.04" which is spec. Ace Volvo mechanic, Dave Carr at Continental Motors in Duluth, also found the camber was about 1 1/2° positive instead of the recommended 1/2° ± 1/2°. These two changes helped the car both track straighter and lowered the steering effort quite a bit.

UPGRADING DASHBOARD SPEAKERS FOR 900'S

The existing dashboard speakers can be removed and with minor modifications, replaced with co-axial speakers. Pioneer TS-108's are four-inch, round, and high-efficiency co-axial speakers. The mounting hole distances on the Pioneer speakers are the same as the existing Phillips units. The only modification required is to square off the Pioneer speaker frames. This can be done with a tinsnip and file, using the Phillips speakers as templates. The Saab rubber gasket should be removed as the Pioneer's have built in gaskets. The new speakers are held in place with Saab mounting hardware. These speakers will handle up to 20 watts per channel and even with a low power radio the sound quality is greatly improved. At \$50 a pair, these speakers are a good replacement for the original equipment.

Joe Lucca, Franklin Sq., NY



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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 & 96's FOR SALE

1967 Sonett, exc. cond., fresh motor, XAS tires, new rear window, spares; serial #150: \$3000. Philip Palley, 4811 Battery Ln., Bethesda, MD 20814, 301-340-7222 work, 657-9736 home.

1968 Sonett, ex. cond., sunroof, floor shift, custom rear shades, new rockers, trunk floor, zero miles on new paint job: \$4200; ALSO--1969 Sonett, low miles, superb cond., 12,000 miles on balanced engine, Weber car, short gear ratios, floor shift, sun roof, custom rear shades, mags, fogs, metallic two-tone paint silver/black: \$5500. Bob Sbarge, RD2, Pudding St, Carmel, NY 10512, 914-225-8134.

1971 Sonett III, recent complete engine and trans. overhaul, new paint (mellow yellow), new tires, A/C, orig. mags, exc. cond.: \$5000 obo. D. Timmerman, Rt. 1, Box 676, Walnut Springs, TX 76690, 817-797-5191 eves.

1972 Sonett III, green, #929, interior good, fiberglass good (slight damage), pan rusted; 4 good Michels, extra tires, cassette: \$1000 obo. Don Eisenstein, 3747 Warr. Ctr. Rd, Cleveland, OH 44122, 216-751-0458.

1973 Sonett III, 53,000 mil, custom black lacquer paint, handling modifications, exc. mechanics, pic's available: \$4295. Call for details. Ken Virgin, 215 1/2 W. 9th Ave, Huntington, WV 25701, 304-522-7603.

1974 Sonett, blue, 30,000 orig. miles. 150 psi each cyl.; never hit, no rust or dents, exc. cond. inside and out: \$5000. Al Buda, 213-682-1517, Beverly Hills, Calif.

1974 Sonett, red, ser. #2117, 35,650 mil, am/fm cass. multiplex, 4 spkrs, everything good to exc.: \$4200. Bill Ames, Box 878, Dickinson, TX 77539 713-535-4714

95's and 96's FOR SALE

1970 96, 137,000 mi., rebuilt trans. 5,000 mi., new clutch, fan bearings & exhaust sys., bodywork & new paint 1 yr.: \$1250. Tony Atkin, 354 Phillips Ave, Glen Ellyn, IL 60137, 312-469-1569.

1973 96, the "perfect" 96; body exceptional, everything else in very good cond., car is freshly undercoated and treated to prevent rust, 58,000 mi.: \$3200 Call Len at 201-627-0616.

95, 96, and SONETT PARTS FOR SALE

Wheels and brake parts from 1966 Monte Carlo (4 bolt type), also radiator and some body parts too numerous to mention; 750GT block, 850 8 bolt block; send for complete list. Neal Zeilinger, Rt. 2, box 65, Neola, IA 51559, 712-545-3123.

Have many sets of triple carbs w/manifold for 65-68 two-strokes, Solex 34W2, \$35 each + shipping. Al

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

Tirella, Acorn Hill Rd, Olivebridge, NY 12461.

Have '63 brand new left rear fender, will sell cheap to club member. Dale Kunkel, 233 N. 8, Lehighton, PA 18235, 215-377-2650.

Brake pads for 96 GT850 & Sport '63-66, Monte Carlo etc. Ferodo FD 10 L(M) two sets, both for \$20. Also trailer hitch, fits 95, 96, & 99: \$25. David Hathaway, 27 Beverly St, Pittsfield, MA 01201, 413-443-4670.

V-4 Parts For Sale: you name it, I've got it. Almost everything, will ship most. Keep this Ad! Also, new two-stroke parts: (6) 750 Pistons, 1.0B, (1) 850 A piston, new starters, generators, oil injector pump, brake linings, ignition parts, air filters, thermostat, piston pin bearings, wheel cylinders, Bendix drives. Bert Gunn, Bedlam Rd, Chaplin, CT 06234, 203-455-4203.

Two 7" Cibie Hi-Lo lenses: \$30 (needs new bulbs); one set 96 fenders: \$60; one early Solex: \$30; one silver engine in pieces: \$50 or will separate (no block cam or crank); one gas tank: \$20. Paul O'Neill, RD #2, Greenhaven Rd., Pawcatuck, CT 06379.

Parting out two 1968 V-4 Deluxe's; mostly everything available and priced to sell! Gary Reider, RD#4, Box 232, Boyertown, PA 19512, 215-845-2982.

Early and late V-4 grille panels: \$15; '65 96 chassis jack with handle: \$8; '70 96 air cleaner ass'y minus filter: \$10; '70 96 seat belt set: \$10; '70 96 trunk lid, one small dent" \$15; '69 96 gas tank: \$20; Will trade any or all above parts for red vinyl driver's seat ass'y or just cushion for '70 96. Thomas A. Franko, 3512 Mayfair St, McKeesport, PA 15132.

95, 96, and SONETT WANTEDS

Wanted: V-4 95 in Pacific NW area to be bought in June. Must have strong powertrain, esp. trans. for Alaska trip. Contact ASAP. Dan Jessup, Rt. 4, Box 404A, Elizabeth City, NC 27909, 919-330-2257.

Need Service manual for 1960-64 96 two-stroke: \$20 or ? Also info regarding whereabouts of GT750 ('58-62) engine & transmission. Al Tirella, Acorn Hill Rd, Olivebridge, NY 12461.

Wanted: '68-73 V-4 Parts Book or Photocopy. Bert Gunn, Bedlam Rd, Chaplin, CT 06235, 203-455-4203.

Wanted for 96: door window wind deflectors: \$3 ea; front and rear light lenses: \$10 ea.; radiator overflow bottle: \$5; left front fender: \$25; mud flaps: \$5 set; rear backup light: \$5 ea; window washer bottle with pump: \$10; rear side indicator lights: \$5 ea. 96 factory service and parts books: \$15 ea. Lyle Kloke, 1123 Catalpa Cir, Madison, WI 53713, 608-257-6217.

Wanted: "Made in Trollhattan by Trolls" decals, "Saab" outdoor commercial sign; and '68 and '73 Sonett grills; Under \$50 or? Roger Banks, 151 NW 8th Ave, #5B, Ontario, OR 97914.

Wanted: 96, preferably V-4, must be structurally sound--no major rust and in driveable condition. Will pay up to \$900. Marc Vernon, 373 Hopkins, Champaign, IL 61820, 217-332-1310

For Saab 96 V-4, need one bellhousing, will pay \$25 Berni TenCate, 4020 Allen Rd, Tecumseh, MI 49286

95, 96, and SONETT WANTEDS, continued _____ 99 and 900 PARTS FOR SALE, continued _____

Wanted: latest V-4 95/96 Parts manual, will trade or sell like new Sonett parts manual '66-'69. Also, wanted Saab sales literature and Tekno die cast miniature 96 scale models \$2-\$10. Bob Allen, Peabody Museum, PO Box 6666, Dept. V.P., New Haven, CT 06511, 203-432-4043 wkdays, 203-248-8798 eve's.

Needed: Driver's side mirror for Sonett III, driver's side chrome window divider/window slide for any Sonett II, V-4, or III (all the same part) unbent; Radiator fan for Sonett II, plus any tips on how to keep my two-stroke cool in the desert. Nicholas Wilson, 708 Brown Av., Evanston, IL 60202, 312-475-8591 eve and weekend to 11 pm.

Wanted: Steering wheel with good center for '68 96. Center pad shaped like Saab Club's logo. Have good dash with no vinyl cracks to trade. Bill Cook, 990 Four Mile NW, Apt. 1C, Grand Rapids, MI 49504, 616-784-6497.

Need supply of Intercontinental (GPC) or Saab two-stroke oil. Steve Straub, 139 Holden Dr., Macomb, IL 61455, 309-833-2312.

99's and 900's FOR SALE _____

1974 99LE 2 dr., am/fm stereo, 4 spd., good radials: \$1600/offer. Dal Silvis, Jr, RD#4, Kittanning, PA 16201, 412-763-9590.

1974 99LE 3 dr., red w/ brown int., 90,000 mi. with new clutch & water pump on 300 mi. Very good mech. new paint and headliner, driver seat needs new fabric and vinyl dash top cracked, A/C, am-fm-cb; can no longer depreciate: \$1850 obo, Mike Lebowitz, 11078 Morrison lane #B, Dallas, TX 75229 214-620-0156

1978 99 Turbo, silver, 4 spd., sunroof, am-fm-cb, very good cond, 63,000 miles: \$6,900. Rich Bohn, 34 Alsun Dr., RFD#4, Milford, NH 03055, 603-880-7260, work: 800-258-1700, ext. 5140.

99 and 900 PARTS FOR SALE _____

185x15 radials, 90% tread, take off's from new cars: \$40 each fob Waverly, IL Kenneth Wyle, 251 W. State St, Waverly, IL 62692, 217-435-9777 eve's

New 99 head, cam and Weber intake manifold; head full race, ported and polished by MSS with 3/4 race cam, includes all valve train components, never used: \$1200 obo. Mark Strohm, 2525 Jefferson, Duluth, MN 55812, 218-724-3081.

Shocks for 1975-79 99GL and EMS, Gabriel Striders, used 10,000 miles, complete set: \$40; Bilsteins, used 15,000 miles, set: \$75. Craig Thompson, 1123 Lincoln Blvd, #9, Santa Monica, CA 90403, 213-393-4924.

900 rear spoiler, never used: \$70 or offer, incl. ship. Paul Britt, 8048 Sleepy View Lane, Springfield, VA 22153, 202-697-6093 wk, 703-455-5570 home.

1975 99 ring gear and starter motor gear, new for auto trans: \$150; '75 99 points and cond.(new): \$7 99 tools, new, disc brake tool, CO adj. tool, air bleed tool: \$17; '75 99 factory service manual: \$26; 99 Haynes workshop manual: \$6; '75 99 regulator (used) \$4; '75 99 locking gas cap (used): \$6; 1 1/2 cans Saab green paint (GN10): \$2. The lot for \$210. Jeff Walker, PO Box 10093, Clearwater, FL 33517, 813-461-6119 813-446-5204

Have 1981 Saab-Hella H-4 European headlights, will trade for '81 or '82 quartz headlights, rims, buckets plus \$125. Ron Fiedler, 16006 Woodbrook Ave, Maple Heights, OH 44720, 216-494-5539.

Set of Bilstein shocks: \$140; original front spoiler from '80 900 EMS: \$40; 1979 engine manual: \$9. Mark Possoff, PO Box 11, Haverford, PA 19041, 215-667-0593 after 7 pm.

Four EMS alloy wheels with CN36's in exc. cond. Karl Herman, 30 Elk Rd, Verona, NJ 07044, 201-857-2139.

1972 1.85 injection engine, good cond., had about 70,000 miles: \$300. Automatic trans. parts for same engine avail. T. Long, 375 So. Shore Drive, Crystal Lake, IL 60014, 815-459-7254.

One York air conditioner from '75 EMS, like new, make offer. Greg Latimer, 9738 E. 26th Terr., Independence, MO 64052, 816-254-6569.

Air conditioning unit from '74 99LE, working before taken out: \$110 obo or trade? Paul Harmon, 10704 Esmeraldas, San Diego, CA 92124, 714-277-5139.

Blaupunkt am-fm cassette stereo from '82 Turbo, model 2001, cost \$385 plus, sell for \$125.

ALSO--two '76 99 radiators and two-stroke radiator, new: \$75; '72 99, whole car body in very good cond.: \$150. Alex Buda, 213-682-1517.

Parting out '74 99EMS and '76 GL; '74 gearbox, 4 spd. good: \$350; '76 gearbox, 4 spd, good: \$400; mostly everything avail. Also 1971 1.7 carb eng. and 1971 F.I. eng. cheap. Gary Reider, RD#4, Box 232, Boyertown, PA 19512, 215-845-2982.

Minilite wheels with R8 Goodyear slicks (23x8.5x15). The real thing, not panasports. Used on Group 2 99 sedan. Will sell all for \$700 obo. Wally Eriksson, 203-245-6482.

Four EMS wheels with Michelin 175/70HR15 XVS, 10,000 mi. tread on one year old set. \$695. Leo Skrzypek, 244 Commonwealth Ave, Springfield, MA 01108, 413-732-8196.

Set of three radiator/heater/engine block hoses for '74 99, never used, purchased 1981, paid \$90 new, will sell for \$75 obo. Jerry Plotkin, 1371 B-3 Monomoy, Aurora, IL 60506, 312-892-3973 eves.



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SPECIAL (thru 6/1/82) Tie rod ends and ball joints for all Saabs: \$21 ea. Specify year & model. Shipping withing U.S. included. Send Check or money order to avoid COD charges. Send SASE or phone us for a price quote on any Saab part. Phone 617-254-0353.

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APR. 1982



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99 and 900 WANTEDS

Want four alloy wheels for Saab, just be 5 1/2 x 15 or 6 x 15, oem or aftermarket, will also consider TRX wheels. Karl Herman, 201-857-2139.

Wanted: Hatchback model Saab, not late model; pay cash. Kenneth Wyle, 251 W. State St, Waverly, IL 62692, 217-435-9777 eve's.

Wanted: 99 early model, need gear selector shaft and detent. Will pay \$15. Bernie TenCate, 4020 Allen Rd Tecumseh, MI 49286

Need grill and headlight frames for '75 99 or newer. Also '78 right front parking light ass'y for 99GLE. Al Krebs, PO Box 72, Holicong, PA 18928, 215-794-7098.

Wanted: one 99 heater core. Paul O'Neill, RD #2, Greenhaven Rd, Pawcatuck, CT 06379

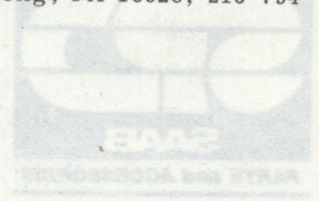
Wanted: two hub caps from '78 99L or four 15" wheel covers from '78 99GL, \$10-\$40. Mark Searle, 14 Summit Ave, Pawling, NY 12564, 914-855-5853 eve's.

Wanted: one intermediate gear & shaft for 2.0 l trans. also second gear. Tedd Donlon, Milford, NH, 603-673-9267.

Wanted: owner's manual for '74 99EMS (any '74 manual will do). Andy Downs, 3737 Centinela Ave, #A, Los Angeles, CA 90066, 213-398-4092.

Wanted: Driver's seat bottom cover for '78 EMS, reddish color, must be perfect. David H. Weibel, J-101 Valley Stream Apts., Lansdale, PA 19446 215-855-8927

swedish parts distributors inc



SPECIAL (thru 8/1/82) The rod ends and ball joints for all Saabs - \$21 ea. Specify year & model. Ship- ping within U.S. included. Send check or money order to avoid COD charges. Send SASE or phone us for a price quote on any Saab part. Phone 513- 324-0982.