

**THE
SAAB
CLUB**

**COMPACT
FRONTWHEEL
DRIVE CLUB
of AMERICA**

MAY 1982

DEDICATED TO SMALL-
ENGINED SMALL CARS &
ENERGY CONSERVATION

Saab Clubs of North America

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MEMBERSHIP/SUBSCRIPTION

Newsletter #104, our 87th 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 STATE 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 information.

SOUTHERN CALIFORNIA SAAB CLUB--for more information on upcoming meetings and events with the SSCS, contact Paul Florance, 213-438-3257.

ROCKY MOUNTAIN SAAB CLUB--for more information on future meetings of the RMSC, contact Barry Nash, 1217 Quebec, Denver, CO 80220, 377-9529.

SOUTHERN CALIFORNIA SONETT CLUB--held a desert tour to Joshua Tree National Monument on April 18 and had planned a slalom clinic for sometime in May. The next regular meeting of the SSCS should be on June 10. For more info, contact Phil Zarrow, SSCS, PO Box 665, Sierra Madre, CA 91024, 714-892-9639.

DELAWARE VALLEY SAAB CLUB--for information regarding future meetings or on joining the DVSC, contact John Bolehala, 215-277-1297 after 6 pm.

GREATER NEW YORK SAAB CLUB-- will have a meeting on Sunday, May 23 at 10:30 am. We'll meeting in front of building #272 of Floyd Bennett Field in Brooklyn. The topics will be a further presentation on do-it-yourself bodywork and an extensive discussion about brakes. For more information, call Marc Frank at 212-438-2022.

MINNESOTA SAAB CLUB--holds monthly meetings the first Thursday of each month, 8 pm at the Shakey's at Snelling and Larpentuer. For more info, contact Bob Swinehart, 2112 Bradley St, St. Paul, MN 55117

CHICAGO SAAB CLUB--will hold its annual picnic (open to all national members) on Saturday, July 10. It will be held at the Chippewa Woods Forest Preserve on River Road, one mile south of Touhy in Des Plaines IL. Door prizes will be given away with the grand prize a reconditioned Saab. For details, contact Andy Fedorowski, 454-4825 (wk) or 631-4476 (home).

NEW ENGLAND SONETT CLUB--The NESC's next regular quarterly meeting is scheduled for Sunday, June 6 at 1 pm. The meeting will be held at Grant House, the Faculty Center on the University of New Hampshire campus, Durham, NH. The meeting will have more club business than usual as we will be electing officers for the coming year.

Our featured speaker will be Walter P. Kern, conceiver and designer of the Saab/Quantum III, the forerunner of the Sonett III. Part of his talk will include film of the Quantum III on the race track. For more info, contact Scott Prentice, RFD 7, Londonderry, NH 03053, 617-681-3974 days, 603-432-9912 eve's and weekends.

CENTRAL ILLIANA SAAB CLUB--will have a convoy to a picnic at Allerton Park on May 23rd. This is our second annual Family type get-together. Last car will leave from Margrit Adler's house, 1507 W. University, Champaign, at 1:30 pm. This is a good meeting to bring spouses, good friends and the children, just to relax and have a good time and for once be a crowd of Saabs on the road.

At the April 25th meeting we discovered that a rash of problems recently have been caused by missing or blown fuses, so before you panick, check the fuse box.

SAAB CLUB NATIONAL CAPITAL AREA--will hold their next regularly scheduled meeting June 2nd, 8 pm in a meeting room of the Silver Spring Public Library, 8901 Colesville Rd, Silver Spring, MD. For more information, contact Bruce Williams, 301-891-2812

LIGHTING DEMONSTRATION AT PETERSEN-FREW

Petersen-Frew, Inc. 727 First Ave., Des Plaines, IL 60016 will sponsor a free lighting demonstration on Tuesday, June 1, 1982 at 7:00 pm. Several types and brands of headlights, both quartz-halogen and tungsten, will be demonstrated. Kern Fischer of F&W Rallye Engineering will be available to answer questions about lighting, shocks, gauges, and other automotive accessories.

If you plan to attend, please call Jon Petersen or Lach Frew at 299-7153.

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.

EDITORIAL RAMBLINGS--MAY 1982

Chicago Meeting--Carolanne and I did attend one of the infrequent meetings of the Chicago Saab Club, as announced in the March Newsletter. About 40 Saabers turned out, which was quite a few for a week-day evening. We both enjoyed the chance to get to meet some of the people we correspond with face to face. I would like to thank Paul Niedringhaus for inviting us and hosting the meeting, and I hope his lawn recovers from serving as a parking lot for the evening.

Semi-National Saab Club Convention--I've been kicking around the idea of having a large scale Club convention, and prodded on by generally favorable response, I've decided to give it a try. I think that most of those who attend will be from the Midwest, which is why I am billing it as a "Semi-National" meet, but certainly all National members are welcome to attend if they can make it. I have tentatively set up plans to hold it at the Telemark Lodge near Cable, WI on the weekend of Sept. 24-26. Cable is in Northwestern Wisconsin, about 100 miles southeast of Duluth, which makes it convenient for me to oversee the planning. The date is subject to change, and could move into late August if enough members wanted it then. September is a very pretty month in the Northwoods, though, and all the Fall colors should be in evidence by the 24th.

For activities, I thought we would keep it simple, with a get-together Friday evening, an autocross (slalom) and maybe a simple TSD rally on Saturday, and a banquet or dinner Saturday night. We might even have a casual car show and picnic, but no concours!

There is a range of accommodations at or near Telemark, from very plush, to small cabins and lodges, to campgrounds, and I believe there is something to fit nearly every taste and pocketbook. There is also wonderful fishing everywhere, as well as golf, tennis, and that sort of diversion if one is overwhelmed (or underwhelmed) by Saabs and Saab talk.

So what I would like to have, at this early date, is some indication as to how many people would be interested in attending such a convention and what you would like to do there, so we can get an idea of the scale of things. No firm commitments, but don't tell us you'd like to come if you know you can't. If enough people respond, we will confirm a date and make up information packs later on this summer.

Bulk Rate Postage--Month 2: When I wrote my piece on bulk rate postage last month, most of the cards coming in gave dates for Newsletter arrival of about April 1 to April 7. But then the deadline for the April issue was April 9, so I had not yet heard the "horror stories" concerning slow delivery. Well, now I have. It seems that probably two-thirds of the membership receives the Newsletter about 7 to 14 days after it is mailed via third class. But for that other third, the wait can be as long as four weeks. One member received his March Newsletter on April 29, and his April Newsletter on April 30!

The reason for all this variation is that bulk rate does not have the priority of first class, so individual post offices can handle third class mail as their work allows. Some post offices are efficient and handle it quickly, while others let it pile up. I believe that the local Duluth post office sends the Newsletters out promptly, but the delays are incurred on the receiving end.

So the conclusion is that bulk rate works well for about two-thirds of the membership, but the other third are getting what I consider a delivery rate that is too slow. Many members have commented that they don't mind how long it takes for the Newsletter to arrive, just so long as it comes regularly every month. But many of you have said that you would not mind paying a dollar or two more to get the Newsletter via first class mail. Well, you're going to get your wish, but not for a couple months.

The problem is that converting to a split mailing list is a big task, and this is a bad time for me to do it. The Club office will be moved out to the new garage built to house it this month as the present office will have a new occupant sometime in June (mothers know you can't accurately predict these things). Also a split mailing list cries out for a mini-computer and I am hoping that by the time the office move is complete the Club will be able to get one. So those of you who have expressed a desire to go back to first class mail, hang on, I'm not ignoring you.

Weber 34 ICH carburetor mileage report: I said last month I had not had a chance to check the gas mileage on the new little Weber, but now I have. At least in town (no highway yet) I've gotten 25 mpg so far in our '69 96 with freshly rebuilt engine and MSS exhaust, and a rather heavy right foot. This is better than any of our other V-4 carburetors have done and I'm looking forward to trying it on the highway.

Mailing dates--For those of you who are interested in keeping track of how long it takes for the Newsletter to get to you, I offer, for the second month in a row, the mailing dates for the various states. On April 19 we mailed: CA, WA, ID, MT, OR, ME, NH, VT, RI, MA; on April 21: CT, UT, NM, WY, NV, AZ, CO, NJ, NY, TN, KY, GA, FL, SC, AL, NC, TX, OK, LA, AR, MS, VA, DC, MD, WV, SD, ND, NE, KS, MO; on April 22, IA, PA, IN, OH, MI, IL, MN, WI, and on April 23 Canada and overseas. APO and FPO addresses I stamped with a 20¢ stamp (along with AK and HI) because I thought it would take way too long to reach those locations via bulk rate.

How NOT to get your letter printed in the Newsletter:

- a). Demand that I print it.
- b). Ask that it be printed exactly as is with no changes (what do you think an editor is for?).
- c). Fail to mention what model Saab your tech tip is for.
- d). Send a copy of a four-page letter complaining about some rip-off dealer in South Succotash. (I'm sympathetic and will try to help point you in the right direction, but I won't print it).

So if a letter you've sent to me has not appeared and it contains one or more of these elements, now you know why. If your letter was free of these sins, and you haven't seen it yet, don't give up hope. I have a big stack of decent tech' tips that I'm getting to slowly as space permits. A letter that refers to a previous letter (answers a question, etc.) has a much better chance of appearing quickly than a tip which is not so time dependent. I know there are some of you out there who think I've fed your favorite Saab repair tip to the wood stove, but I've probably got it here in the stack and I do appreciate the time and trouble you went to in sending it to me. We've been a little slim on Sonett and two-stroke info lately, so if anyone out there has any good tips, let's get them into print.

Jeff Delahorne, editor

SONETT, 96, AND OTHER TIPS FROM FRED SISSON

*A slight wipe of anti-seize on the shank of Sonett lug bolts will keep them from binding to the wheel.

*If you have Sonett wheels (mags) and a non-Sonett spare, remember to carry five regular lug bolts!

*An oil cooler and thermostat made a great gift for your Saab--it will reward you with a long life.

*Early Volvo starter motors are the same as the 96. Just change the nose piece.

*The next time you play with your rear brakes, back out the adjuster and apply anti-seize. The adjusters will not seize again.

*Replace the grease fitting on the steering rack with an angled one. Then you can easily lube the rack.

*The front wheel bearing seems to last until the lube dries with age, hence it is never serviced until it fails. My experience with eight of these bearings on used cars in the last two years bears this out. It is a pain to lub, but a "stich in time..."

*Install a Prestone "Flush & Fill" to simplify anti-freeze changes--it works like a charm.

*Rain-X really works on the windshield.

*Always carry a one foot piece of 2x6 wood to place under the jack. Change tires once on a dirt road and you'll see why.

*Whoever designed Sonett mag wheels obviously never tried to change one, especially at night (*Or at 100 below wind chills. Ed.*). Here is a hint: work slowly and lower the jack until the wheel does not have to be lifted to fit. Use a drift (I use my 3/8" extension) to locate the lug hole. The secret is not to have to lift the wheel and turn it and find the hole and start the bolts all in one operation.

Fred Sisson, Nashville, IN

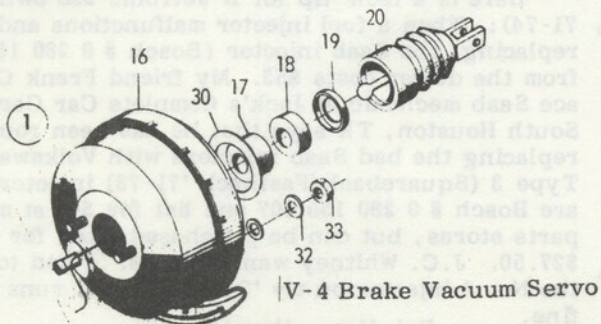
STICKING BRAKES ON '72 96 DEFY REBUILDS

I've been having some problems with the brakes on my '72 96. The pedal sticks down after each application of the brakes and has to be lifted back up with my toe. This will keep the brakes applied and the car stationary on a small incline. The problem is much more noticeable in hot weather.

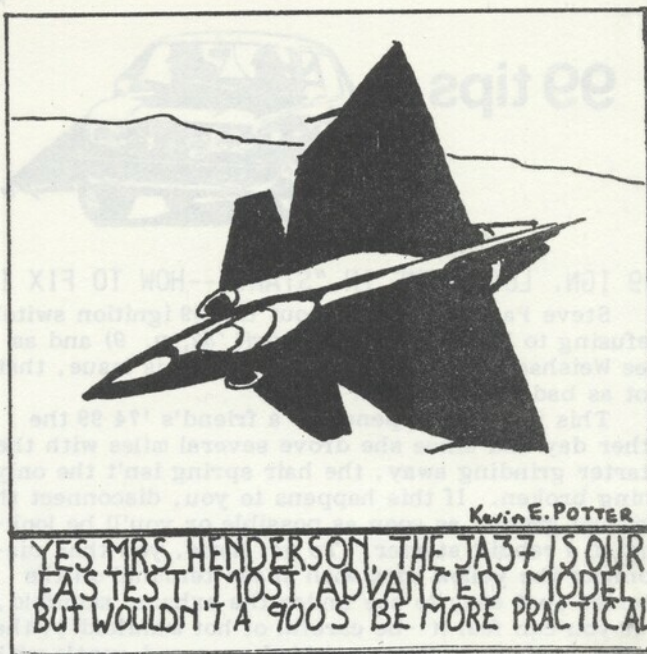
I have rebuilt the master cylinder, both calipers, and at least one of the rear cylinders. The spring on the pedal shaft is very strong and will send the pedal up when it is disconnected from the servo. I sure would appreciate it if you or one of the club members could be of some help.

Neal Harris, No. Syracuse, NY

Ed. Reply: Dragging brake problems in V-4's are often caused by the flexible hoses to the front calipers. They deteriorate on the inside and block the return flow of brake fluid. Neal's problem could also be in the vacuum servo which is between the pedal and the brake master.



V-4 Brake Vacuum Servo



V-4 WATER PUMP & SONETT CLUTCH MASTER CYL.

Regarding Conrad Rosenberg's Jan. '82 article on V-4 water pumps: I found that a 1/4" drive 10mm socket worked fine for the two difficult bolts. There was not enough room for a standard 3/8" drive ratchet, but the 1/4" ratchet fit nicely and had enough torque.

The Sonett clutch master cylinder started life as a standard Girling cylinder/reservoir combination which is still in common use in England today. It uses a sheet metal cap which screwed onto the external threads which you can see molded around the top of the reservoir. For Sonett use with a separate reservoir, somebody (Saab?) cut internal threads and they used a heavier machined cap with a pipe connecting to the separate reservoir.

Performance Cars stocks both versions of the cylinder. The internally threaded Saab version is unbelievably more expensive than the Girling standard model. To adapt the Girling cylinder for Sonett use, Performance offers the original Girling sheet metal cap into which they have soldered a copper tube to connect to the Sonett reservoir. The price is very low, making this combination a very reasonable alternative for those in need of a new master cylinder.

Bruce Bottomley, APO, NY

TIRE EXPERIENCES WITH '72 SONETT, 142,000

I've found the tire comments in the Newsletter especially helpful. Here is my experience with my '72 97 (142,000) miles with Koni shocks.

Semperit M-401, 165-15, 30-95,000 miles (belt separated on one tire then); some tread left; excellent handling, dry or wet, although wet suffered when tread wore; because of size, they scuffed the body when turning sharply or over low, sloping curbs.

Gislaved Speed 116, 155-15 steel, 95,000-142,000 miles; excellent handling, wet or dry, some tread left

For price and local availability (free mounting) reasons, I was leaning toward the Pirelli P-3's until Ted Donlon's letter in April. I am now interested in the Kleber V-12 or the Semperit M-501.

Chris Schmidt, Cincinnati, OH

99 tips



99 IGN. LOCK JAMS IN "START"--HOW TO FIX IT

Steve Parsons talked about the 99 ignition switch refusing to lock in reverse (*April '82, p. 9*) and as Lee Weishaar points out elsewhere in this issue, that's not as bad as jamming in "start."

This is what happened to a friend's '74 99 the other day and since she drove several miles with the starter grinding away, the hair spring isn't the only thing broken. If this happens to you, disconnect the battery ground as soon as possible or you'll be looking at a rebuilt starter. To get home, you then disconnect the yellow wire with spade terminal on the starter (not easy to see under the exhaust manifold, but you can feel it--be careful of hot manifold!), then either push start the car (third gear and gentle with the clutch) or jump a wire to the terminal where the yellow wire went and touch it to the positive pole to get the engine started. Don't drive any further than you need to this way since with the key in the "start" position the balast resistor that lowers the voltage across the points is cut out (to help start the car) and your points will be burned if you drive the car this way very far.

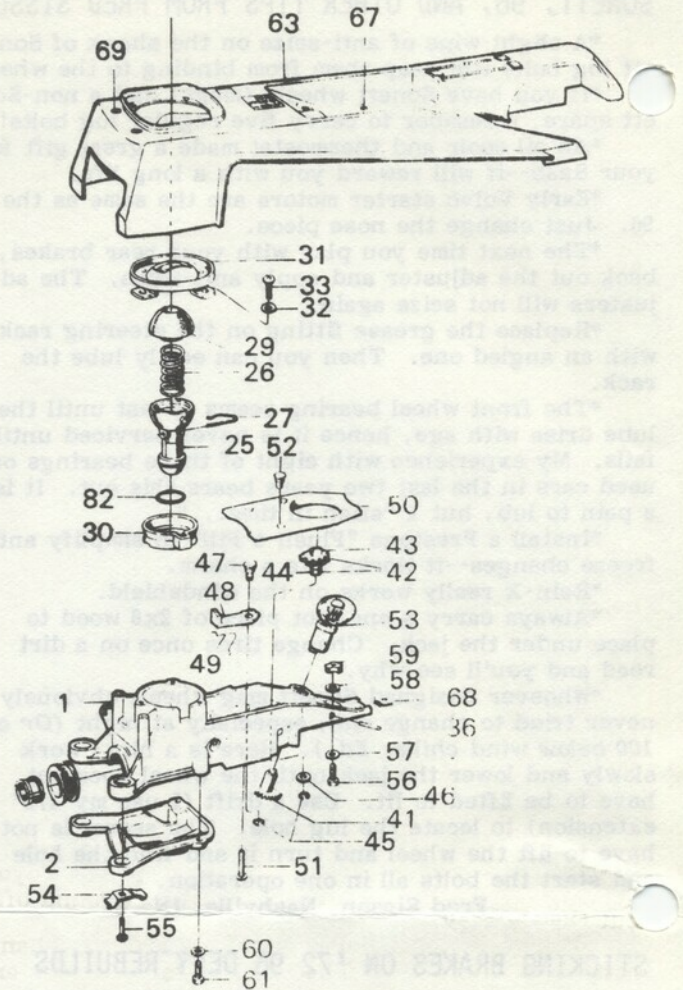
To get to the shift console, you have to remove the driver's seat and then undo the three screws that hold the plastic housing down, along with the two heater control knobs. The three-cornered anti-theft knobs that Steve used a hammer and punch on (#59 in the illustration) I used a hammer and screwdriver (good mechanics will shake their heads at that). You can replace the three-cornered nuts with hex nuts, but hopefully it will be another 100,000 miles before you have to do this again. Those in high crime areas might think twice about removing the reverse-locking lever. Those members who are incurable gadgeteers will install a dash switch to cut out the current to the starter incase of ignition switch jamming, but this is probably going a bit far.

Getting the starter out was not an easy job, since it's difficult to see what you are doing under the exhaust manifold. What you cannot see easily is the bracket on the back of the starter (toward the rear of the car) that must be loosened from the block (big one inch bolt) before the starter can be pulled back out of the "bell housing." I removed the stay that runs from the head to the motor mount which let me remove the starter easily.

Jeff Delahorne, Duluth, MN

SYNTHETIC MOTOR OIL FOR SALE

AMS/OIL 10W40 Synthethic Motor Oil--Discounts and Post Paid in 12 qt. case lots. 100% Synthetic \$65.00/case (\$71.40 list). Parasynthetic: \$39.00/case (list \$41.40). Marine, Diesel, 2 Cycle, gear lubes available GAUSE ASSOCIATES, 324 Arundel Beach Rd., Severna Park, MD 21146.



Numbers 67 and 69 are the three screws that have to be removed to lift the plastic housing (#63). There are three of the three-cornered nuts (#59) which must be undone to lift up the shift housing (#1) in order to get at the three phillips (pozi-drive) screws (#51) which hold the top plate (#50) down to the housing. All this fiddling is just to get the plate off to get at the tiny culprit, the broken hair spring (#49) which is p/n 83 75 974.

V-4 LIFTERS AVAILABLE FROM NAPA... Replacement lifters (tappets) for V-4's are available from Napa, part number 213-1656. They are the same as the Capri V-6 and Pinto.

Robert Rohde, Wilbur, WA

99 EFI INJECTORS SAME AS VW TYPE 3

Here is a tech' tip for D-Jetronic 99E owners (1971-74): When a fuel injector malfunctions and needs replacing, the Saab injector (Bosch # 0 280 150 045) from the dealer costs \$53. My friend Frank Chalkey, ace Saab mechanic at Jack's Complete Car Care in South Houston, TX says that he has been routinely replacing the bad Saab injectors with Volkswagen Type 3 (Squareback/Fastback '71-73) injectors. They are Bosch # 0 280 150 007 and list for \$42 at most parts stores, but can be purchased often for \$24 to \$27.50. J.C. Whitney wants \$29.98. I had to replace the No. 1 injector on my '74 99LE and it runs just fine.

Bob Moon, Houston, TX

99 OIL PRESSURE SENDER & IGNITION SWITCH-- ALSO V-4 BEARING & SEAL PARTS INTERCHANGES

Steve Parsons of Illinois (April '82, p. 9) would appear to be one of the lucky ones, with his oil leak and sticking ignition switch. The permanent cure for the oil leak is to junk the idiot light sender and install an oil gauge (mechanical). They are available for \$10 to \$15 and have saved more than one engine for me. The ultimate disaster connected with 99 oil light failure is fire, caused when a fine spray of oil hits the hot balast resistor on the igniton coil. I've junked out three 99's that were burned this way, fortunately none of them were mine.

The worst result concerning the 99 ignition lock is that when the hair spring breaks in the "start" position. This has happened to me twice. The first time was on my wife's '72 automatic, but I caught that one in time to prevent starter damage. The second time it was on my '73 four-speed, and I did not catch it since I was driving the car fast on gravel. I found out when the car began cutting out, then quit completely as the over-revved starter drained the battery dead.

The spring serves to hold the locking cam in place, and its absence can cause the switch to lock in any position. All you have to do is hit a bump right to jiggle the cam into the wrong position. It takes a bit of cutting and drilling, but the cam can be removed if the spring is gone. Removing it also does away with the reverse requirement to pull the key.

V-4 Interchange Parts--The water pump bearing from older Toyota pickups will replace the V-4 fan bearing. Dimensions are identical except the Toyota bearing has a longer shaft that must be ground off, but that is easy.

Also, late model MoPar oil filters are interchangeable with V-4 filters. The MoPar filter is larger and usually costs about half of the special "import" filters.

Also I found, by accident, that there is a Honda (car) oil seal that will replace the balance shaft seal on the V-4 front cover. The accident was poking a hole in a new seal while installing it without the seal drive tool I had left at home. Not wanting to wait to have the \$18 Saab seal shipped to me, I checked out the seal board at my local Honda dealer and found exactly the same seal. I believe it is the crankshaft seal for a Honda. The cost is not quite three bucks and it is a double wipe seal while the Saab seal is only single wipe. The engine has run (it failed because the oil sending unit sprung a leak) for some time now and shows no sign of leakage. That also was not my car, or it would have had numbers to tell me of failing oil pressure.

V-4 Fan Modification

Taking the concept of removing the V-4 fan belt in cold weather to save the fan bearing and promote more heat, I am about to embark on a grand experiment that I'll keep you posted on. I am going to remove the fan from the normal system and mount an auxiliary motor off to the side to drive it only when needed. A hot rod fan thermostat that slips into the radiator hose will control it and I should have an "on-demand" cooling fan like the 99 and other modern cars. The only potential problem I foresee is finding a 12v motor strong enough to swing the hub, pulley, and fan, but I think I've found one.

96 Transmissions

I have had little or no problem in something like

a half million miles on four 96's and a 95. One thing I do NOT do is rest my hand on the gear shift lever at any time. I've noticed time after time that people do this and any transmission will develop abnormal wear when you keep pressure on it by hanging on the lever. I will admit that I baby my V-4 trannies to an extreme, which might also account for my good luck with them.

Lee Weishaar, Aberdeen, SD

ALTERNATES TO MICHELIN TIRES FOR TRX RIMS

I made one mistake when I bought my 900; I took the TRX tires. They may be fine for performance, but that is not the way I usually drive. There are very few places where it is possible to go over 100 mph. The big problem is short life. Mine were rejected at inspection time with only 30,290 miles on them, while my other two Saabs, both with Michelin tires, would give tire life around 65,000 miles.

As far as I can determine, the only manufacturer who makes 180/65HR390 tires is Michelin. I did find out from Bill Wolf of Saab-Scania that 190/65R390 tires will fit. These are shown in Sears Roebuck's catalog with a 48,000 mile guarantee, but were not available when I needed tires. I had to stick with Michelin's, but understand that Sears are made by Michelin anyhow. I hope these last longer.

Robert Mynster, Bridgewater, VA

Editor's Note: A quick perusal of the latest issue of Road & Track reveals that TRX-style tires (390mm rim diameter) are available in:

1. Avon T-18's, 190/65HR390, \$93.38 from Avon-Atlantic, 7223 Ambassador Rd., Baltimore, MD 21207, 800-638-9048
2. Goodyear Eagle NCT, 190/65R390, \$105 from Tire America, 92-19th St., Wheeling, WV 26003, 800-624-6932 or \$99.47 each from Meldeau Tire World, 2270 N. Semoran Blvd, Winter Park, FL 32792, 800-327-9953.

I hope this information is useful to members looking for alternatives to Michelin's for their TRX rims.

OTHER TIRE COMMENTS

Just a note about tires, since everyone else has been commenting lately. I just replaced a set of Michelin ZX's at 61,000 miles. I purchased a set of Pirelli P-3's from Tele-Tire in California and had my local front end man install them. I am very impressed with the Pirelli's; they are much quieter and the car seems to corner a lot better. Also the steering is easier. This is on my '78 GL, so perhaps this might apply to the tough steering EMS mentioned in one of the past issues.

I have also run Metzeler Perfect's on my '66 96 for two years (and also on a Toyota and a Mazda) and have been very happy with them. Their wet handling is the best I have encountered, but they are quite noisy.

Ralph Cantral, Raleigh, NC

VICTOR SAAB

1135 Easton Road - Abington, PA 19001

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

SAAB SERVICE TIPS

Spark Plugs--Ever have trouble starting a spark plug in the hole when working on a hot engine? A simple tool to keep your fingers away from hot metal is a 6-8 inch piece of rubber hose. Slip it over the spark plug insulator and it not only works as an extension but provides a good grip to aid in turning the plug.

Rotor breakage on Saabs with "H" engines may be due to a loose front motor mount. Under acceleration the front of the engine will lift up forcing the distributor cap against the underside of the hood. The cap will tilt slightly from its normal position on the distributor. The rotor blade will then hit a cap segment (electrode), break the rotor and leave no evidence on the cap itself. Tightening the front motor mount through bolt will prevent future occurrence of this problem.

Tire Speed Ratings--Occasionally questions arise about radial tire speed rating designations. Here are the most common ones in use today for imported car sizes:

Designation	Speed Rating
"SR" Tires*	112 mph
"SR" Mud & Snow tires	100 mph
"HR" Tires	130 mph
"VR" Tires	over 130 mph

*Michelin ZX and XZX "SR" tires are rated at 105 mph. These ratings are based on properly inflated tires in good condition.

Painting--For the painters among us here is a product that will not only make you look good, but your paintwork, too. Use of "blending clear" in Acrylic Lacquer repair paint provides the following benefits:

- Aids in matching the color creating a uniform repair, reducing time spent in spot repairing.
- Eliminates rings around the spot repair (halo), protects the color match edge.
- Helps melt overspray around spot repairs.
- Creates a smooth surface when used in overall refinishing.
- Eliminates need of clearcoat over repair on cars with Factory clearcoated colors.

Wheels--A steel wheel that has rusted onto the centering flange of the hub and defies removal can be loosened without great effort. Reinstall the wheel nuts, snug them up and then back off one turn each. Drive the vehicle in a tight turn out in the parking lot to utilize the vehicle's weight in breaking the rust seal. Jack up the vehicle again and remove wheel in the normal manner. Be sure to lubricate hub before reinstalling the wheel.

NEW SHELBY WHEEL AVAILABLE AS SAAB ACCESSORY

The Shelby Metalux Silvervane wheel is the newest addition to the list of Saab accessories. Designed and engineered expressly for Saab, this Shelby light alloy wheel is similar in design to the Minilite. The surface of the wheel has a unique appearance created by the silvervane effect.

This wheel fits all 900 and 99 Saabs and is competitively priced at \$114.29 complete with center cap and lug nuts.

Saab Dealer Info

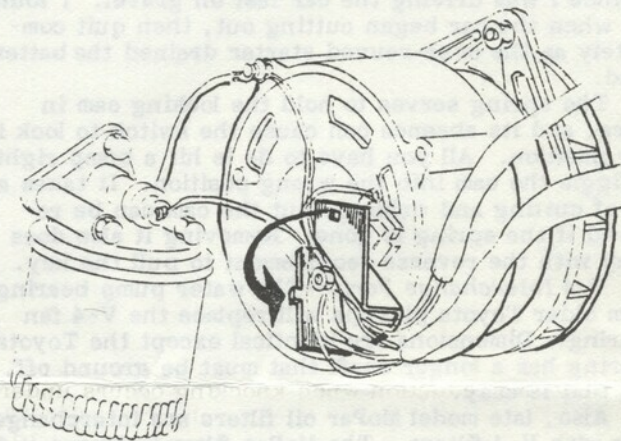
SHIELD FOR ALTERNATOR B+ WIRING CONNECTION

Saab Service Info: A plastic cover has been introduced to eliminate the possibility of a short circuit at the alternator B+ terminal when working near the alternator. This cover was introduced on VIN Serial Numbers C1013760 and C2004520.

All alternator wires and the oil pressure switch wire run through the protective cover providing a neat and well protected wiring package.

This protective cover, p/n 85 79 526, can be installed on earlier M81-82 900's. Procedure:

1. Disconnect battery.
2. Disconnect wires from alternator B+.
3. Place cover over B+ terminal and reconnect wires.
4. Route all wires including oil pressure switch wire through the cover. Fold over the flap and engage the snap.
5. Reconnect the battery.



SPARK PLUG HEAT RANGE SPECIFICATIONS

With the introduction of the APC Turbo a change in spark plug heat range is specified. This is due in part to the increased compression ratio used in this version of the turbocharged engine.

For your convenience the currently recommended spark plug applications are listed below.

APC Turbo, 1982½	NGK BP7ES
Earlier Turbos, '78-82	NGK BP6ES
Earlier Turbos, hard driving	NGK BP7ES
Normally Aspirated 99, 900	NGK BP6ES

NOTE: NGK spark plugs use heat range numbers in the opposite progression to domestic brands. That is, the higher the number the colder the plug. Domestic brands use the higher numbers to indicate hotter plugs.

Example: NGK BP6ES=Champion N8Y
NGK BP7ES=Champion N7Y

It is also important that the mechanic be aware that spark plug heat ranges do not cross reference exactly from brand to brand and caution must be exercised when changing brands.

THANKS to Mr. Daniel L. David, Manager of the Technical Services Dept. at Saab-Scania, and to Mr. Robert J. Sinclair, President of Saab-Scania of America for making Saab Service Information bulletins available on a regular basis for Saab Club members.

MAINTENANCE UPDATE--TURBO WITH APC SYSTEM

The maintenance schedule for the Turbo with the new APC system is unchanged from that printed in the 1982 Owner's Manual and S.I. 09/81-501 although two points need clarification:

1. The operation "EGR System--Clean and inspect... every 60,000 miles" does not apply to APC Turbos without this system, i.e., engine family CSA2.0V6FT A8. (Note: a small number of pre-introduction APC Turbos used for field testing and certified under standard 1981-2 engine family designations do have EGR.)

2. The operation "Charging Pressure--Check; adjust to specification if necessary...1,000 mile break-in service and every 15,000 miles" involves two checks on APC Turbos as compared to one on conventional Turbos. These checks are as follows:

--Check maximum boost pressure-- (see p. 291-21 of 900 Service Manual Sec. 2 1981-2.):

°Maximum boost (electronically controlled): 0.60 bar \pm 0.05 bar.

--Check charge pressure regulator (this is the wastegate's basic boost setting; see p. 291-26 of 900 service Manual Sec. 2 1981-2)

°Basic setting (adjustable): 0.30 bar \pm 0.03 bar.

If the basic setting is out of specification, carefully adjust the wastegate and reseal it with an anti-tampering seal. If the basic setting cannot be adjusted refer to the troubleshooting chart on p. 291-36. Recheck the maximum boost after any adjustment to the basic setting. If the maximum boost is too low or too high refer to the troubleshooting chart, p. 291-37 to -38. If the maximum boost is normal but there is no pressure reduction when knocking occurs under load, refer to the troubleshooting chart, p. 291-39. Note: If the maximum boost is not correct the APC electronic control unit may not be at fault. Check for other faults according to the troubleshooting chart before blaming the control unit.

IMPORTANT

°Do not adjust the wastegate on an APC Turbo above 0.33 bar to try to compensate for a fault affecting maximum boost.

°Do not attempt to adjust the APC electronic control unit or remove its seal. Control units which have been tampered with in any way will not be accepted under warranty.

RATTLES FROM PASSENGER SEAT 900's & 99's

Saab Service Info: Rattles from the passenger seat, when empty, can often be traced to the inner backrest pivot.

A plastic washer, p/n 84 34 458, has been introduced with VIN serial numbers C1012935 and C2004124 to eliminate this problem. The washer is placed over the pivot pin between the seat frame and the circlip.

Plastic washer, 84 34 458 can be used on earlier vehicles to aid in eliminating rattles coming from this seat pivot.

INNER SEAT
BACK PIVOT

Plastic washer 84 34 458

PASSENGER SEAT

VIEW FROM REAR

BRAKE PAD DUST ON WHEELS--OVERHEATING WOES

Regarding front brake pads for my 1980 99: the factory pads leave my wheels a mess. When the inner pads needed replacing at about 12,000 miles, I asked the dealer about semi-metallic pads to eliminate the dust problem, and his reply was that Saab did not recommend them for the inboard location. Recently the Tech Tips in Saab Soundings repeated the admonition about using semi-metallic pads on the inside. My question is: Is there an acceptable brake pad available which will eliminate the dust problem? I've used semi-metallics on 10 years worth of Opels with no apparent problems, and was planning on replacing the Saab pads with a premium lining (Repcor, Ferodo, etc.) until I saw the Saab warning in print. I would appreciate your advice and comments.

A second matter regarding the cooling system on the same car. While stuck in traffic during a recent snowstorm, the temperature needle began flirting with the red zone. Once traffic moved and the engine revs stayed over 2500, the needle moved back down to a more normal reading, but charged into the red again at the next tie up. I ended up just switching off at each stop of more than a minute or two, and was resigned to replacing the thermostat or water pump, or both.

However, starting with the simplest things is usually the best approach, and I found that the coolant level was down by about 1½ quarts. I was surprised that less than 20% of total cooling system capacity could have such a noticeable effect on operating temperature especially on a 20°F day. Re-reading the owner's manual, I saw that the recommendation is for the expansion tank to be full with the car up to temperature, and half-full when cold. This will get more frequent attention from now on.

Gary Smith, So. Windsor, CT

Ed. Note: The front wheels on our '82 900 also get a little dirty from brake dust, but I just hose it off periodically. If you use brake pads that are too hard they won't perform very well since they are made to work under very high temperatures and grip best when hot, as in racing. Saab believes that semi-metallic pads on the inside next to the brake cylinder transfer too much heat to the cylinder and could cause boiling of the brake fluid and resultant loss of braking ability. However, I suspect that most commonly sold premium pads would not be dangerous in transferring heat to the hydraulic cylinder.

220/55 TRX TIRES AND SWAY BARS ON '80 TURBO

Here's a word about the TRX 220/55 tires I put on my 1980 Turbo. In the front there is no clearance problem at all. I did have problems in the rear. The tires scraped slightly both on the inside and outside of the fender wells. A big hammer will take care of the inside with no problem. I noticed that during hard cornering through a curve with a dip in it, the tires would scrape. I then put on a Quickor 7/8" sway bar and the scraping during cornering stopped.

However, when the car was about half-laden the tires would scrape over road dips while traveling straight ahead. The next step was to add adjustable spacers in the springs. The ride height was not changed but the spacers made the springs effectively stiffer and I now have a scraping problem only very infrequently.

With the changes I have made the car will oversteer, but not enough to get you in trouble. I suppose a front bar would be advantageous. The Quickor bar has no rubber bushings to wear out (like the Addco bar). It attaches directly to the suspension bolts. The 220 TRX tires give a very noticeable increase in ride quality and they also corner much better than the stock 180's.

Tom Ledsam, Los Angeles, CA

TURBO UNIT FAILS AT 45,000 MILES ON '78 99

Enclosed is my check for renewal to your fine newsletter. My Saab 99 Turbo has just over 45,000 miles on it and has started to develop a few problems. I recently had to replace the turbo as the old one was leaking a lot of oil out the exhaust and the bushings were shot. The only good thing about it was that I got a brand new unit at the price of a rebuilt since Saab in Connecticut did not have any rebuilt ones. The price of the turbo has dropped to \$380 plus labor to install; the whole thing cost almost \$600.

Chuck Parker of Parker Automotive in Mt. View, CA has replaced several turbo units at various mileages from 15,000 to 90,000 and cannot really offer any reasons specifically why they fail. I was changing oil every 2500 miles.

At any rate, I still love my Saab and it is probably one of the fastest around as it has 13 lb. boost, a new turbo, and water injection. A friend of mine just got a new '82 Turbo and then drove my '78. He was surprised at how much faster mine went, and I only paid \$8800 plus tax back in '78.

I really shouldn't dwell on speed as it is only one of the reasons that I enjoy the car. Besides good gas mileage, I feel very safe in the car, as well as comfortable.

Joel Miller, Belmont, CA

Y A R D S A L E

Moving to a new building. Parts for old & new Saabs at low prices! Mercedes Benz & Subaru parts too.

Saturday, June 12 10:00 - 3:00

GAUTHIER MOTORS INC. Mercedes
142 Canal Street Saab
Salem, Massachusetts Subaru
617-745-5500

900 RADIO INSTALLATION NEEDS REAR SUPPORT

Regarding Bob Swinehart's letter in the March issue (p. 2): our dealership always uses a rear mounting system on any in-dash installation. In fact, we upgrade, at customer expense, any aftermarket installation that we discover to be defective.

The stability of three-point installation is absolutely required in a tape/radio unit. In addition to the damage mentioned in Swinehart's letter, incredible wow and flutter will occur from minor road shocks. Because the problem is actually variances in tape path the machines will also eat tapes unnecessarily.

Readers are advise that a 900 in-dash radio/tape player that visibly bounces or exhibits wow and flutter on small road surface inconsistencies should be examined for proper bracketry and installation.

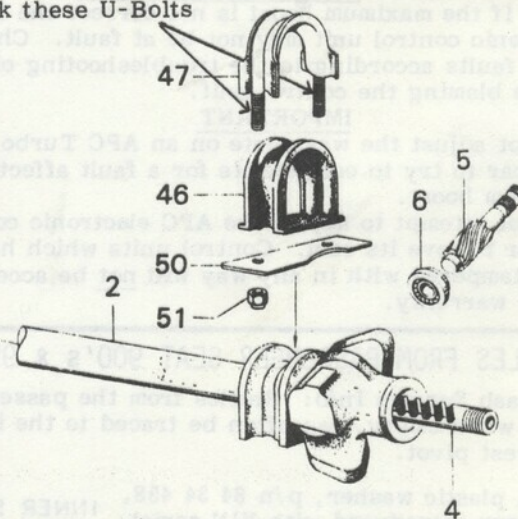
Jim Malin, Parts Manager
Clews & Strawbridge, Inc.
Frazer, PA

LOOSE STEERING RACK CAUSES VIBRATION IN 99

I noticed a mild but irritating vibration in the steering wheel of my '76 99. The wheels, tires, wheel bearings, and drive joints all checked out OK. However, when I checked the front suspension and steering components, I found that one nut on each of the two "U" bolts holding the steering rack to the body of the car was not as tight as the other nut on the same U-bolt. Tightening all four of the nuts to the same tightness stopped the vibration. Finding something like this demonstrates the importance of checking the front and rear suspension when you service any car.

E. Jared Erichsen, Visalia, CA

Check these U-Bolts



HAYNES MANUALS STILL AVAILABLE-- The club still has Haynes Workshop manuals available for: a). V-4 95 and 96, '67 to '75 and b). '69 to '79 99 including 99 Turbo. Price is \$10.50 each ppd. Please specify which manual.

DEADLINES-- The deadline for this issue was May 7. All ads and club meeting notices that reached me by then are included in this issue. The deadline for the JUNE issue will be June 4. We hope to start mailing this issue on May 14th.

99 HEATER CONTROL REPLACED BY JUNKYARD VISIT

I had the plastic post snap on my 99EMS. Rather than pay \$65 for a control unit I went to a junkyard. I removed two heater control shafts in case the same problem occurred again. Total cost: \$5.

Dan Hoffman, Denver, CO

ANOTHER 99 HEATER CONTROL KNOB REPAIR

I have a tip for Richard Dreher (March '82, p. 4) and other 99 owners whose plastic temperature control "rack" broke where the cable attaches.

I, too, tried to epoxy the broken post. When that failed, I drilled the rack and epoxied the end of a nail. That failed too after only two twists.

As winter was imminent, my third try was more creative, and it worked. I bought a temperature control rack, part no. 84 24 574 (Performance Cars, Ltd, had one in stock, only about \$2.50!). Note this is the center (temperature) control. By soaking the seam along the plastic control assembly with the spray type "Gumout," the glue becomes soft. The back of the assembly can be removed by carefully prying the back off with a knife, starting on each end and working toward the center. The new rack can be slid into place, and the assembly sparingly re-glued. Make sure the control knob is properly oriented to allow full movement of the cable.

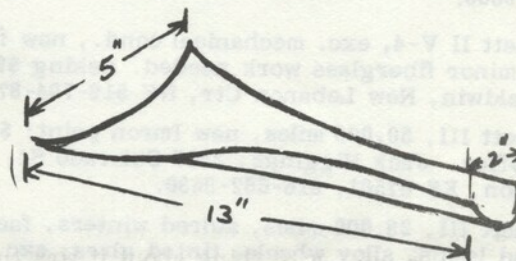
Frank Stodolsky, Gaithersburg, MD

MINERAL SPIRITS CLEAN INJECTORS & OTHER TIPS

On the recommendation of my local Saab mechanic I have used paint thinner (mineral spirits--not turpentine) as a substitute for Gumout and the like. This stuff presumably avoids possible problems with potent solvents attacking the gas tank, etc. I have experienced no problems by adding 8 oz. every fourth or fifth fill-up and the injectors were A-OK at the 30,000 mile tune-up.

The rear seat latch squeak problem on my car was not solved by the fix someone suggested last year. I applied a little white grease to the latch bars and have not heard a "peep" since.

I fabricated an oil filter drain "chute" from aluminum flashing material. It costs only a few cents. The dimensions are roughly 13" long x 5" wide (top) x 2" wide (bottom) after a bit of shaping (see illustration). Positioning the chute against the oil filter housing directly beneath the oil filter is accomplished from underneath the car. The trough-shaped lower end of the chute is fitted between the engine block and lower radiator hose. A little adjustment shaping makes the chute snug enough to hold itself in position. And it works!



I too have had a problem with windshield washer fluid coming out of the driver's side jet (upon hard acceleration). I tried repositioning the hosing as someone suggested, but to no avail. I have virtually eliminated the problem by limiting the reservoir to half full.

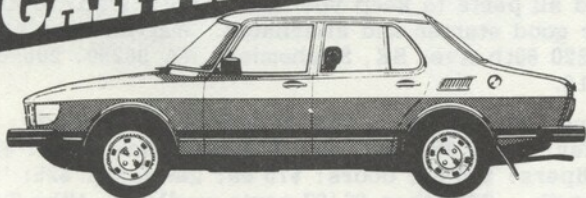
I am using Pirelli P-6 tires on my '79 900 and I find they are excellent on dry or wet surfaces, but on ice or snow they are treacherous. I also find the a bit harsh riding, except at very high speeds. I see that you have Pirelli P-8's on your Saab. Are they available in a 60HR series, either 195 or 205mm? If you have ever run P-6's, how do you compare them with P-8's? Has anyone had any experience with Goodyear NCT European's? I am especially curious as to the snow and ice traction as well as ride quality. Is a good snow tire available in a 195 or 205/60HR15 size?

James B. Murdoch, Hanson, MA

Ed. Reply: Pirelli P-8's are only available in one size, 185/65SR15. This size will fit a 15" diameter rim from 5" to 6½" wide, which covers just about all 99 and 900 rims, except the TRX wheels. I have never driven a car with P-6's so I cannot compare the two tires, but given the P-6's performance orientation, I suspect that it would have the edge in raw cornering ability. I finally got the P-8's remounted on the front of our 900 and the difference between them and the snow tires is like night and day. I can't comment on their traction in snow and ice since I used the snow tires during the winter. At \$79 each from Mathis Marketing in Missouri, the P-8's are much cheaper than the P-6's. I'll keep you posted on how they wear as the miles roll up.

|Continued on back page....

**NYA SAAB 99 GL.
SNÅLARE MOTOR
GÅR PÅ 93 OKTAN.**



Det har hänt mycket med Saab 99 inför 1982 års modell. Man kan nästan tala om en helt ny bil. Ny snålare motor som går på 93 oktan, ny femväxlad låda som gör att du både spar bensin och gör att du får tystare i kupén. Och dessutom har den fått ett mycket tuffare utseende.

SAAB

Bränsledeklaration Saab 99:

Blandad körning 0,84 l/mil (5-vx) - 0,90 l/mil (4-vx).

PROVKÖR IDAG.

99's STILL AVAILABLE IN SWEDEN

As you can see from this advertisement that I gleaned from the Saab Klubben-Stockholm's newsletter that 99's are still in production. In fact both the two-door and four-door versions are still being sold, with the two-door in four or five-speed transmissions. Also still available in Europe are five-door 900's which were discontinued in the U.S. after 1980.

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

1967 Sonett II, two-stroke, orange, #235, turbo-charged, Bilsteins, spare engines and transmission, alloy wheels; body good, some rust, very rare: \$2700 or best offer. Bob Bondurant, 27 Juniper Pl, Huntington, NY 11743, 516-421-5277.

1967 Sonett II, #152, 56,000 mi., virgin body, original white paint, exc. black vinyl and carpeting, rotted cloth from long storage: \$3000, deliver anywhere. Lee Butters, E.2006 64th Ave, Spokane, WA 99203 509-448-9688.

1969 Sonett II V-4, exc. mechanical cond., new floor welded, minor fiberglass work needed. Asking \$2500 Bruce Baldwin, New Lebanon Ctr, NY 518-794-8729.

1972 Sonett III, 50,000 miles, new Imron paint: \$3500 or best offer. Jack Higgings, 2407 Colorado St, Hutchinson, KS 67501, 316-662-8630.

1972 Sonett III, 28,000 miles, stored winters, factory aux. road lamps, alloy wheels, tinted glass; exc. original cond.: \$4800 or best offer. Mike Stachelek, 28714 Blackstone, Lathrup Village, MI 48076, 313-559-2616.

1974 Sonett, 78,000 mi., exc. engine and trans., free wheeling works, 6 mags with 2 Mich. M&S and four Michelin reg. tires, all glass good exc. windshield. Was worth \$4000, after crash \$1200 incl. new aircleaners, brake pads, rear brakes. Walt Arnold, Slippery Rock, PA 412-530-6190.

1974 Sonett III, 50,000 miles, excellent condition. Roger Druschel, 415 New Castle, Butler, PA 16001, 412-287-6276 home, 412-261-8092 work.

95's and 96's FOR SALE

1964 96 two-stroke, free for the taking; engine, transmission, miscellaneous mechanical and interior parts (no body). Steve Harper, 3309 Columbus Rd, Wooster, OH 44691, 216-264-5696.

1967 96 3 cylinder, beige, 120,000 mi., no rust or major dents, interior exc., Michelins, fogs, engine strong, trans. noisy but runs fine: \$850 or b.o. Patrick Gaffney, 1309 Buckeye Ln., Davis, CA 95616 916-758-9265.

1968 96 V-4, body good, interior very good, engine good, new tires, brakes, exhaust, needs paint: \$1500 Susan Zahn, 340 Goodyear, Eugene, OR 97401, 503-688-6584, will consider delivery within 500 mi.

1970 96, 78,000 mi., purchased new, good mechanical shape, lots of spare parts, some rust: \$1100 R.D. Tennant, 748 Andover Rd, Mansfield, OH 44907, 419-756-4409.

95's and 96's FOR SALE, continued

1970 96, mechanically very good, recent clutch, two spare wheels & tires, some rust: \$600. Mike Chapman 2611 South St., Rolling Meadows, IL 60008, 312-394-0656.

1970 96 V-4, original owner, 134,000 mi. on orig. eng and trans., never raced or wrecked; no rust: \$1500 o.b.o. (includes complete parts car) Jim Howes, 889 Essex Ln., Arcata CA 95521, 707-822-1917, \$1 & SASE for photos & history of car.

1971 95, very good cond., new head job (with modifications) & Weber 32-36 DGV. Recent trans. rebuild & new rear wheel cylinders, new tires, A/C, radio, grey/red int., 88,000 mi.: \$1950. Steve Buckles, 1238 E. Cambridge, Phoenix, AZ 85006, 602-277-4280.

Two 1972 96's, both white, bodies very good exc. one hit in front, other needs timing gears, otherwise in good condition, no rust: Best offer. Also two-stroke 96, needs minor work: \$350. W. Grunst, 101 Albion Rd, Oak Ridge, TN 37830, 615-482-2010.

95, 96, and SONETT PARTS FOR SALE

Parts from GT 750, early 850, misc. parts from a '66 Sport, wheels (4-bolt), brake parts, radiator, sheet metal, etc. Nothing over \$10, you pay shipping. Send for complete list with prices. Neal Zeilinger, Rt. 2, Box 65, Neola, IA 51559, 712-545-3123.

Parting out '70 96, V-4 engine, trans., glass, complete dash, etc. Mike Chapman, 2611 South St., Rolling Meadows, IL 60008, 312-344-0656.

95/96 parts, parting out: '66 MC850, '67, '68, '70 96 V-4's, '68 95, good bodies, engines, etc. Call or write for needs. Jim LeMay, 11411 Harwin #4, Houston TX 77072, 713-498-5414.

Air conditioning from '69 96; removed in good cond. complete with underdash unit, dual pulley (exchange) and all parts to keep you cool: \$100 + ship. or trade for good starter and alternator. Warren Schott, 20220 80th Ave. SE, Snohomish, WA 98290, 206-668-9818.

Sonett Parts: CV's: \$50; rear axle: \$150; body: make offer; front 96 sway bar: \$35; low-back seats: \$50 pr calipers: \$25 ea; doors: \$75 ea; gas tank: \$25; '72 distrib.: \$35 other 96/97 parts available. Mike Tucker 2324 Davis Dr., Matthews, NC 28105, 704-847-2282.

One pair Bilstein shocks for rear of a Sonett, only 2000 miles on them, no leaking: \$70 pr. incl. ship. Gregory Blevins, 1715 No. Mohawk St, Chicago, IL 60614, 312-751-6303.

'72 Sonett parts, doors, rear plastic, chassis parts, front glass, many others. First \$500 takes it. Jeff Krebs, 215-794-7098.

95, 96, and SONETT WANTEDS

Wanted shop manual for Sonett. Joel Ballon, 479 Perry Hwy, Pittsburgh, PA 15229, 412-931-2522.

Wanted: shop manual for '69 Sonett V-4. Bruce Dickinson, 1290 Eighth St., Monterey, CA 93940, 408-649-1290.

Wanted: grill and wheel center discs for '74 Sonett III Blaney Eathorne, 802 Denver St, Wichita Falls, TX 76301, 817-723-9178.

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

Wanted: rear lenses for my 1960 93B, will pay \$5 or ? Also need other 93 parts for restoration project. Need bumper parts and bumper to body sheet metal. John Bottger, PO Box 25133, Richmond, VA 23260.

Wanted: Orig. equipment aircleaner and engine compartment wiring and relays for '74 Sonett. F.J. Furrer, Rt. 3, Box 151, Wis. Dells, WI 53965, 608-742-3881.

Wanted: 1951 Saab model 92, good price paid. Humphrey Waterhouse, 213-822-0173.

Wanted: fuel level sender unit for '72 or '73 96, prefer low mile. city car, since bumpy country roads destroyed mine prematurely. \$10 postpaid or ? Peter Reimuller, 45,500 Schooner Gulch Road, Point Arena, CA 95468.

Wanted: For 95, rear hatch handle and assoc. parts incl. lock cylinder and key, \$25. Also need some brown interior panels. John Roberts, 971 S. Sparks St., State College, PA 16801, 814-238-4102.

Wanted: Sonett Tachometer, offer \$25 or ? Rear hatch gas shock & mounting bracket from '73-'74 Sonett. \$30. Jeff Schille, 808 21st Ave. So, So. St. Paul, MN 55075, 612-457-6891.

99's FOR SALE _____

1971 99E with '74 engine, 4 spd., regular gas, am/fm garage kept, many new parts, very good condition: \$1950. Michael W. Harvey, 574 Westwood Pl, Culpeper, VA 22701, 703-825-3574.

1972 99E, decent body, interior, new transfer gears, tires, etc. Blown engine (1.85). Any removable part \$200 or less. Murray Spiegel, 10 Bradford Dr, Old Bridge, NY 08857, 201-577-5081 days, 679-1456 eve's. 201-576-6125 after June 1.

1974 EMS, silver w/ brown int., new: Uniroyal 180 175/70 tires, trans, clutch, brakes, timing chain, steering, valve job, only orig. Saab parts used. A/C kit included, 113,000 mi.: \$2700. Creighton Demarest, 17 Lake Dr, Darien, CT 06820, 203-324-7639.

1976 99 GL, 2 dr. automatic, new exhaust, 48,000 mi on engine, good cond. very peppy, with am/fm cass. and power steering: \$2600. Noam Segal, Great Neck, NY 516-482-6659.

1978 99 GLE, 28,000 mi. AT/PS, A/C, stereo am/fm, sunroof, Dorado Brown, always garaged. exc. cond., one owner: \$6595. Charles Elig, San Antonio, FL, 904-588-2766.

1978 Turbo, 3 dr. maroon, air, fm stereo & cassette, loaded, exc. cond., all maintenance records: \$6800. Jack E. Bates, 312 Murphy Cir, East Lansing, MI 48823, 517-484-4408 office, 517-332-6631 home.

99 and 900 PARTS FOR SALE _____

Addco rear 5/8" anti-sway bar, used less than one month, all instructions included: \$65 incl. shipping. Tom Ledsam, 11971 Washington Bl. Los Angeles, CA 90066, 213-391-7168.

Parting out: '70 99C, one blue, one red; '71 99E, '72 99E white, '74 99L carb.; '72/'74 99LE 4 dr.; '75 99 LE 4 dr., many other major spares and parts. Jim LeMay, 11411 Harwin #4, Houston, TX 77072, 713-498-5414.

99/900 parts: genuine Saab parts at or below 1976 prices; for '69-74 99's: rear brake pads: \$12 set; brake master kit ('69-70 only): \$18; exhaust header pipe (single outlet): \$20; fuel injector valves for 2.0 liter thru '74: \$35 ea. For '75 & later 99's: front pads \$12 set, rear pads: \$10 set; factory tach w/ clock: \$100, charging regulator: \$15; fan, ign., & rear defog relay: \$10; Also package of misc. switches, seals, fasteners, gaskets, etc. for all 99's: \$60. Package for '69-73 99: \$25. Steve Hollars, 187-41st Ave. East Moline, IL 61244, 309-755-7995.

VDO quartz clock to fit 99 in-dash mounting: \$40; 99 steering wheel: \$35. R. Schuetz, 419 Givens, Port Orchard, WA 98366, 206-876-7174 days.

Sony XR70 am/fm cassette stereo, same unit as in new Turbo's: \$250; Sony XM120 amplifier, 60 watts/chan. \$190. Also Four Metzeler Alpin's 155x15 mounted on '76 99 rims, \$40 each--have at least 30,000 miles left. Robert G. Montgomery, 1909 East Webster Pl., Milwaukee, WI 53211, 414-964-0953.

CIS injection intake manifold off of '76 EMS. Blaney Eathorne, 802 Denver St., Wichita Falls, TX 76301, 817-723-9178.

Four 1981 Turbo wheels plus TRX tires (15,000 miles) trade for four Inca wheels and tires. Leon P. Morris, 2036 Shirley Ln., Manhattan, KS 66502, 913-537-2011.

Parting out '73 99, carbureted, all parts for sale; standard trans: \$400; stainless steel exhaust: \$100; alternator, starter, carburetor all half-price. All body parts in excel. cond. A. Marner, 3912 Carolyn Ave, Fairfax, VA 22031, 703-273-8963.

99 parts; complete A/C system: \$225; 2 smog pumps: \$25 ea; slightly damaged front bumper: \$40; New Bosch voltage regulator: \$20; slightly damaged wheel covers: \$10 ea. 900 parts; slightly damaged front & rear bumper covers: \$25 ea.; slightly damaged grill: \$25; Also, radiator of '65 96 needs work: \$10. David Katzakian, 17440 Ponderosa Ct., Hayward, CA 94545 415-785-4632 after 7 pm.

Cibie replacement headlights for High beam only for 99's: \$20. Bob O'Rourke, 205 Carmen Hill Rd 2, New Milford, CT 06776.

Car cover, 100% cotton, water repellent, custom fit to '78 2-dr hatchback; made by Covercraft, hardly used \$35 + UPS. David Lake, 8021 SE 71st, Mercer Island, WA 98040, 206-232-2702.

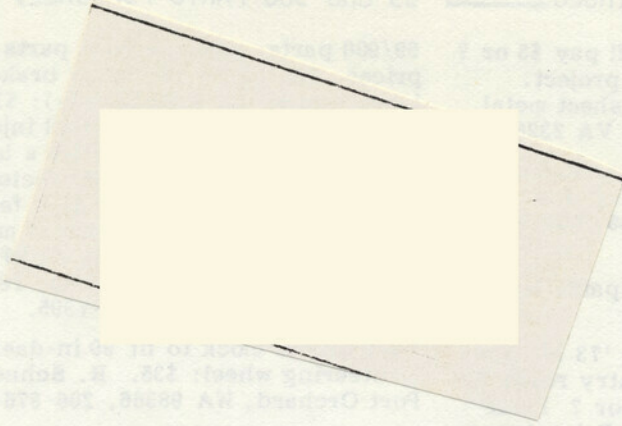
MORE CLASSIFIED ADS ON BACK PAGE _____

ROUTE 1, BOX 19D
RUCKERSVILLE, VA. 22968

SAAB PARTS & SERVICE
New & Used Parts at Reasonable Prices
TRANSMISSION & ENGINE REBUILDS
Our Specialty
804-985-7924, Mon-Fri 8:00-6:00
Visa/Master Card

Please use knife/letter opener

MAY 1982



Address Correction Requested

c/o Jeff Delaborne
5805 Onida Street
Duluth, MN 55804



BULK RATE	_____
U.S. POSTAGE	_____
PAID	_____
PERMIT NO. 1909	_____



Page 12

99 and 900 PARTS FOR SALE, continued

Saab factory service manual for '75-'78 99, exc. cond. \$30. Mark S. Jones, 5109 Custis Lane, Knoxville, TN 37920, 615-573-8670.

Head gasket set and 8 valve springs for 1.85 liter 99 engine, brand new, never used: \$55. Scott Sawyer, Acton, MA, 617-369-0224.

99 and 900 WANTEDS

Wanted: Saab Hatchback. Kenneth Wyle, 251 W. State St., Waverly, IL 62692, 217-435-9777 eve's & w'kends

Wanted: factory front airdam with mounting kit for 99 R. Schuetz, 419 Givens, Port Orchard, WA 98366, 206-876-7174 days.

Need two rubber base's that hook to frame under the bucket seat on 99's (mine is a '74). Francis V. Pumphrey, 40 Chapel Ln., Titusville, FL 32730, 305-267-1663.

Wanted: Complete undamage left front directional indicator for '77 99GL. '77 on should fit. \$25 or ? Tim Kortendick, 1907 W. 6th St., Racine, WI 53404, 414-632-1941.

Wanted: Shop manual for '77 99. Phil Czapla, 65 Harding St., Wethersfield, CT 06109, 203-529-8091.

Wanted: two wheel (hub cap) covers for '76 99. Jack E. Bates, 312 Murphy Cir., E. Lansing, MI 48823, 517-332-6631 home, 517-484-4498 work.

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As for snow tires in 195 and 205 sizes, the only one that I know of that even comes close is the Pirelli M&S in 185/65SR15 (obviously a replacement for the P-8), but at \$144 each, I didn't try them. Narrower tires are really better in the snow and ice anyway and there is a wide variety of choice in the 165x15 size which is what I used.