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ed, and worthy of your support.*

JUNE 1982

DEDICATED TO SMALL-
ENGINE SMALL CARS &
ENERGY CONSERVATION

Saab Clubs of North America

Editor and publisher: Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804 • (218) 525-3253 9am-8pm ex: Sun.

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

MEMBERSHIP/SUBSCRIPTION

Newsletter #105, our 88th 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 collection of 12+ back issues and tech' sheets punched for your 3-ring binder: \$6 ppd.

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

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. 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).

WESTERN PENNSYLVANIA SAAB CLUB--will hold their summer picnic on June 27, Sunday, at Sweeney's farm near Ligonier. Fishing and swimming, kids welcome, beer tolerated, no dogs except Sweeney's. For directions, call Dennis Sweeney, 412-238-2163.

MILWAUKEE SAAB CLUB--had a convoy to the June Sprints at Elkhart Lake, notice of which unfortunately arrived here at the Saab Club the day after the May issue went to the printer. Previous meetings this year included an outdoor tech' session in May, an aftermarket lighting session in March, a visit by Arsey Miller of Saab-Scania in February, and the January ice race which attracted 34 entrants despite bitter cold and rough ice. For more info on upcoming events of the Milwaukee Club, call Jim Hart, 352-0627.

NATIONAL SAAB CLUB CONVENTION--The editor's call for response concerning a Saab Club convention in September has not met with an overwhelming reaction. So far a grand total of four members have said they would attend. The date and/or place is still open to suggestion and amendment as it looks like Telemark Lodge will be full in Sept. anyway, and the Oct. dates that are open are almost the ski season up here. I am considering holding the convention in Southern Wisc. or Northern Illinois and if this would prompt a larger response, then such a move will be forthcoming. So if you are interested in attending a Saab Club convention, let us know, or we'll give up the idea for lack of interest.

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

GREATER NEW YORK AREA SAAB CLUB--has activities scheduled for June 20 (already past) and July 18. The July meeting will be 3:30 pm in front of building #272 of Floyd Bennett Field in Brooklyn. This meeting will cover do-it-yourself tune-ups or other items of interest that members bring. For more info, call Marc Frank at 212-438-2022 or Josh Rubinfeld at 212-423-0579.

SAAB CLUB NATIONAL CAPITAL AREA--will have a tech' demo at Precision Imports on Saturday July 17 including running as many cars as possible through a diagnostic machine. At the May meeting new officers were elected: Toby Turpin, President, Bruce Williams, Secretary/Treasurer, Bill Barnhart, Activities Chairman, and Ed Tonat volunteered to do the Newsletter. With daylight savings time in effect, the SCNCA will resume congregating for the parking lot meeting about 7:30 before the regular meeting at 8. Meetings are the first Wednesday of every month at the Silver Spring Public Library. For more info, contact Toby Turpin, 301-384-6732.

CENTRAL ILLIANA SAAB CLUB--will have no regular meetings during July and August. The club did meet in June at Dean Katsaros' to try out his new injector cleaning machine. Meetings will resume in September. For more info, contact Margrit Adler, 1507 W. University, Champaign, IL 217-356-9244.

SOUTHERN CALIFORNIA SAAB CLUB--announces its annual summer get together for the 18th of July at Idyllwild County Park, 1/2 mile west of Idyllwild off SR 243. The Club will provide the coals and you provide the weiners and buns. Action starts at 11 am and cost to enter the park is \$1.50 per Saab. For further information contact Paul Florance, 213-438-3257. Raffle to be held for patches, hats, T-shirts.

DELAWARE VALLEY SAAB CLUB--will hold a Saab family picnic on July 25th at noon at the Core Creek County Park, Newtown, Bucks County. Rain or shine we have a pavilion reserved (P-6) on the edge of Lake Luxembourg. Bring your own food and drink, frisbees, etc. Barbecue grill and playground equipment available. The parking lot is nearly for Saab comparing. This is a county park and beer is discouraged. There will be a tune-up workshop in August and a gimmick rally in September. For more information, contact John Bolehala, 215-277-1297 after 6 pm.

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

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.

TRIPLE CARBS FOR "OVERHEAD FAN SHAFT" T/S

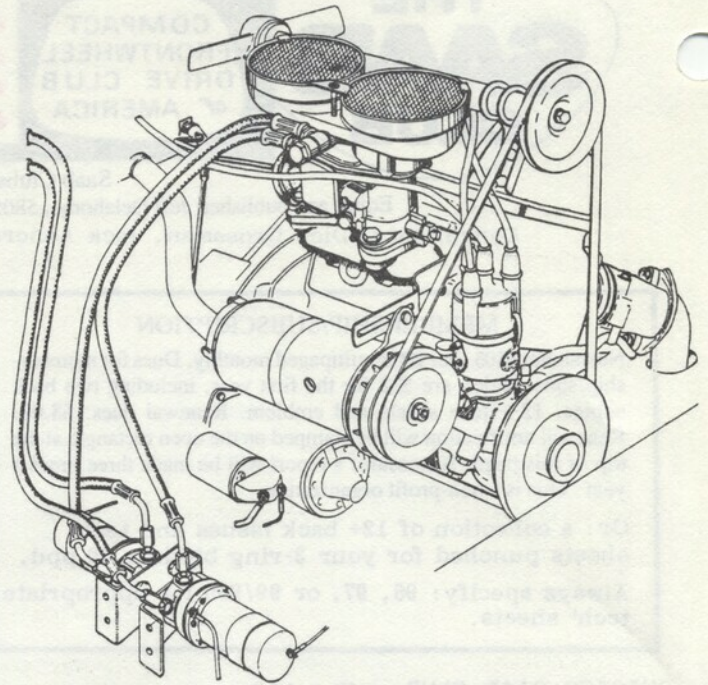
I read your item concerning triple carbs for early two strokes (April '82, p. 2). That's correct, the the 34W2 Solex carbs will not fit the early two strokes. The 44PII was used with the 750GT ('58-'62) in combination with two SU electric fuel pumps.

The 850 GT motors ('62-64) used a triple carb set-up. Part numbers as follows: Manifold--717921 JM; carb designation--F34 PBIC. This manifold (717921JM) will not fit the standard 750 or 850 block as it mounts with eight bolts instead of six. It will only fit an 850 GT.

I don't know how well Steve's 44PII will work on the standard 750 or 850 block as it was designed to work with the 750GT. The porting is all different.

You can print this info if you like for the benefit of the rest of us die-hard "overhead fan shaft" enthusiasts.

Al Tirella, Olivebridge, NY



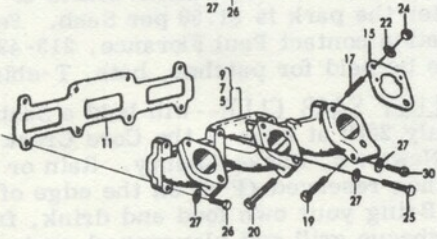
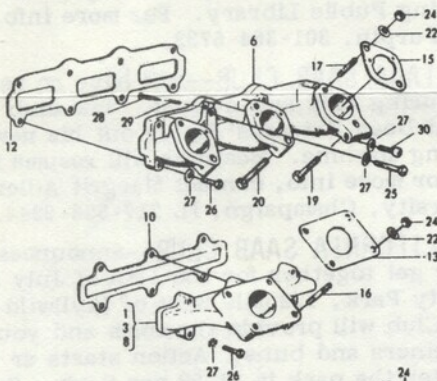
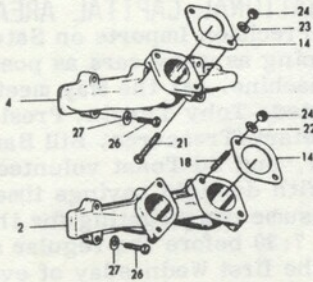
Dual fuel pumps for twin carburetor assembly.

'REDI-STRIP' CLEANS TWO-STROKE EXHAUST

I have just gotten my rear muffler and exhaust manifolds back from Redi-Strip. Their special dipping process (strong base solution--not acid) really seems to have cleaned out all the carbon and oil deposits. Redi-Strip is a national chain, I've seen many different shops across the country advertised in Hemmings Motor News. They will dip whole cars for \$500-\$1000 depending on size of job.

The strong base solution takes off all paint, oil, carbon, rust, etc. to bare metal. It will destroy aluminum, but not brass or rubber. It cost me \$25 for one rear muffler and two exhaust manifolds for my two-stroke Sonett. It took three days.

Nick Wilson, Evanston, IL



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- *H.D. complete clutch for 99 or 900 4 spd.: \$99
- *Complete Turbo clutch, 4 spd.: \$105
- *2 litre head gasket set: \$35
- *KYB shocks: \$20 each
- *Primary gear sets with fused clutch shaft: \$125 exch.

ALSO--USED PARTS

One rebuilt 4 spd two-stroke transmission: \$275 with one year guarantee; One set of four EMS mags from a '75: \$160; one wagonback rear window: \$125; one Sonett II or III windshield: \$85.

TWO-STROKE HIGH ALTITUDE TUNING & MORE

Quite some time ago when Phill Hunt (a Saab area representative and Saab dealer in Okla. City) got out of the Saab business he gave me a number of shop manuals. While going through some old Service Bulletins I came across some information that might be helpful to three cylinder owners.

From the Denver Distributor:

I. The factory recommends that the Monte Carlo and "S" engine be timed at 10° before top dead center. For better performance at higher altitudes, you may advance the timing $1/2^\circ$ for each thousand feet of altitude. We have found twelve to thirteen degrees before top dead center to be an ideal setting for Denver--our altitude being 5,000 plus feet above sea level.

II. Most of the "S" models that have arrived to date are equipped with 125 main jets which are too large even for sea level use. These should be replaced with 120 main jets, if the car is not already equipped with 120's.

Main jet size 117.5 should be installed for altitudes of 2,500 feet and 115's should be installed for altitudes of 5,000 feet or over.

From the Saab Service Bulletin dated August, 1965:

"An improved design cylinder head has been introduced on all later 1965 standard model Saabs. Because we do not have the information as to exactly when the changeover took place in production, we strongly suggest all standard models be checked. The cylinder head is constructed so that the number 2 cylinder has a lower compression reading than that of numbers 1 and 3. Number 1 and 3 cylinders have a compression reading of 125 psi \pm 7psi. The number 2 cylinder has a compression reading of 115psi \pm 7 psi. The reason for this change was to reduce pinging that has been apparent in the standard engine.

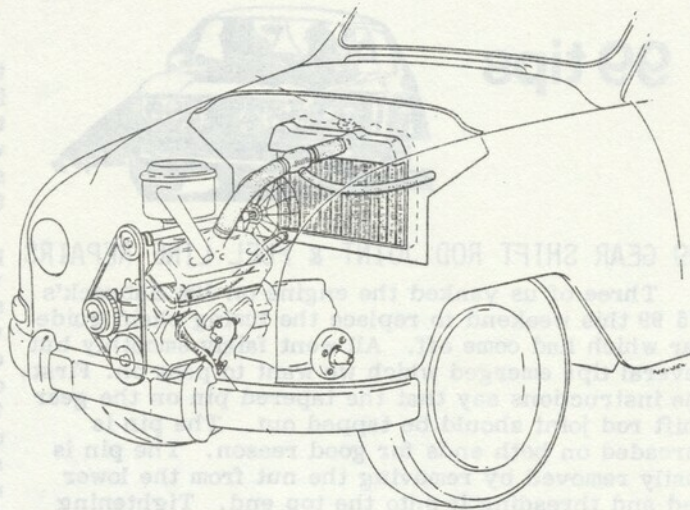
When correcting an excessive pinging problem with the 1965 engine, a compression test should first be made to determine whether the improved design cylinder head has been installed on the car or not. If the compression on number 2 cylinder is 10 psi \pm 7 psi lower than cylinders 1 and 3, the cylinder head need not be changed. Should all cylinders read the same during the test, change the cylinder head to the improved type."

I can't help but believe that quite a few of these engines got through without the change being made. It might be good to know BEFORE taking an engine apart.

In reference to your April article on Solex triple carbs not fitting pre-'64 two-strokes: I had a local machine shop machine a one inch aluminum adapter plate in order to fit the Solex side-draft Sonett carbs to an older engine. We went from the six-bolt pattern to an eight-bolt pattern and constructed three intake ports in the one inch plate to look like those on a newer model engine. Works like a charm. Had to allow enough room to adjust the distributor and cut the air cleaner down to fit under the Sonett hood.

Herb Hewey, Norman, OK

N.E. OHIO SAAB CLUB--anyone interested in forming a Northeastern Ohio Chapter, contact Dennis Tatum, 3074 Beckett Rd., Shaker Heights, OH 44120, 991-2960 home.



MYSTERY OF THE "OVERHEAD FAN SHAFT" REVEALED

Since most Club members who have 99's and 900's have never seen the engine layout of the pre-1965 two-strokes, I thought I would reproduce this illustration from the Saab factory service manual. Actually the first Saab engine compartment I ever saw was an overhead fan shaft 96 that Herb Hewey had in Norman, OK back around 1974 or '75. Since that was the first 96 engine I'd ever seen, I just assumed all 96's had the radiator behind the engine.

So when Mark Welden and I picked up my first Saab, a dead '65 Monte Carlo 850, I was a little disappointed to see that it had the radiator up front, in the "conventional" position. That is if you can call anything about a three-cylinder, two-stroke, fwd car with column-mounted gear shift "conventional!"

While the overhead fan shaft design did have its advantages--the whole hood and front grille were one piece and tilted forward for easy access to the distributor--the cooling system with its water pump siamesed to the back of the generator was inadequate in hot, non-Swedish weather. Another problem was with the distributor right up front behind the grille, wet weather could make the "snub-nosed" 96's act like Lucas-equipped British cars.

But my '65 MC850 has never had any problems with wet weather with the distributor safely shielded by the radiator, and the cooling system is adequate for a hot August move to Minnesota, packed to the roof with all my worldly goods. Or at least one Saab's worth of them. The temperature did climb a bit on the grade up to the Allegheny tunnel in Pennsylvania, but the long freewheel down the other side cooled the engine down just fine.

Old Saabers insist that the pre-'65 snub-nosed 96's handle better than the later long-nosed versions, and the extra weight out front probably does affect the handling a bit. But the move of the radiator forward corrected problems that were inhibiting wider sales appeal of the 96 and also set the stage for converting to the V-4 engine. So the change to the long nose 96 is either progress or the beginning of the end, depending on one's point of view.

Jeff Delahorne, editor

99 tips



73,000 MILES WITH A 99 TURBO IN NEW ENGLAND

Please find enclosed my renewal check. I've gotten many good "fix-it" ideas from the Newsletter and it is always interesting to see how others fare with their Saabs. I have an early 99 Turbo (motor #302) which has gone 73,000 mostly enjoyable miles. It seems to hold up well and is still a joy to drive through the mountains of New Hampshire.

With turbos, major component wear seems to be a problem (though I've had none so far) especially valves, bearings, and rings so I've heard. Perhaps some of this could be avoided by letting the oil come up to pressure and temperature when driving off cold. Don't just start and go. If you find your car overheating with no apparent reason, check the plastic expansion tank. The plastic shelf in the middle often warps out of place leading to intermittent episodes of overheating. Add an oil pressure and ammeter/voltmeter gauge--they provide essential information particularly for cold weather Saabs.

If installing speakers in the removable parcel shelf, use coiled extension cords as leads. This way you can unplug your speakers and remove the parcel shelf or take the shelf out still plugged in and have good outdoor music.

If your Pirelli CN36's did not wear well and you want an even better tire competitively priced, the Kleber V12GTS is an excellent substitute and is super in the rain. It is very noisy though.

If you have a Saab 99 with later model sunroof and are experiencing strange leaks from mysterious places, then the perimeter gasket (foam) inside the sunroof frame may need regluing, an easy fix.

Mecca Motors in Allston, Ma has proved pleasantly satisfactory in both their prices and their work. They installed a rear sway bar (19mm) and it so improves the car's handling attitude that it should be standard equipment. I used to do most of the work on the car myself, but I'm in my third year of veterinary medical school and time just is not there any more, but it is nice to know someone who will take good care of my car.

Now my two problems. The first is an exhaust howl. Since I replace my front pipe (turbo to catalytic) I've had a pre-turbo to early turbo howl in pace with the engine. It sounds like a police siren and is very disconcerting. It is related to changing the front pipe and that's all I can tell. Any ideas?

My other problem is worse. Since I bought the car new I've gone through three sets of tires in the 73,000 miles. The Pirelli's in 20,000 miles twice. The front tires scallop badly on the inside 3/4" of the tire only. The rest of the tire wears evenly and would last 40,000 miles at least. Alignment, balance, shocks inflation, tightness, bearings, etc. have all been checked. No one has any ideas about this one. I'd like to move up to better tires but not while getting such poor tire wear. If anyone can solve this problem I'd be most grateful.

R. Brooks Bloomfield, Boston, MA

99 GEAR SHIFT ROD JOINT & FUEL LINE REPAIRS

Three of us yanked the engine on Jim Babcock's '75 99 this weekend to replace the timing chain guide bar which had come off. All went fairly smoothly but several tips emerged which we want to pass on. First, the instructions say that the tapered pin on the gear shift rod joint should be tapped out. The pin is threaded on both ends for good reason. The pin is easily removed by removing the nut from the lower end and threading it onto the top end. Tightening the nut then pulls the pin out from the top--much better than driving it out.

Second, several of the fuel lines cracked at the banjo fittings and had to be repaired. The instructions say to make a fuel line holding clamp from a valve guide sawn in half. A tube flaring tool was found to make an excellent holder which did not damage the plastic lines. Who has a valve guide lying around anyway? If the nearest flaring tool size is not snug enough, wrapping the line with vinyl tape should allow a firm grip to be obtained.

Bob Swinehart & Jim Babcock,
St. Paul, MN

PARTS NUMBERS FOR 99 DELCO IGNITION PARTS

In response to Tedd Donlon (April '82, p. 8) on the 99 Delco distributor, he commented that "tune up parts are hard to come by...." The following may be of help to anyone who has kept the old Delco distributor. These parts fit the Delco on my 1969 99.

Rotor (Standard Motor Parts, Inc.) DR-312
Points (Blue Streak) DR-2239X
Condensor (Delco Remy) D204 1932004

J.T. Mathis, Liberty, MO

STAINLESS STEEL FUSES END CORROSION

I have been using stainless steel fuses (glass-Detroit style) in the Saabs as they have pointed end caps and do NOT corrode at all. They are available in Bussman or Littlefuse type "GBC" 8, 16, or 25 depending on the amperage. They are available at most electrical distributors or wholesalers. If club members cannot find them I can get them for about 18¢ each in boxes of five.

Steve Anderson, 2521 Payne Rd.
Des Moines, IA 50310

SYNTHETIC MOTOR OIL FOR SALE

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

BUILD A CONSOLE FOR YOUR 900!

Use hardboard or plywood, then cover or finish as desired. Holds 10 tape cassettes and other stuff (e.g. sunglasses), has panel for accessory instruments. Does not interfere with legroom. For stick shift cars--some modification required for automatics. Send large SASE and \$2 to: B. Wassertzug, 11825 Enid Dr., Potomac, MD 20854

K&N FILTERS MIGHT BE AVAILABLE FOR CIS 99's

I have been trying to get a K&N air filter replacement for the original on my CIS '78 99GL. A call to K&N in California confirmed that they can, but no longer do make it. The woman I spoke to said that "given enough interest" they would resume production.

The filter has dimensions identical to the original Bosch/Saab item. The filter consists of layers of gauze sandwiched between metal screen. The gauze media must be oiled with a special filter oil (available at motorcycle shops). The filter can be cleaned and reused many times and will easily outlast the car--even a Saab.

From motorcycle experience I know that they will flow more air, filter to a smaller particle size, and perform better when dirty than the OEM.

Price quotes have ranged from \$13-\$25. As far as I know, these filters will fit all CIS equipped 99's. If anybody wants one, write: "Help, I need filter # E-245 for '75 on Saab", enclose your name and address and mail to:

K&N Engineering
561 Iowa Ave, Box 1329
Riverside, CA 92592

Steve Perrine, Jamestown, RI

HOW TO KEEP LARGE 99 WHEEL COVERS ON

The flat aluminum/plastic wheel covers on the 1977 99GL rattle as the plastic rim-grabbers shrink. A small dab of GE silicone rubber on each plastic grabber holds the wheel cover securely and quietly. Let the rubber cure thoroughly before installing the cover on the wheel.

Older 99 rims (round holes) are incompatible with these covers, as they lack the ridge for the grabbers to catch. If you have old-style wheels for your snows and wish to install the wheel covers (which reduce the amount of snow that packs itself around the wheel) a series of dabs of silicone around the rim will provide something for the grabbers to hold. Reasonably even dabs will not unbalance the wheel, as the silicone rubber is light.

Jumper-cable Storage: The left side of the trunk-floor compartment (99) is too small for most items, but is the ideal place to stash cables out of the way. Use a sheet of corrugated cardboard, folding the sides up to keep the cables from snarling into spare tire on left and tools on right.

Martin Berger, Youngstown, OH

900 ODOMETER READS ERRATICALLY-IS REPLACED

Here's my renewal plus \$2 for your stamps, etc. (More than worth it.) My 1981 900S' odometer was rolling around erratically registering 10's, 100's and 1000's at random. Had to disconnect the 30,000 mile maintenance reminder light cable. The speedometer was replaced under warranty. Probably the cable was at fault. Anyone out there have the same problem?

Dr. Stanley L. Botway, N. Merrick, NY

Ed. Note: Our '82 900 developed a buzzing chirp like a cricket as each 10th of a mile rolled over. This too turned out to be connected to the EGR maintenance reminder light. This function of the odometer has a cable from the regular mileage counter (as I understand it) and the gear that the cable drives is what does the buzzing. Cars produced later in the model year had a spring that eliminates the noise. Carolanne and I were going crazy on our trip to the Chicago Saab Club meeting until we stopped at Europa Motors in McHenry, IL where one of their fine mechanics quickly diagnosed the problem.

NEWSLETTER BENEFITS NON-MECHANIC MEMBER

Enclosed you will find a cheque to cover yet another year (number six?) subscription to the Newsletter. I continue to be impressed with the quality of the publication and I hope there is sufficient incentive in it to keep you doing it. Although I do not do major mechanical work myself, I somehow feel much better just knowing about my 99's idiosyncrasies, thanks to the Newsletter and the accumulated experiences of others.

I have a 1975 (Belgian) 2 door 99. Over the years I have wished there was a heater bleed valve. Earlier year models obviously had one. Someone (Margrit Adler?) once had a note in the Newsletter suggesting that these more recent years might also have a heater bleed valve. I have looked and looked and cannot find one. Can someone confirm, one way or the other, whether a '75 99 has a heater bleed nipple?

Ian G. MacDonald, Quebec

Ed. Note: Earlier year model 99's do have heater bleed nipples (up by the heater core) and later model 99's and 900's have them (on the thermostat housing) but '75's do not have a heater bleed nipple.



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SAAB SERVICE TIPS

When checking valve clearances on a Saab 2.0L engine, rotate the engine using a wrench on the crankshaft pulley nut or (on manual trans. cars) by placing the transmission in gear and turning a front wheel (jacked up, of course). The flats cast into the camshaft are NOT designed to turn the entire engine. Only apply a wrench to turn the cam when the cylinder head is removed from the engine as during bench set up. Turning only the cam with the head on the engine may cause valve contact with the pistons.

Cold fouling (black wet deposits) of the spark plugs can occur on APC Turbos during the start and stop operation of transport. This condition can be corrected by first drying out the plugs and then cleaning them in a spark plug cleaner. Due to the "colder" plugs used in an APC Turbo, just driving the car will not satisfactorily clear the plugs of the deposits. If a new unit refuses to start, cold fouling may be the cause. Do not try to start a car with Hall-Effect ignition by disconnecting the plug wires and letting the spark jump through a large air gap as ignition damage may result.

A throttle body that is loose on the intake manifold can be responsible for poor running and may even create a whistle during some operating modes. Usually, if the gasket is OK, a simple tightening will solve the problem.

Rattles or creaks near either front door post ("A" pillar) on a 900 may be caused by loose bolts holding the dashboard support beam. These bolts are inserted from the engine side of the firewall and should be torqued to 50 ft. lbs. Earlier 900's may have a rubber gasket under these bolts. If so, remove and discard the gasket before torquing.

Differential cover oil leaks on M80 and earlier Turbos can be caused by an improperly tightened exhaust stay. It is important that the nuts beneath the stay are tightened properly to provide cover pressure against the gasket. The nuts holding the stay should be torqued to 18 ft. lbs. See S.I. 06/78-320 (Reissue), Sec. 2, p. 76 in your Service Information Supplement No. 1 for diagram and detailed explanation of the installation. (Send SASE & two stamps to the Saab Club for a copy.)

IMPROPER OPERATION-KEY WARNING BUZZER, '82

Saab Service Info: Ignition Key warning buzzers installed on 1982 models between the following VIN's may have a defective diode which can fail and cause the buzzer to activate whenever the interior light is on.

VIN's Sedans: -C1008474 to -C1010524

VIN's 3-doors: -C1009000 to -C1010524

To prevent the possibility of this annoying problem developing replace the buzzer at the PDI or break-in service on all vehicles that fall within the VIN range specified. The buzzer is located under the rear seat cushion on the left side of the support beam.

REROUTING SPARK PLUG WIRES-1981 "H" ENGINES

Saab Service Info: Supersedes S.I. 10/81-515. There is a possibility that the spark plug wires on 1981 Saab 900 models built prior to VIN Serial No. -B1016360 may contact the hood support or, on Turbo models, the heat shield. To prevent this, the wires should be rerouted as follows:

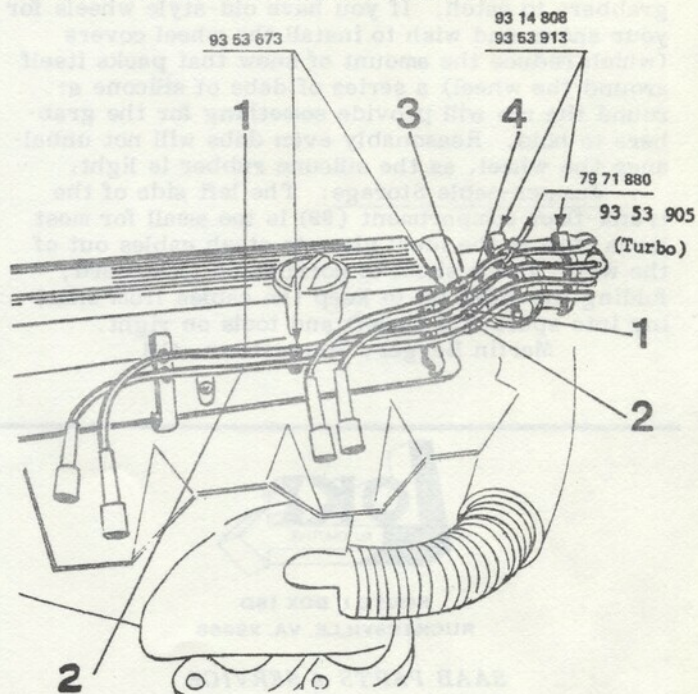
Move all the wires up one notch in the forward holder on the valve cover. The wire for cylinder number 3 is now unsupported above the holder. The wire sequence (from top to bottom) is 3-4-1-2. Cut off the lugs of the lower notch in the holder to prevent incorrect positioning in the future. On some Turbo models there is another cable holder directly in front of the vacuum advance unit and the same changes in the relative wire positions should be made at that point.

Wires for cylinders 1 and 2 should be moved to the upper position on the holder nearer the rear of the valve cover and the lugs of the lower notches cut off. Install cable holder 93 53 673 on the wires for cylinders 1 and 2 at a point midway between the two holders on the valve cover.

Install an additional holder 93 53 673 for wires 3 and 4 immediately in front of the vacuum advance unit and one between the vacuum advance unit and the distributor cap. Support the holder in front of the vacuum advance by attaching it to the vacuum nipple with strap 79 71 880. (Use clip 93 53 905 to attach holder to vacuum advance on turbos.)

Install one cable holder 93 53 913 or 93 14 808 directly in front of the vacuum advance unit and one between the vacuum unit and the distributor cap. Support the holder in front of the vacuum advance by attaching it to the vacuum nipple with strap 79 71 880.

The illustration shows the positions and part numbers of each of the cable holders.

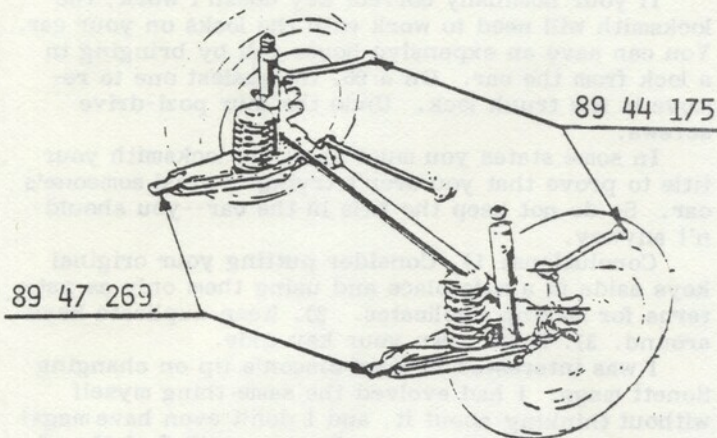


THANKS to Mr. Daniel L. David, Manager of the Technical Services Dept. at Saab-Scania, and to Mr. Robert J. Sinclair, President of Saab-Scania of America for making Saab Service Information bulletins available on a regular basis for Saab Club members.

900 REAR SUSPENSION CHANGES, FROM MID-'81

Saab Service Info: In order to increase rear wheel to body clearance, new suspension bearing assemblies and rear links were introduced beginning with the following VIN Serial Nos.: B1019264 and B2006763.

Installing bearing assemblies, P/N 89 47 269 and rear links, P/N 89 44 175 moves the center of the axle forward 8mm. Do not mix these parts with those used on earlier models as serious rear axle misalignment will occur.



NEW STYLE SAAB 900 A/C CONDENSER, MODEL '82

Saab-Scania Service Info: A new lower profile condenser was introduced in M82 production beginning with VIN Serial Nos. C1006000 and C2001800. The new condenser is lower than the earlier one, but the mounts are the same and the units are interchangeable with all previous 900 condensers. Note: The freon (R12) charge is reduced with the new condenser to 1000 grams (2.2 lbs.).

Freon (R12) Capabilities of 900 A/C System Variations

- | | | |
|----|--|-----------------------|
| A. | M79-80, all 900's | 2.6 lbs. (1200 grams) |
| B. | M81 up to VIN Serial No. B1009099 (short 440mm hose between evaporator and compressor, plus large condenser). | 2.2 lbs. (1000 grams) |
| | If longer hose retorfitted: | 2.5 lbs. (1150 grams) |
| C. | M81 from VIN Serial No. B1009100 and M82 up to C1006000 and C2001800 (long, 1000mm, hose between evaporator and compressor, plus large condenser). | 2.5 lbs. (1150 grams) |
| D. | M82 from VIN Serial No. C1006000 and C2001800 (long, 1000mm, hose between evaporator and compressor, plus small condenser). | 2.2 lbs. (1000 grams) |

NOTE: When replacing an early (larger) condenser, P/N 94 01 951, with the new lower profile condenser, P/N 94 01 951 (no P/N change), adjust freon charge to 2.2 lbs. (1000 grams).

WESTERN SAAB CLUB--will have a meeting July 18 at Eldon Penner's new shop at 1474 Santa Rosa Ave. in Santa Rosa. There will be slide of the '71 Baja, refreshments, advice, and a "Concours" for the nicest Saabs in three categories. For more info contact David Katzakian, 415-785-4632 after 7 pm.

V-4 ELECTRIC RADIATOR FAN POSSIBILITIES

For some time I've wanted to install an electric thermostatic-controlled fan on my '69 V-4. A fan is sold out of the Whitney catalog for about \$70 and it's dimensions are 13 3/4" by 3 1/2" deep. My car is in storage back in the states, and when I measured the clearance between the radiator and the fan over the summer, there was only about 2 1/2" clearance. So at that time I cancelled the idea.

But in the Feb. 1982 Newsletter on page two, Frank DeWitt tells how he shortened the fan belt to bypass the fan pulley altogether. I've never removed any parts of the fan assembly, and I wonder if I could get the clearance by doing so.

Believe it or not, but after nine years with this Saab and many modifications to increase mileage I've gotten it to a true 41-plus mpg at 55 mph. The MSS carb was good for 1 1/2 mpg, the air dam (Saab) upped it by another 2 mpg, and the use of slippery lubricants helped to the tune of about the same two mpg. I'm just curious to see (I love to experiment!) how much I can get by eliminating the engine-driven fan. Also, as Mr. DeWitt says, I would not have to worry about the fan bearing, though I haven't had to replace it yet in 145,000 miles.

I especially enjoy Jack Ashcraft's article on the V-4 (Sept. '81) and let me add my bit. I think that many of the normal parts failures on the V-4 are due to simple abuse and lack of maintenance. In 145,000 miles I've yet to replace a water pump, a clutch master, or have the pressure plate changed (my release bearing is making noise now, so I'll have to have another soon. And only the rear brake hydraulics have been replaced (nothing on the front except pads). And the engine had only one valve job (at 50,000) and yet the compression is 160 plus on all cylinders now.

I replace oil and filters regularly, and I drive moderately, but not especially slowly, shifting with care (I use freewheel all the time). Maybe I just got a car that was screwed together right, but I still think that many Saab owners punish their cars to keep up with the rally-car image of toughness.

Tom Mudd, US NAS, Bermuda

SAAB ANNOUNCES SPECIAL 25th ANNIV. TURBO

Saab Press Info: Celebrating its 25th anniversary in the U.S., Saab of Sweden has produced a limited edition 25th Anniversary Saab 900 Turbo for sale exclusively by American Saab dealers.

"The first full year of sales for Saab in this country was 1957, so it is only fitting that we celebrate this with a special model of the most successful and attention-getting Saab ever, the Saab Turbo," said Robert J. Sinclair, president of Saab-Scania of America, Inc.

The Anniversary Turbo, Mr Sinclair said, will be produced in a limited edition of only 400 and will be available in late May.

Based on the four-door sedan version of the Turbo, the Anniversary Saab includes a number of special upgrading features. Produced in only one color, slate Blue Metallic, the limited edition is distinguished from other Turbos by its color-keyed wheels, mounted with P-6 tires, a color-keyed air dam, and a black rear spoiler.

NOT ALL WEBER 28/36 DCD CARBS ARE ALIKE

The Weber carb, the two-barrell 28/36 DCD-41 which has been mentioned many times for the V-4 is not the correct version of this carburetor. The DCD 41 was designed for a 998cc engine. The correct one(s) are 28/36 DCD-22 or -23 (minor linkage difference) or 28/36 DCD-36 or -38 (slightly larger idle jet). These carbs were originally designed for a German Ford 1500cc engine. Sound familiar? They were later used on an 1800cc engine, unchanged. Weber informed me of this in 1973 when I got my first DCD.

Jerry Stockler, Wantagh, NY

FORD INDUSTRIAL V-4 BASICALLY SAME AS IN 96

As an "Oh, by the way" for Jeff Schille (Mar. '82, p. 4), the 91 cu. in. and 104 cu. in Ford V-4 industrial engines are basically the same as Saab's version. Notable differences are distributor curves, carburetor, water pump/fan assembly (with governor) and in some cases, the fuel pump is oriented differently.

The gasket sets are identical unless one has the silver engine ('67 & early '68) with $\frac{1}{2}$ " reach plugs. There are other slight differences, but later model gaskets work fine (true of Ford or Saab). If one has a front crunched 96 that needs a new front gear cover, Ford Power Products makes one without the snout and fan bearing assembly (almost half the price too). For the savings, one can buy an electric fan and a smaller V-belt, adding economy and efficiency and no fan bearing to wear out.

I enjoyed Jack Ashcraft's Sonett IV. He should sell Mark (*Jack's son who until recently worked for Saab as a designer*) on the idea, so maybe Mark could seel Saab, and then they would build something I can afford. Having sold my Sonett and Winnebago, I am down to two streetable Saabs plus my autocross car ('69 95 and '76 GLE and '68 sedan)

Tom DeMarino, CDR, USN

HEADLESS DOOR LOCKS FOR 99's

If you are looking for headless door lock knobs for a 99, (and other Saabs too, I suspect) look for Cal Custom #2034. Mine cost me \$2.29 in an auto supply store. Other buttons intended for GM 1959-1975 cars and Ford products from 1965 to date might (except for Ford compacts) also fit.

However, though the thread seems to be the same on all of these, the height of the button above its threads is not. I tried several other buttons (from Radio Shack and Allison) which fit the threaded rod okay, but went down so far into the door that one could not pull them up again except by unlocking the door from the outside.

Ivan Berger, New York, NY

ENGINE OIL ANALYSIS BY FUELHAUS LAB'S

Fuelhaus Laboratories Engine Oil Analysis Tests will reveal engine problems before they evolve into engine overhauling or rebuilding. Accurate diagnosis of mechanical problems is the best preventative maintenance available. If you are trying to sell your vehicle, you can scientifically authenticate your vehicle's true worth and condition. Call today for an appointment.

FUELHAUS LABORATORIOS, PO Box 381, Oak Park, Illinois 60301, 312-355-9272, 338-1116.

LOCK AND KEY TIPS FROM ANDY BUC, SEATTLE, WA

In dealing with locks on your Saab, you should be aware of the following: Locks and keys are subject to production tolerances and wear, just like any other mechanism. Also, a duplicate key will not be perfectly identical to the original. If you keep losing your older keys and have duplicates made from your newer ones, you may wind up with fourth-generation duplicates that do not work. By the same token, a locksmith can make you a key if you quote the number stamped on your old key, but it may not work.

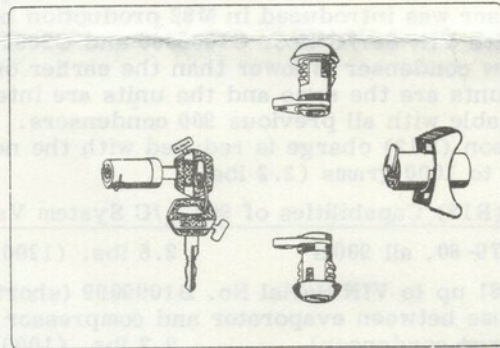
If your nominally correct key doesn't work, the locksmith will need to work with the locks on your car. You can save an expensive house call by bringing in a lock from the car. On a 96, the easiest one to remove is the trunk lock. Undo the four pozi-drive screws.

In some states you must show the locksmith your title to prove that you aren't trying to steal someone's car. So do not keep the title in the car--you shouldn't anyway.

Conclusions: 1). Consider putting your original keys aside in a safe place and using them only as patterns for making duplicates. 2). Keep duplicate keys around. 3). Write down your key code.

I was interested in Fred Sisson's tip on changing Sonett mags. I had evolved the same thing myself without thinking about it, and I don't even have mags! It's true what they say, the lazy man will find the efficient way to do things.

Andy Buc, Seattle, WA



MEMBER USES COFFEE CAN LIDS FOR OIL CANS

Since oil usage is usually pretty low, one rarely uses a whole quart of oil at one time. My 99 has lots of nooks and crannies to hold oil cans, but spillage was a major problem until I discovered that standard coffee cans come with plastic lids which will snap on to an oil can. The result is no spillage and no contamination.

Tobias Kreidl, Flagstaff, AZ

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 getting ads or club notices into this issue was June 9. We hope to start mailing this issue on June 18th. The deadline for the JULY issue will be July 7th.

V-4 FUEL PUMP REPLACEMENT--MAIL OPINIONS

In responseto your request for newsletter arrival dates for bulk mail, I just received the March issue yesterday (April 21). Obviously this is not too speedy.

The only material in the Newsletter that becomes "dated" are the classified ads, and as I am getting back into the market for parts and perhaps a car, this is fairly important to me. After your survey is complete, you might consider the approach taken by Hemmings Motor News--one price for first class mail, one for third class. I would be willing to pay the \$1-\$2 extra, but it may be unnecessary for members much closer to the mailing point.

One tech' tip: My fuel pump (V-4, '68) was showing signs of weak pressure, so I've been searching for a replacement for quite a while. The Saab list price is now about \$98! One parts store quoted \$45, but they couldn't deliver. The recent J.C. Whitney catalog does list it (73-4811Y) for \$21.95, so I ordered and received after about six weeks.

The pump is made in Italy and shows it to be a replacement for a German Ford Taunus. It worked fine--for about a day and stranded me on a freeway onramp. Fortunately I had the old pump in the trunk and the exhaust was still cool, so in 15 minutes I was underway.

A mechanic friend disassembled the Italian pump and found an apparently unnecessary lock washer on the shaft, under the normal circlip. He theorized the washer became "cocked" on the shaft and stopped the pump. We removed same, I put the pump back in, and it has worked fine for a week so far. He also thinks the pump looks like the one from the 4 cyl. Pinto.

Bob Schmitt, Honolulu, HI

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OLD SAAB-ERS



DO IT WITH JUST 2 STROKES!

GIANT KILLER!



SAAB SONETT V4

SAAB CLUB T-SHIRTS

We now have available T-shirts with Jack Ashcraft's artwork silkscreened on the front. The shirts are good quality, 50% cotton/50% polyester, available in sizes small, medium, large, and extra-large. The "Old Saabers" T-shirt is light blue with dark blue ink, while the "Giant Killer" shirt is yellow with dark blue ink. The price is \$8.00 each, including shipping. Please use the order blank below.

"Old Saabers" T-shirt

Mark quantity of each size desired in the blank next to the size:

small medium large x-large

"Giant Killer" T-shirt

small medium large x-large

Send orders with \$8 for each shirt to the Saab Club. Please allow four weeks for delivery.

Name _____

Address _____

City, State/Province, Zip/Postal Code _____

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

1969 Sonett, very good condition, 64,000 mi., one owner, orig. red paint, never hit, no rust, fm, int. excel., new headliner, pictures available. Best offer over \$5,000. T. Keith, 6240 Mackinaw, Pollock Pines, CA 95726, 916-644-2785.

1971 Sonett III, 43,000 miles, rebuilt trans., Saab mags, aux. lights, red-orange paint, great condition, a/c hook up. Debra Kermott, 316 W. 19th, Santa Ana CA 92706, 714-547-5584.

1972 Saab 97, body shell complete, some damage front doors, rear clip and glass all good. Any reasonable offer accepted. Dave Brown, 612-439-5222.

1973 Sonett III, complete exc. front grille; 5 factory mags, good trans., fact. am/fm, all glass good, solid int. & trunk floors; runs but needs work: \$1600
Walt Kovalevsky, 3-19 150 St., Whitestone, NY 11357
212-746-3015 eves.

95's and 96's FOR SALE

1958 93-B; 31,900 original miles, Saxomat transmission suicide door; body and pan very solid, needs crank. Must sell: \$500. Kim Andrews, 1825 Bloominggrove Rd Williamsport, PA 17701, 717-322-6759.

1963 96, 50,000 miles, very good condition; runs well incl. two new ft. fenders, bumpers, seat covers, GT floor mats & more parts: \$1800.

1965 Monte Carlo 850, owner since 1967, totally maintained, no rust, driven daily, complete records; new Semperit radials, paint, battery: \$3000 firm. Robert Rosenberg, 1315 Cecelia Court, San Luis Obispo, CA 93401, 805-541-1315.

1966 two-stroke 95 wagon, engine & trans. OK, body has some rust. Also '66 oil-injected 96, everything in OK cond., plus one good V-4 (blue) engine disassembled in parts. Ken Darian, 202 Iceland Dr., Huntington Sta., NY 11746, 516-271-7527.

1967 two-stroke 96, 108,000 mi., completely rebuilt engine at 80,000 mi; rebuilt trans. at 70,000 mi.; some rust, rear quarter dent: \$625. Coleman Bynum 9 Grand St, Cornwall, NY 12518, 914-534-7843.

1968 96 3 cyl., 70,000 miles, runs but freewheel broken; many extra parts: \$200 takes all. Larry Picarrello, Pomona, NY 914-362-0549, 914-623-1119.

1968 96 Deluxe, southern car, no rust, Michelins, Cibies, Konis, fresh engine, trans., hydraulics overhauled, silicone flued, ported heads, rally exhaust: \$1800 or best offer. Dennis Sweeney, Ligonier, PA 412-238-2163.

95's and 96's FOR SALE, continued

1970 96, 84,000 mi., new clutch, alternator, master cylinder, clutch slave cyl., rear brake cyl's, new upholstery, exc. cond.: \$1500. Gary Galloway, 115 Morgan Rd., Oak Ridge, TN 37830, 615-482-4597.

1971 96, 88,000 mi. from saltless state, body and understructure very good; recent valve job and new clutch: \$1500 or best offer. Ken Dressler, W32970 Gov't Hill Rd, Delafield, WI 53018, 414-646-8718.

1973 96, white w/ green int., new paint, clutch, water pump, trans. overhaul & new bearings, hoses, brakes; 1700cc reg. gas; 88,000 mi.; new Uniroyal 180's, 4 spkr sys.; \$2300 firm. Paul Florance, 54-62nd Pl., Long Beach, CA 90803; 213-438-3257.

95, 96, and SONETT PARTS FOR SALE

Dismantling '68 96, '68 97, and '70 99: 96 sway bar: \$35; steel wheels: \$7.50 ea; Sonett V-4 body, make offer; two good southern 96 doors: \$75 ea; xerox copy of 97 manual: \$15; Sonett steering wheel: \$25 more parts. Mike Tucker, 2324 Davis Dr., Matthews, NC 28105, 704-847-2282.

93, 95, 96 & Sonett parts, some N.O.S. for 93's, 95's and 96's. Lots of used parts, service manuals, & parts books. Dave Graham, 4208 Iola Dr, Sarasota, FL 33581, 813-924-7686.

Two-stroke engine from '63 96, tuned and in very good running cond. Also many spare parts incl. 1960 engine, with low compression. Also Saab dash assembly. All for \$150. Bob Cunningham, 2409 E. 38th St. Des Moines, IA 50317, 515-284-8466 work, 515-262-4504 eve's & weekends.

1972 95, high mileage and rust, driveable, but best used as a parts car: \$350 or best offer. Also '71 96 bodysell, no engine or trans., avg. cond. with minor rust: \$350 o.b.o. Steven R. Harper, 3309 Columbus Rd, Wooster, OH 44691, 216-264-5696 abt. noon.

Tinted side door windows for 95/96: \$15 pair. One 7" Cibie headlamp w/ extra bulb: \$15. W. Verkaart, 25 Cross St., Duxbury, MA 02332.

Save a 93 from the junkman for your parts car; rusty no engine: \$25 plus transportation (I can arrange) Also 3 cyl oil injected engine, stuck: \$10. Robert W. Andrews, RR Box 143, Pennock, MN 56279, 612-599-4489.

New +1.0mm 750cc pistons: \$100; 96 speedo cable & housing: \$5; 1964 and earlier radiator: \$10. Larry Bean, 2873 Grosvenor Dr., Cincinnati, OH 45239.

Fiberglass flared front fenders, steel flared rear fenders fro '65-'68 sedan: \$75 + ship; regular fenders (4) for '68 96, painted competition blue; Also various 95/96/97 V-4 front chassis parts (a-arms, disc brake parts, etc) Make an offer or horse trade. Also trans. bell housings for two-strokes and V-4's, any reasonable offer, you pay shipping. Tom DeMarino, 260 Birch St., Manford, CA 93230, 209-584-2324.

Two-stroke parts, all new: 93 lenses, generator/water pump units, dash units, MC blocks, new MC C pistons, distributors, etc. Write your needs. Robert Caponera, 68 Green Hill Rd., Killingworth, CT 06417, 203-663-1021 or 663-2402.

95, 96, and SONETT PARTS FOR SALE

Two-stroke 96 & 97 Sonett parts for sale: Engine blocks, red oil-injected/green mixer: \$120; Crankshafts, injected & mixer; rebuildable/rebuild: \$40/\$110; carb sets, triple downdraft Solex with manifolds \$25; triple downdraft Weber (Porsche 911) with manifold for Saab: \$140; Other engine parts & other misc. parts: \$5 & up. Will consider offers/trades. All parts plus shipping. Ken Cich, 2119 W. 5th St., Duluth, MN 55806, 218-727-1346.

Sonett Parts: 1 pr. '71 doors: \$200 ea; '73 fuel/temp gauge: \$20; '73 heater core: \$15; '73 Wiper arm drive unit: \$10; '73 fuel tank: \$20; '73 transaxle, low miles no noise, make offer. Bibb T. Gault, 5302 Aurora Dr., Austin, TX 78756, call after 11 pm, 512-459-0608

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 06235, ph. 203-455-9203 (listed wrong in April Newsletter).

For sale: 93 dash board with instruments, reg. sedan version: \$25 incl. shipping. Bill Cook, 4019 Leland Comstock Pk, MI 49321, 616-784-6497.

'71 Sonett III Parts car, had front end fire, but all back of firewall okay, rear clip good, doors, no int. \$375, you haul away, or consider almost any trade, esp. early Sonett mags or 900 mags. Jeff Delahorne, 218-525-3253.

95, 96, and SONETT WANTEDS

Wanted: left front turn signal assembly for '69 96 V-4 \$25 in good cond. with lens. Tom DeMarino, 260 E. Birch St, Manford, CA 93230, 209-584-2324.

Wanted: for '66 96, vinyl dash top, no cracks: \$25? Door handles: \$10 ea.; also 4-bolt left-front hub assembly, complete (disc etc.) and wheels. J. Berrian, 136 N. Rogers, Olympia, WA 98502, 206-943-1826.

Wanted: owner's manual for 1970 95. Bill Hughes-McIntyre, 214 S. Colonial Ave., Richmond, VA 23221, 804-358-7476.

Need oversize (.060) pistons and/or new block for '66 Sport. V.R. Meeker, 118 North F St., Oxnard, CA 93030.

Wanted: for a '64 850GT (oil injected) a 1.0B piston with pin and rings: \$10-25 depending on condition or will trade used A std or AB std. Dan Tracy, 106 Yorktown Ct. Simpsonville, SC 29681

Wanted: for '72 Sonett III, one bucket seat, structurally sound. Betsy Reed, 2926 Faulkner Pl, Kensington, MD 20895, 301-933-0957.

Wanted: Parts book covering 1956-64 93, 93B, 93F, early 96: \$20. Al Tirella, Acorn Hill, Olivebridge, NY 12461

Need for Sonett III, front end hood support brackets, Need both L and R: \$50 or singly \$20 or complete dimensioning for fabrication: \$5. Ron Canaday: 720-G N. 63rd St., Kansas City, KS 66102.

99's and 900's FOR SALE

1974 EMS, silver, excel. cond., A/C, Eriksson remanufactured eng. & trans. with 3000 mi.: \$3000. Jeff, 914-636-1808.

1978 99 GL 5 dr., blue, new paint, A/C, stereo, 63,000 mi., 4 spd., good condition: \$4900 or best offer. Joanne Burns, 517-351-3033 after 5, Lansing, MI

1979 900 3 dr., 4 spd., blue, Blaupunkt 2001 cassette 90,000 highway miles, new brakes, clutch, shocks, exc. cond.: \$6000. Chuck Vitali, Oak Ridge Dr., Haddam, CT 06438. 203-345-2959 or Waitsfield, VT 802-496-2376.

1979 900 Turbo, 3 dr, green, sunroof, am-fm stereo, CB, fog lights, 29,000 mi., very good cond.: \$9000 John Vette, 5050 Lake Rd, Oshkosh, WI 54901, 414-233-3732; work 414-231-7370 ex. 201.

1979 900 Turbo, black, exc. cond, meticulously maintained, only 20,000 mi., am-fm cass., A/C, Cibies, Intake & exhaust modifications, water injection, 12 lbs boost, faster than 82 APC: \$8500 o.b.o. Jeff Comp-ton, 3523 Stanford St., Houston, TX 77006, 713-529-2456.

99 and 900 PARTS FOR SALE

99 Parts: Hood: \$175; 4 mags with Michelin ZX tires: \$260 set; 4 steel wheels: \$45 set; frt. bumper, no rubber: \$25; radiator: \$45; headlight buckets: \$10 ea. '78 rear plastic bumper strip, new: \$10. Larry Zinkin 914-636-1808.

1976 EMS automatic, 54,000 miles, for parts, auto. trans., seats, bumpers, doors, grill, slight damage on front end and hood, otherwise very good cond.: \$10-\$200. Also: '74 Sonett carburetor, '72 99 carburetor complete with manifold & air cleaner; two-stroke radiator, new; '77 99 2 radiators complete \$5-100. call Alex Cruca, Los Angeles, 213-682-1517.

One cleaned and rebuilt cylinder head from 1978 99 turbo: \$230. T. Jacobs, 91 Summit Dr., Cranston, RI 02920, 401-942-0049.

'76 99 wagonback parts: good engine & trans.: \$550; instruments, radiator, orange interior OK; '74 body, 2L and 1.7L engines, '71 body parts. J. Burkes, Rt. 1, Box 294C, Pittsboro, NC 27312, 919-542-5730.

1.7L engine complete & trans. disassembled, with new parts. First \$250 takes all. Will not ship. Don Damidovich, 423 W. Downer, Aurora, IL 60506, 312-844-0850.

Four EMS rims, one year old, perfect, no damage: \$450 or best offer. Leo Skrzypek, 413-732-8196 after 6:00 MWTF, must sell.

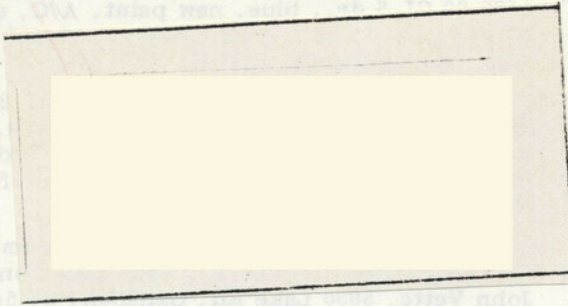
99 Parts: tie rod with end for 1975 and on: \$25. Valves, springs, guides, cracked head from '74 99 w/ carb; pressure plate, throw-out bearing, all cheap. Dan Blum, 715-341-4939.

99 Parts: 4 spd. trans. '74 99, exc. cond, 60,000 mi.: \$450; 2.0L engine, carbureted '74 99, 60,000 mi. with exhaust manifold & head: \$450; tinted windshield, 1 yr. old, '73 99: \$75; '73 99 hood: \$100; doors, 4 dr. '73 99 exc. cond.: \$70 ea.; 1.85L engine/injection, 70,000 mi.: \$450; trunk '74 99: \$75. Edwin Mathews, RD#1, Stahlstown, PA 15687, 412-593-7653.

MORE CLASSIFIED ADS ON BACK PAGE

Please use knife/letter opener

JUNE 1982



Address Correction Requested

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



BULK RATE	_____
U.S. POSTAGE	_____
PAID	_____
PERMIT No. 1907	_____



99 and 900 PARTS FOR SALE, continued

For Sale: 1976 99 rack and pinion steering; new bushings, swivels, boots; tie rod ends included: \$100 plus shipping (obo) Tom DeMarino, 260 E. Birch St., Manford, CA 93239, 209-584-2324.

99 and 900 WANTEDS

Wanted: two '78 Aztec Turbo alloy wheels. Must be perfect. Marty Mitchell, 376 Kriess Rd, Renfrew, PA 16053, 412-482-4307 after 5 pm Mon-Fri.

Wanted: two Inca wheels for '80 Turbo (for snows): \$100. R.L. Vivian, Jr., 71 Strawberry Hill Ave. #1118, Stamford, CT 06902.

Wanted: three center covers or caps for '76 EMS alloy wheels, trade for '68 96 misc. parts. R. Freeberg, RD#1, Box 52, Huntingdon, PA 16652, 814-327-2359.

Wanted: two oval headrest inserts from 99. Dr. John 1219 Eldorado, Klamath Falls, OR 97601, 503-884-1733

Wanted: Hub caps for '75 99LE wagon. Dr. H. Wachs Huntingfields Box 29, Huntingtown, MD 20639, 301-855-1654.

Wanted: 175/70x15 CN36's, will pay \$55 like new, \$45 for 3/4 tread delivered to Cleveland. Steve Bottorff, 3549 Lynnfield Rd., Shaker Hts, OH 44122, 216-752-0430.

Wanted: four hubcaps, 9" letters "SAAB" horizontal. Bill Bejarano, 1823 S. 6th St, Alhambra, CA 91803, 213-289-7683.

Wanted: parts for '74 99L. Electric cooling fan, one aluminum wheel cover, hinges for glove compartment Dan Blum, 715-341-4939.

MISCELLANEOUS CLASSIFIEDS

For Sale: Newsletter Collection, May '76 to April '82, a few issues missing: \$32 or best offer. 99 Service manual, '69-'74: \$20. Gary Schaps, 312-275-0436.