

THE SAAB CLUB

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DRIVE CLUB
of AMERICA

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AUG 1982

DEDICATED TO SMALL-
ENGINED 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. Sur.

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

MEMBERSHIP/SUBSCRIPTION

Newsletter #107, our 90th multipaged monthly. Dues for membership/subsorption are \$11.00 for regular subscription (3rd class mail) for the first year (\$12 for first class mail), including two back issues, Club tech' sheets and emblem. Renewal dues: \$8.00 (\$9.00 for first class mail). 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.

Back Issues: A collection of 15+ back issues with Club tech' sheets punched for your 3-ring binder is available for \$6.00, ppd.

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

SAAB CLUB NATIONAL CAPITAL AREA--has changed meeting dates to the second Wednesday of each month, still at the Silver Spring Public Library 8901 Colesville Rd, Silver Spring, MD. For more information, contact Toby Turpin, 301-384-6732.

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

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

MINNESOTA SONETT CLUB--Technical Manual: The MSC has compiled a 145 page manual of Tech' Tips about Sonetts, taken mostly from the National Saab Club Newsletter. Bound copies are available for \$16 ea. ppd. Write MSC, c/o Warren White, PO Box 547, 239 Day Road No., St. Croix Falls, WI 54024

SOUTHERN CALIFORNIA SONETT CLUB--usually has a meeting or event every month. Upcoming events include a weekend trip to Las Vegas, a day or weekend trip to Solvang, and a tune-up clinic. For more information, contact: Phil Zarrow 714-892-9639 or Ed Fearman, 213-355-7562.

SOUTHERN CALIFORNIA SAAB CLUB SEPT. CLINIC
The SCSC will hold a 99/900 brake clinic at Masada Motors' new location, 9027 Sepulveda Blvd, in Sepulveda, 891-8519. Jerry will speak on brake systems, pad quality and answer questions pertaining to your Saab. The clinic will be at 11 am, Sunday the 12th of September. Cost for the clinic is \$2.00 per person to help raise funds for SCSC.

CHICAGO SAAB CLUB PICNIC WAS A SUCCESS

The Chicago Saab club, rain not withstanding, held a successful picnic July 10th. Forty-five cars attended with several coming in from out of state. (Ever Dick and Ruth Grossman came in their new Mazda GLC!). Special thanks to all who donated door prizes including Trollhatten Motors for the clutch job and Petersen-Frew Automotive for the nicely reconditioned Saab 96. The '70 96 was won by Mil and Dawn Radvansky of Oak Park, IL. The next club event will be a joint Sunday brunch with the Central Illiana Club on September 18 (see announcement for details).

CHICAGO & CENTRAL ILLIANA CLUB JOINT MEET

The Chicago and Central Illiana Clubs will meet for a Sunday brunch at The Mansion in Dwight, IL on Sunday, Sept. 19. Chicago cars will rendezvous as the Denny's parking lot at I55 & IL53 (Bolingbrook) at 10:30am. They will then caravan south on I55 to Dwight. Illiana members should contact Margrit Adler for their details. The brunch is open to all national members. For further information, contact Margrit in Champaign or Andy Fedorowski (312-454-4825w, 631-4476h) in Chicago.

SAAB SALES STAY UP--JULY ANOTHER RECORD

Saab Press Info: Continuing their steady 1982 climb, sales of Saab cars hit another record in July, with the highest July sales ever recorded.

National retail sales for July reached a total of 1,670 units, the best July sales ever and an increase of 56 percent over the same month a year ago.

"It also represents the third month in a row when the monthly sales records have been broken," said Sten O. Helling, Vice President of Sales and Marketing for Saab-Scania. "June sales of 1,707 represented the best one-month sales ever for the Swedish company," said Mr. Helling.

So far this year, a total of 10,383 Saabs have been retailed by Saab's 310 dealers, representing an increase of 24 percent over the same period in 1981.

DEADLINES & OTHER INFO FROM THE EDITOR

This issue closed on August 6 and went to the printer on August 9. We hope to start mailing on the 16th of August. The deadline for the September issue will be Sept. 8. Any ads or Club announcements must reach me by this date or I cannot guarantee that they will be in the Sept. Newsletter.

Our bank balance is now about \$1000. Each month we have bills for: printing-\$500, postage-\$400 typewriter-\$45, xerox labels-\$25, copying of mailing list-\$35, folding labor-\$80-\$100, telephone-\$25-\$50.

CONTINUED ON BOTTOM OF PAGE TWO

HANDY FIRE EXTINGUISHER SAVES BURNING VW

This is a true story, exactly as it happened: My wife and I were driving down a 2 lane country road one morning, when we noticed a VW Beetle being pushed to the side of the road ahead. Well, the thought went through my mind, "poor sucker has got problems." It was about a half mile ahead, and as we approached, flames started out of the grille behind the rear window. I started fumbling under the front seat, where I had carried an old beat up fire extinguisher for 15 years. As I screeched to a halt, I grabbed the extinguisher and ran toward the car, yelling, "Get that damn lid open." PFFFFFTT. Fire out. Burned wires, burned hoses, burned box that holds the air filter, but saved car.

Moral of the story? Carry a fire extinguisher WHERE YOU CAN GET IT IN SECONDS--NOT in the trunk, NOT under the deck in the trunk--A very cheap insurance policy.

Bob Mitchell, Pleasantville, NJ

REPLACING TWO-STROKE MECHANICAL TEMP GAUGE

Does anyone know who can repair the fluid-filled temperature gauge lines used on the two-strokes (except Monte Carlo)? I have two that, like so many others now 15+ years old, broke off at the engine block connector, and allowed the fluid (freon?) to escape.

Wesley Verkaart, Duxbury, MA

Ed. Note: Roger Harris of Ashfield, MA just told me of an alternative that he has found for the old mechanical temp gauges. What he does is replace the gauge unit with one from a V-4 which is electrical in operation. Then the temp sensor in the head from the mechanical system is drilled out and tapped to fit the smaller electrical sensor. Works neat and looks stock. There should be lots of old '67 through '69 V-4's in junk yards or back yards with good temp gauges that would work.

In addition we have occasional, large bills to pay, like \$227 for the yearly service contract on the typewriter, \$180 for Haynes Manuals, \$560 for T-shirts, to name three recent ones. So it has been hard to keep an adequate working balance in the Club account, but the bulk rate mailing is helping and so will the higher new member dues we have been collecting for the past two months. In addition we will be getting many new members from our advertisement in the August issue (out in July) of Road & Track.

For those of you who get Autoweek, there is no other Saab Club of America headed by a Carolanne Curtis. The reported called here and talked to Carolanne while I was out and somehow got the mistaken impression that she did all the Newsletter. I wish she did. Anyway, we did get a nice writeup about the Club, though so far that story and our ad in Autoweek have produced only about six or eight inquiries about the Club, while the R&T ad has resulted in about 150 requests for sample Newsletter so far.

It's A Boy! (finally). Ian Curtis Delahorne was born on July 9 at 11:28 pm after waiting an extra two weeks to take delivery. A post-delivery inspection revealed a mid-sized arrival of 8 lbs 14 oz. with excellent fit and finish. Now if I could just get him to type....

Jeff Delahorne, editor

CIS 99 HAS ROUGH & IRREGULAR IDLE PROBLEM

I am presently experiencing a problem with my '76 99GL that I haven't successfully diagnosed and I hope that one of the club members could be of assistance. The car has 56,000 miles and the problem is a rough or irregular idle speed at normal operating temperature or hotter. It starts fine when cold and fast idles okay. The problem has gotten worse since we started experiencing warmer weather. When the engine is hot it is sometimes difficult to start and obtain an idle (quite often it just starts and then abruptly stalls).

I have replaced the plugs (NGK BP6ES) and set the timing and dwell to spec. The old plugs looked like the fuel mixture was running rich so I checked the CIS throttle assembly, etc and adjusted the mixture leaner. When I did this, I had to slightly adjust the idle speed screw to compensate for the leaner fuel mixture. I also checked the auxillary air regulator (as per tech' tip) and it seems to be working okay. I also checked all hose connections for possible air leaks and there doesn't seem to be any.

I should mention that the car only experiences this problem at idle; otherwise it runs fine. It has good power and acceleration capabilities. After doing all this, the rough idle is not as bad as before

good power and acceleration capabilities. After doing all this, the rough idle is not as bad as before but still there to a lesser degree. The car has had a new air and fuel filter installed about 5000 miles ago. My wife and I both enjoy driving the car and would like to resolve this nagging idle situation.

Brian White, Ancaster, Ontario

SAAB SALES UP IN EUROPE AS WELL AS U.S.

Saab Press Info: Saab cars are gaining on almost all international markets, according to the preliminary sales figures issued by the Saab Car Division of Saab-Scania AB of Sweden.

Worldwide retail sales of the Saab cars during the first half of 1982 increased 16 percent, from 37,600 in 1981 to 43,600 in 1982, reports Sten Wennlo Chief Executive of the Saab Car Division.

"Following production increases to meet the increased demand, we now expect to sell over 80,000 cars in 1982, which on an annual basis will represent an increase of about 10 percent," the Swedish car executive reported.

The Saab Turbo models, widely hailed throughout the world, are now responsible for about one-third of all Saab sales throughout the world.

In the United States, where the Saab Turbo models represent just over half of all sales, Saab retail sales set a new all-time one-month record during the month of June with 1707 units retailed; and a new six-month record was set with 8713 sales.

On the Scandinavian markets, which account for about half of Saab's total sales, heavy increases have been reported, in Sweden, Norway, Denmark, and Finland. On the Swedish home market Saab sales have risen about 25 percent over the same period in 1981, to a total of 14,800 units.

GUARANTEED LIFETIME AIR FILTERS FOR SAABS

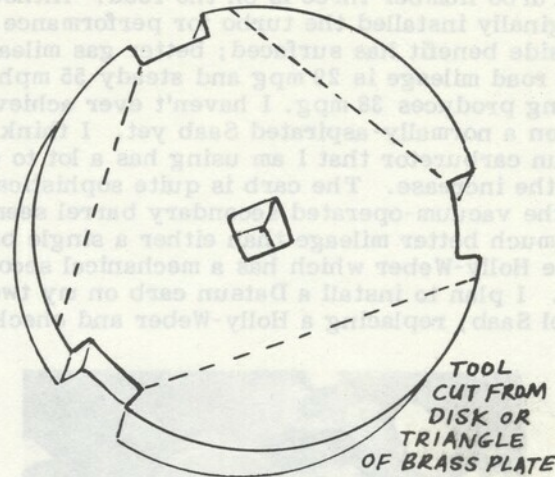
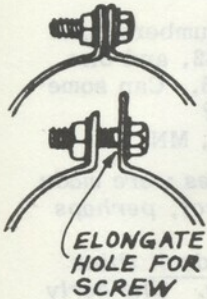
Also Silicone Shield Auto Polish. Wendell Emery, 1751 Pinta, Holland, MI 49423, 616-399-5932.

CURING FUEL ODOR FROM PUMP GASKET & MORE

Problem: Strong gas smell in the interior of my '79 99GL, particularly bad after a fill up and/or after sitting in the hot sun.

Observation: Pressure builds up in the tank at rest, forcing gas past the hose and clamps that suspend the fuel pump from a large bayonet/cam-lock fitting. The fuel pump well fills up and floods the trunk and interior with fumes.

- Solution:**
1. Wait until tank is half full or less.
 2. Remove pump (NO SMOKING)
 3. Disassemble fitting/hose/pump
 4. Clean and inspect everything
 5. Lightly grease the large "o" ring that seals between the fitting and the top of the tank.
 6. Bend the ends of the clamps to effectively "shorten" them. This is very important as the clamps bottom or close before they get tight enough to seal.
 7. Apply a thin coat of Permatex (not RTV) to the pump and bayonet fitting for insurance.
 8. Assemble, snug up clamps.



PUSH DOWN HARD AS YOU TURN
Work carefully so you don't make any sparks!

Washing your Saab--I thought I knew how to wash a stupid car until I got a very dark brown Saab. Do Not Use household cleaners in the wash bucket, especially those with ammonia. They can spot and streak so that no amount of waxing will remove. Use "Ivory" or a product especially made for cars (Polywash, etc). Do not wash in full sun, those beads of water are like little magnifying glasses (sun-dried water spots can also leave calcium deposits).

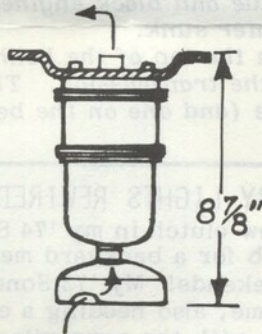
If you screwed up, like I did, the spots and streaks may be removed by:

1. Wipe down with a degreaser/wax remover
2. Lightly clean with white polishing compound
3. Repeated application of "Car Groom #26 Cleaner & Polish," it is non-abrasive and must be 100% dry before buffing
4. Your favorite wax or whatever.

Shelby Wheels: Saabers that would like a custom aluminum wheel different (and less expensive) than the EMS, Turbo, etc. should look at the Shelby line of wheels. I bought some that had all the critical dimensions just right and they look great. They are cast aluminum, eight-spoke, somewhat like what is found on Toyota Celica's and AMC Eagles.

Paul Olsen, Cedar Falls, IA

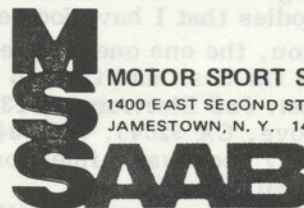
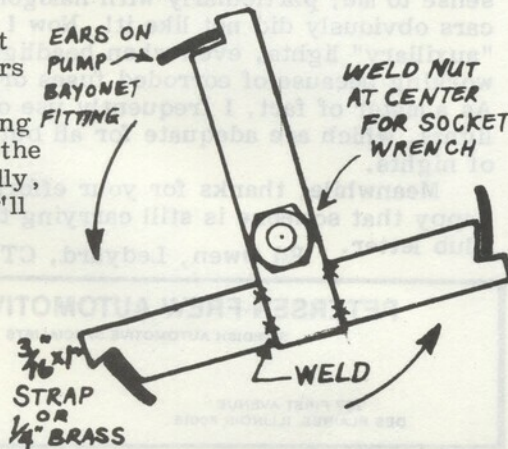
NOTE; a). You must mark the orientation of the wires and fuel line before removing pump (the pump is marked + and -, white wire to + and black to -.)
b). It is best not to use the worm-type ("aircraft" style) hose clamps--the hose "bunches up" and gets extruded through the clamp slots c). Adjust length to 8 7/8" before reinstalling pump into tank.



d). Whole mess can go into the tank only one way. Take note of it. It takes only about 15° turn to engage (like a radiator cap, sort of). Be very clean as you work.

MAKE A PUMP REMOVAL TOOL

Grind each slot for bayonet ears as required so you are applying equal force to the ears tangentially, otherwise they'll all bend over.



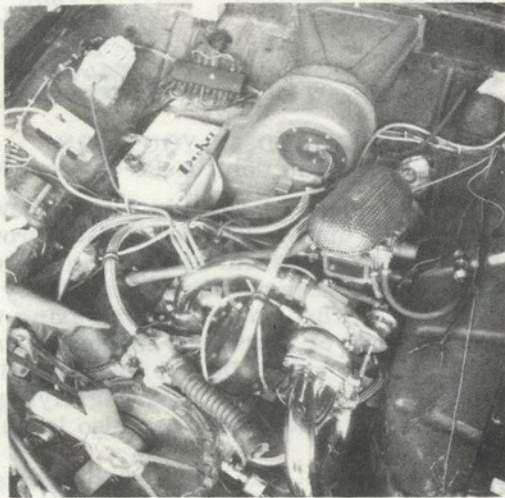
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SPECIALIZING IN SAAB OFFROAD AND SPEED EQUIPMENT

- New Items in Stock:**
SAAB 99 and 900;
Headers, Intermediate Pipe and Tailpipe Mufflers.
Turbo, rear tailpipe muffler, only.
Front coil springs,
V4 1700cc;
Replacement pistons, +.020 and +.040.
Rocker shaft, rocker arms and adjusting screws.
Parts list available upon request.

FRED SISSON'S THIRD TURBO V-4--38 mpg HWY

Turbo number three is on the road. Although I originally installed the turbo for performance, a real side benefit has surfaced; better gas mileage. Hard road mileage is 29 mpg and steady 55 mph driving produces 38 mpg. I haven't ever achieved that on a normally-aspirated Saab yet. I think the Datsun carburetor that I am using has a lot to do with the increase. The carb is quite sophisticated and the vacuum-operated secondary barrel seems to give much better mileage than either a single barrel or the Holly-Weber which has a mechanical secondary. I plan to install a Datsun carb on my two-barrel Saab, replacing a Holly-Weber and check it out.



I added a hood scoop which makes a big difference also. The engine was slightly rich and now runs slightly lean due to the cold (dense) air. I believe that any car can benefit from cool air as underhood temperatures can be extremely high, especially in the summer.

I plan to replace the scoop with a "NACA" vent as used on racecars and the 280ZX Turbo. They are more efficient than scoops and are available from the Datsun dealer or a race car supplier.

I finally found a place to have a hood louvered. A friend had his Volvo louvered and it really does help. In case anyone is interested, contact Bob "Gump" Andrews in Lewisberg, OH, 513-884-7339. He charges 25¢ a louver which is a 1950 price!

Some readers might also be interested in some other sources of goodies that I have located:

The Trac Ignition, the one one that lets you adjust the timing on the dash and tune to the gas available, comes from: J&S Electronics, 13925 Parkway Dr, Garden Grove, CA 92643, 714-534-6975. They also make a very good water injection unit and a Trac II turbo control unit.

If you want to turbo a car yourself (I've done three now--it's easy), then check with: Shelby-Spearco, 10936 South La Cienega Blvd, Inglewood, CA 90304, 213-649-4860. They sell the RHO-5 Japanese unit with a built-in wastegate which makes for a clean, easy installation. They are experts at sizing turbos to engines and can also give much valuable advice. For a 1500cc V-4 they recommended the P13 housing that I am using and I will vouch for its performance.

Fred Sisson, Box 218, Nashville, IN

ENQUIRIES ABOUT V-4 IDENTIFICATION NUMBERS

My 96 is a 1971 model, #96607053. The engine, from my old 96 is a 1498cc, #151506. I have a spare engine, a 1698cc, #182654. Can some member tell me certainly where these engines were made, whether in Germany by Ford or in Sweden by Saab, and perhaps when this switch was made?

Secondly, can someone tell me whether the cylinder heads can be successfully switched between these two different engines? The bore is the same, 90mm, only the stroke differs to alter the displacement, yet the two heads require different spark plugs.

Finally, my transmission has two numbers, one on top of the clutch bellhousing, F01342, and one cast directly in the ribbed case, 148345. Can someone tell me what these numbers denote?

Greg Faris, Minneapolis, MN

Ed. Reply: I thought all the V-4 engines were made in Germany by Ford. If this is incorrect, perhaps someone else has the right information.

The cylinder heads for the closed-deck (blue and black) engines are interchangeable. The early '67 and '68 silver V-4 engines had an open deck design (water jacket entirely surrounding the cylinder) and these heads cannot be interchanged with the blue (1500) and black (1700) engines. The silver open-deck engine uses short, 1/2" reach spark plugs while both the blue and black engines use 3/4" reach spark plugs. One way to tell the difference when looking at an unpainted head, is that the open-deck (silver) engine head has the center head bolt that goes through the exhaust hole counter sunk. Both the blue and black engines do not have this bolt head counter sunk.

The number on the top of the bellhousing is the serial number for the transmission. The cast-in number on the case (and one on the bellhousing) is the part number.

SONETT AUXILLARY LIGHTS REWIRED

I just put a new clutch in my '74 Sonett at 85,000 ; quite a job for a backyard mechanic who only gets home weekends! My '73 Sonett has been laid up for some time, also needing a clutch job and some tranny work, with the same mileage as the '74.

On both these cars, I rewired the driving lights to work independently of the headlights, off the "AUX" light switch on the dashboard. I find this a great improvement over the original set-up of having the auxillary driving lights function only in conjunction with the high beams. This never did make sense to me; particularly with halogens. Oncoming cars obviously did not like it! Now I enjoy truly "auxillary" lights, even when headlights are not working because of corroded fuses or wiring plugs. As a mater of fact, I frequently use only the driving lights, which are adequate for all but the blackest of nights.

Meanwhile, thanks for your efforts. I'm very happy that someone is still carrying the ball with the Club letter. Ed Owen, Ledyard, CT

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ADVICE ON 99 TIMING CHAIN, ENGINE REMOVAL

While Midwest area Saabers were enjoying the picnic outing near Chicago, I was finishing the re-assembly of my '77 99 engine, which I had pulled over the July 4th weekend. I wanted to replace the timing chain due to excessive noise, even with the adjuster at maximum. This was my first attempt at this and having been through it, I can offer the following info.

I rented an engine hoist. This is mandatory and one with a hydraulic lift and casters is much preferred. My tool set is very spartan: a "21 pc." metric socket set with some key additions: a long extension, a universal joint, a torque wrench with adaptor, Vise-grips and a hex wrench set. I followed the steps per the Haynes manual.

I had trouble in a couple of areas that set my schedule back and almost cancelled the whole deal. The gearshift linkage taper pin would not come out even with a hammer. Bob Swinehart in the June Newsletter (p. 4) mentioned using the retaining nut to apply pressure from the top. My pin had a shoulder that projected considerably above the link and I didn't have enough washers the proper size to make a stack. The pin next to the firewall, though harder to get at, came out readily so I left the other one alone (after I ruined it).

My car had the dealer-installed A/C. I merely moved the condensor and compressors out of the way carefully so as to not kink the hoses. This way I didn't have to evacuate the system.

I was not prepared for the liquified grease that poured out of the U-joints after I got the engine loose and partially out. Also the open nature of these joints dictate cleaning the rubber boot area as thoroughly as possible, especially around the lip.

My next problem came at removing the crankshaft pulley retaining nut. It just would not break loose, even with a 3 ft. "cheater" bar. Good ol' Vise-grips saved me again, with help from a hammer.

Replacing the timing chain itself went smoothly. The trick is to mark the positions of the sprockets so if things do get turned you can reset it. I also marked the chain to make sure and transferred those marks to the new chain. The old one was stretched about half a link, after 65,000 hard miles. I got the new one from Imported Car Parts of Naperville (IL). It came in a Bap/Geon box and was made in India. The gasket set I used to put it back together came from J.C. Whitney in a Felpro box, although it was not that complete. I had to use silicone gasket compound between the coolant thermostat housing the the cylinder head, although there is no reason to remove this.

At this point I can contribute some observations (more mud?) regarding coolants. I have used, until recently, artificially softened water with Peak anti-freeze, then later Prestone II, changed at proper intervals, over the last five years. I looked closely at the coolant passages since I was concerned (from previous Newsletter articles) about having used alkaline water. However, there was no apparent corrosion or pitting, only a light, white soft deposit in limited areas. I have worked in metals, including cast alloys, and see nothing really adverse at this point.

T.T. Chuhay, Merrillville, IN

Ed. Note: I would worry more about the softened

W/S WASHER SPURTING CURED--ALSO BRAKE PADS

After reading the May '82 issue, I think I can resolve James Murdoch's washer problem (p. 9). Repositioning the hoses will not help. The problem of fluid prematurely coming out of the jets is caused by some "device" which lies inside the hose, specifically near or at the Y junction. There is a brass tube with a chrome ball inside it. I am not sure what this device does, but while I lived in L.A., the service manager noticed the problem and asked if I wanted to eliminate the "premature ejaculation" of the washer system. He removed this gadget and never again has this problem occurred.

You can find it at the Y junction nearest the battery and radiator, inside the rubber hose, probably inside the Y plastic junction itself.

Semi-metallic brake pads: To Gary Smith, p. 7 of the May issue. I have used Repco semi-metallic pads on the inside, without any apparent problems. They do not wear as fast as the original Saab pads, and I think the car brakes better.

Josie Maymon, Nashville, TN

MEMBER TRADES CN-36's FOR P-8's on TURBO

Ok, another vote in the "Great Tire Debate." After 50,000 miles and two sets of Pirelli CN-36's on my '78 Turbo, I decided to find the perfect tire, and I think I have: the Pirelli P-8.

I believe the P-8 to be the equal of the CN-36 in all the performance type measures, at least to the extent that I test the limits. The P-8 certainly rides better than the CN-36, and is quieter. I can now hear the turbo whine. Since my P-8's come with a 40,000 mile mileage warranty, I expect to beat the 26,000 I got on my last CN-36's.

The kicker is that compared to the CN-36's, the P-8's make my Saab feel like it has power steering. I attribute that to the advanced tire compound Pirelli claims to use in the P-8, since the 185/65 P-8 has a bigger "footprint" than the 175/70 CN-36.

In any case, I do recommend the P-8. I intend to shoe my '74 Volvo 145 with them soon. Beside all of the above, at \$80 a copy, the price isn't bad.

J. Sperling Martin,
Gaithersburg, MD

water's effect upon the much smaller passages of the radiator and heater core, than the cylinder head. While holes from corrosion in the head are the more expensive repair, clogged radiators and/or heater cores are not any fun either. I should think that all the salt used in home water softeners can't help but be deposited eventually in the radiator. If I had a home water softener (which I don't) I would use distilled water in the radiator. This is just my personal opinion, and obviously 65,000 miles and five years have not clogged Mr. Chuhay's radiator yet, but why take chances for 65¢ a gallon?

SAAB

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RECALL M-041, 1977-78 3-dr FUEL TANK HOSES

Ed. Note: The Central Illiana Saab Club notice in the July '82 Newsletter mentioned this recall and I referred members to an article elsewhere in that Newsletter. However, I neglected to print that article. (Thanks to Bill Simms, Rockford, IL for pointing this out.)

While there was a short story about this recall in the April 1979 Club Newsletter, I thought that since many members have joined since then, and since many second-hand owners of '77-78 hatchback 99's may have escaped the recall, that it would be useful to provide this information here.

Also, it is not a bad idea for all club members to check their Saabs for fuel line integrity in the area around the fuel tank, and also under the hood.

Saab Service Info. No. 10/78-330: There may be insufficient clearance between a fuel tank vent tube and the vehicle floorpan where the tube projects through an access hole into the tool compartment under the trunk floor. If the tube is in contact with the lower edge of this opening, it may, after a time, become damaged as a result of vibration or may begin to fail where it is soldered to the fuel tank. In either case some fuel leakage may result, especially when the tank is filled to capacity or nearly so. Leaking fuel may enter the tool compartment and/or drip to the ground under the rear of the vehicle and would create a risk of fire.

The vent tube in question has a one-inch diameter rubber hose attached to it and is located above and to the left of the end of the filler hose at the front of the tool compartment. It is visible when the hinged trunk floor is lifted up.

Affected Vehicles:

1977 99 GL 3 and 5-door (all)

1978 99 GL 3 and 5-door, EMS, GLE, Turbo (all)

Inspection and Repair Instructions:

1. Remove parcel shelf, tool compartment cover, and trunk floor. Inspect fuel tank vent tube and visible portion of tank for evidence of leakage. If leakage has occurred, the yellow plastic coating on the tank and vent fitting will show obvious dark discoloration. If there is no evidence of leakage, go to Step 3.

2. Leakage normally occurs at the soldered joint between the tank and the vent fitting. To repair:

A. Open fuel filler cap to release pressure from tank.

B. Drain the fuel from the tank.

C. Remove the tank from the car.

CAUTION: Keep flames and sparks away from work area.

D. Prior to repairing the vent tube, purge all gasoline fumes from the tank. CAUTION: Gasoline fumes in the tank may cause explosion when soldering.

While soldering the tank should be filled with an inert (non-explosive) gas. This is preferred over filling the tank with water. Exhaust gas from a running vehicle may be used if a bottled inert gas is not available. Carry out the repair in a well ventilated area and avoid breathing the gas which is toxic.

E. Clean the area to be soldered and resolder the vent tube to the tank. (If the tube is cut, repair with solder) Use 50/50 "plumber's" solder.

CAUTION: Wear safety glasses and have a fire extinguisher handy.

3. Enlarging the vent tube access hole in body (to be performed on all cars). Tool Required: good quality left cut tin snips.

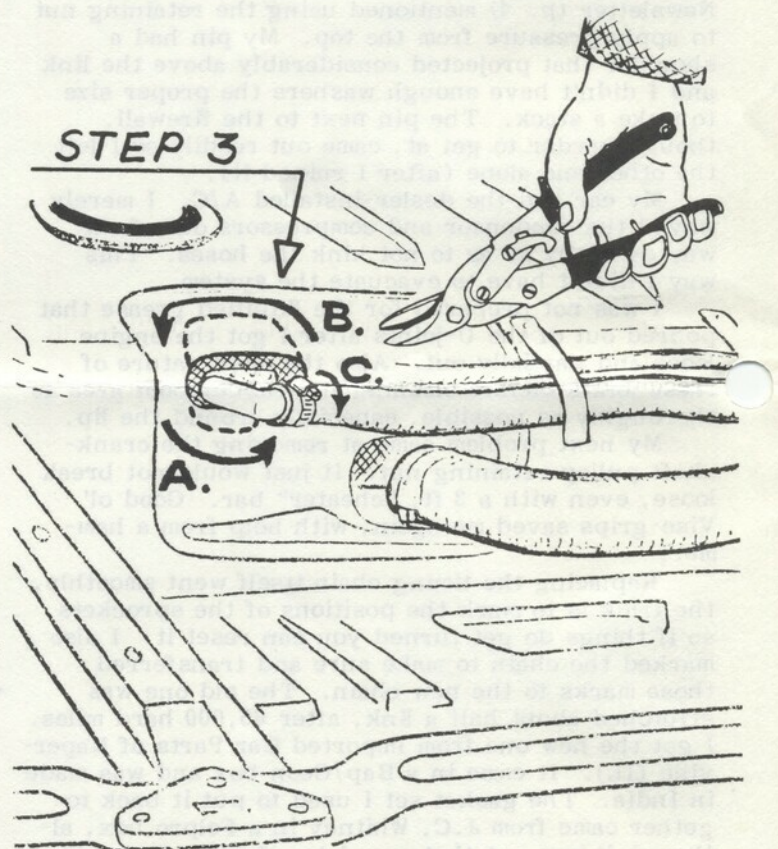
A. Cut in a counterclockwise direction (see figure 1) so that clearance between bottom of tube and bottom of opening is about 10mm (3/8").

B. Make a second cut above the vent tube so that you have enlarged the hole its full length by removing a piece at least 30mm (1-3/16" to 1-1/4") wide.

C. Loosen hose clamp at vent tube and rotate clamp so adjustment screw is vertical. Retighten. NOTE: Screw head should be at the bottom. If not, remove clamp and reverse it.

D. Peen over the burrs of the cut edges of the body metal until flush. IF the gap between the tank and edge of this opening is not sealed completely with the rubber grommet, fill as necessary with "dum dum" to prevent entry of water into the cargo area.

E. Touch up exposed metal with appropriate paint.



CONTINUED ON NEXT PAGE



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RECALL M-041, HATCHBACK FUEL HOSES, cont'd

4. Checking the routing of the small vent hose (perform on all cars).

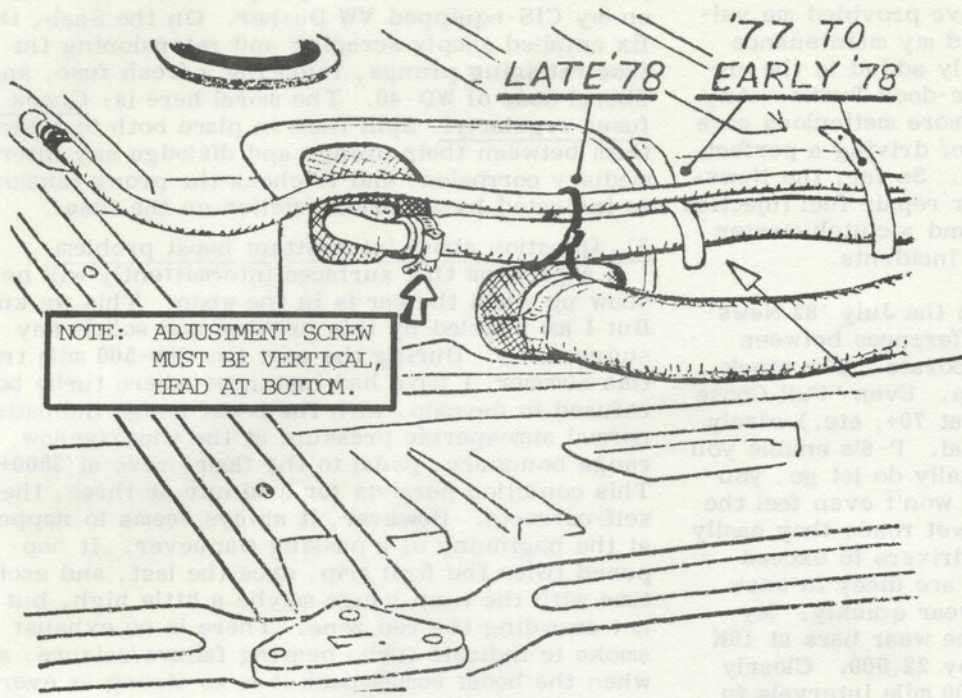


FIGURE II - AFTER

A. The smaller vent hose should be clamped tightly to the fitting at the top center of the fuel tank. There should be no longitudinal tension in this hose.

B. Route the hose as shown in Figure 2. It should pass above the vent tube and should have some slack between this point and the point of attachment to the tank.

NOTE: The two vent hoses are restrained on 1977 and early 1978 vehicles by two metal tabs. Reroute the smaller hose above the left tab (not under it) and ensure that both hoses are not pinched by the tabs. On later 1978 vehicles the hoses are tied together with a nylon strap and are held against the body by a strip of cloth tape. The smaller hose should be on top of the larger one along its entire length and pass above the vent tube.

5. Reinstall trunk floor, tool compartment cover, and parcel shelf.

TURBO HOT START PROBLEMS DUE TO GAS TANK

Other Club members might be interested in a recent hot start problem I had on my '81 Turbo. I recently went to California and stopped in Phoenix where it was 105°. I topped the tank off as I always do to get an accurate mileage reading. I started the engine, then stopped it to get into the trunk. When I tried to re-start, the engine would run up to 1200 rpm and die. It did this again and again until I waited two hours and then it started. I made it to the Pacific non-stop with no more problems.

I inquired at several Saab dealers along Cal. route 1 and some had never heard of the problem while one said I needed a hot start relay, but they did not have one. Going home across the desert and stopped in Victorville, CA where it was 110°. I topped off the tank and stared out. After five miles the engine just died and would not start. Same old run up to 1200 rpm and then die.

After 30 minutes of this I got out and opened up the gas cap. When I did, about 1/4 gallon of fuel gushed out of the tank with a lot of hot air. I got back in and the car started right up and ran across the desert like I was driving in the cold, high country that I live in.

L. Holman, Crownpoint, NM

Ed. Note: I've also noticed a high pressure in the fuel tank of our '82 900 when opening the cap to refuel. It hasn't affected the performance of the car yet, at least not that I can tell. It does seem that the evaporative control system should purge the high pressure in the tank, otherwise all the gas fumes that build up are just let off into the atmosphere when the cap is removed and not burned in the engine. Perhaps there is a problem here that Saab does or doesn't know about. Anyone else have any ideas or solutions?

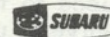
FUEL LEVEL SENDER PROBLEMS WITH '80 900

My 1980 900 suffered fuel gauge transmitter failure, the resistance winding opened up so that anything above half a tank read over full. I fixed it by twisting the broken wire ends together on the backside of the winding. The slider is wearing away all the turns, however, so this is temporary. I'll have to completely rewind it at some point so I'll have to find a source for #34 gauge, approximately 13 ohm per inch resistance wire. The whole assembly is about \$43 from Saab.

Clearance holes on the sender flange were too small and the bolts seized in the brass bushings of the tank. This was a messy affair to remove, drilling out and retapping! Enlarging the holes appears to have fixed the problem.

Bob Swinehart, St. Paul, MN

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ANOTHER P-6 vs. P-8 TIRE OPINION & MORE

First I simply want to thank you and all contributors who over the last year have provided me valuable insights that have reduced my maintenance headaches and costs, and greatly added to the enjoyment of owning my 1980 three-door Turbo. Any high performance car demands more meticulous care than lesser vehicles; the thrill of driving a perfectly tuned Turbo is ample reward. So far, the Newsletter has helped me diagnose or repair fuel injection gremlins, a worn inner driver and a clutch master cylinder seal to name but a few incidents.

1). More on Pirelli P-6 vs. P-8

Steve Goldberger's letter in the July '82 Newsletter (p. 4) touched on the differences between these tires. I would like to elaborate. The stock P-6's delivered awesome traction. Even "Full Goose Bozo" driving (35 mph corners at 70+, etc.) rarely gets these suction cups to squeal. P-6's enable you to go so fast that when they finally do let go, you are in serious trouble (i.e. you won't even feel the crash). On dry to moderately wet roads they easily exceed the proclivities of most drivers to exceed their adhesion. However, they are dicey in snow and standing water, and they wear quickly. My right front tire was nearly to the wear bars at 10K miles, and the others followed by 22,000. Clearly this tire must be rotated at 5,000 mile intervals to maximize wear.

At the 22,000 mile replacement point, Road & Track's Feb. '82 tire test sold me on 205/60-15 Phoenix 3011's. However, my local hi-perf tire shop (Jim Paris--Denver) said fender interference would result on my Saab. Reconsidering my objectives, namely that I do not push quite as hard anymore, and fuel mileage and tire life are higher priorities, I decided on the P-8 as a replacement for the P-6. So far the P-8's have increased fuel mileage by a solid 2 mpg. Wet handling seems to be enhanced, no doubt due to the narrower profile. The P-8 squeals much earlier before reaching its adhesion limit than did the P-6, but the tire's ultimate adhesion limit is adequate for spirited though conscientious driving. However, this limit is still several warp factors below the P-6. Steering effort is reduced, almost to the point of being too light at speed. Tread wear seems adequate. The P-8's should undoubtedly improve snow handling.

2). Hard starting traced to fuel pump fuse

After a year and a half, an occasional warm start problem developed. The problem was oddly intermittent. Suspecting fuel rest pressure leak-down, I tightened all fuel line junctions and installed the warm start relay kit for good measure. The problem disappeared for a week, until one morning the car simply refused to fire cold. After noting intermittent fuel delivery upon cranking the engine after loosening an injector line junction, I checked for power delivery from the fuel pump forward with a continuity tester. Suspecting the fuel pump relay I jumped terminals 30 and 87 in the relay socket and heard the fuel pump whine. As I did so, however, I noticed a tiny blue flash at one end of the fuel pump fuse in the fuse box array. Closer inspection showed the fuse end cap oxidized and showing additional corrosion resulting from high heat as a result of the increased electrical resistance caused by arcing and its consequent oxide deposition. Once this

cycle starts, the electrical connection deteriorates at an exponential rate. I discovered an identical problem between two fuel pump circuit connectors on my CIS-equipped VW Dasher. On the Saab, the fix entailed simply scraping and retensioning the fuse retaining prongs, replacing a fresh fuse, and a liberal dose of WD-40. The moral here is: Check all fuses regularly! Spin them in place both to reseat them between their prongs and dislodge any intermediary corrosion, and to check the prong tension as indicated by apparent friction on the fuse.

3). Question about intermittent boost problem

A problem that surfaces intermittently will never show up when the car is in the shop. This we know. But I am puzzled by this problem and solicit any suggestions. During the past two 300-500 mile trips this summer, I have had instances where turbo boost refused to develop, with the boost gauge indicating normal atmospheric pressure at the white/yellow range boundary, pedal to the floor, revs at 3000+. This condition persists for a minute or three, then self-corrects. However, it always seems to happen at the beginning of a passing maneuver. It happened twice the first trip, once the last, and each time with the temp gauge maybe a little high, but not crowding the red zone. There is no exhaust smoke to indicate turbo bearing failure/seizure, and when the boost comes back it is as strong as ever. The fact that the engine continues to run smoothly though at reduced power during the episode argues against fuel or ignition problems I think. Most probable is the wast gate valve sticking open after its last "popoff." Any other ideas or solutions?

4). Footwork saves \$60 on A/C hose replacement

When I had to replace the top A/C hose I made a trip to a nearby parts shop with a concentration in A/C hose fittings and obtained a custom replacement hose that routes significantly farther away from the hot exhaust manifold than the stock item did. It only cost \$15 and works like a charm.

5). Graphite Oil

Why everyone doesn't use this stuff is beyond me. It has worked beautifully in my last two cars and two motorcycles. A blurb in a recent Denver Post quoted a Texaco study identifying the first few seconds an engine runs after starting, but before full oil pressure reaches the bearings as the source of 80-90% of engine wear. Graphite oil's claim to fame is its greater effective film strength afforded by insulating adjacent metal parts from scuffing with interspersed colloidal graphite. The fact the graphite is colloidal means the particles are so small that they never fall out of suspension in the petroleum

CONTINUED AT TOP OF NEXT PAGE

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GRAPHITE OIL & MUDDY COOLANT, continued
base liquid. The graphite that remains between automotive-type plain bearing surfaces after engine shutdown tends to minimize metal-to-metal contact during the first few seconds after startup, this reducing the primary cause of engine wear. Small wonder ARCO Graphite cans advertize up to 45% or something reduction in wear resulting from use of this oil.

This benefit is even more attractive to the Turbo owner who wants to prolong critical turbo bearing life without resorting to the hassle of installing a pressure-retaining turbo oiler. Typical switches to graphite from conventional oil show a one mpg fuel mileage increase as well. Though harder to quantify, reduce operating temperature may be an additional benefit.

In any case, whatever oil you use, you can significantly reduce the time before full oil pressure is reached after an oil change by filling the new oil filter with clean oil prior to installing the filter on the engine.

6). Controlling Summer Heat

As Charles Fall from L.A. wrote in the July issue, (p. 6) my car was delivered (also in L.A.) with the same muddy brown coolant. Several cooling system flushes, replacement with fresh Prestone, replacement of the stock thermostat with a 10° cooler unit from Denver's Gates Rubber Co. and subsequent rebrazing/boilout of the radiator at 15,000 miles have all contributed to keeping the temp need- le quite a bit lower than during the first several thousand miles with the factory "coolant."

(Ed. Note: Least someone get the idea that all new Saab's are now delivered with old, muddy brown coolant, I can report that our '82 900 3-dr. was delivered last November with fresh-looking, turquoise colored coolant that tested good to -35°F. It is still there with no cooling problems or loss of coolant nine months later. When it comes time to change it this fall, I'll probably use Prestone.)

7). Mile Hi Auto Body

After first hearing Mile Hi Auto Body in Denver praised as a Saab service operation in several published letters last year, I was surprised to see them omitted in your listing of recommended Service operations this year (Feb. '82 Newsletter). An oversight on my part. Ed.). I gave them a try after reading good things last year. Since then, Jerry, Ron and friends at Mile Hi have consistently shown themselves to be the epitome of friendly, knowledgeable service at compassionate prices. Their willingness to offer advice is exemplary these days. The majority of Denver Saab shops pale by comparison. These guys belong at the top of your list.

Carl Holmes, Denver, CO

EMS CAM & OTHER 900 TURBO MODIFICATIONS

For 900 Turbo owners wishing for more performance, my 3 door '79 Turbo has been running fine for 15,000 miles with the following modifications:

- 1). EMS cam with valve clearances set as close to maximum (intake .012", ex. .020") as possible
- 2). CO set at 1½-2% with disconnected oxygen sensor
- 3). Straight pipe replacing catalytic converter.
- 4). Boost pressure at 9 psi.
- 5). Vacuum advance regulator from '78 Turbo.

Caution: with this set-up you must use the highest octane unleaded available. I've had goo results from Amoco Super Unleaded (93 octane in NY).

My next step is to add water injection and experiment with higher boost pressures. Incidentally, knocking is caused by the temperature of the air/fuel mixture in the cylinder being so high that it is able to spontaneously self ignite in a non-uniform manner. These little "explosions" cause a ringing off the cylinder wall that is heard as a "knocking" or "pinging." Water injection (and intercoolers) cool the intake charge, thereby eliminating the pinging and hopefully allowing use of higher boost pressure (or lower octane at normal boost) on a turbocharged engine.

After installing the higher lift, increased overlap camshaft from a non-turbo into a Turbo, the car will be a little sluggish at low rpm, but the increase in top end performance more than compensates. Also, the idle will be too low even with the adjustment screw backed all the way out. Remedy: disconnect the wire from the deceleration solenoid and readjust the solenoid plunger against the throttle lever to raise idle rpm to spec. Then leave the solenoid wire disconnected.

Final note to eager Turbo owners. Do not modify your engine or raise boost above the conservative factory setting until the engine is properly broken in. The wait will be worth it.

The endless discussion over whether to use 75 wt extreme pressure (EP) lubricant or 10-40 motor oil is driving me crazy. Just because 10-40 oil is easier to get does not justify using it if it does not do as good a job of lubricating the gears as EP lubricant. Mechanics with long term Saab experience all suggest using the 75wt., but not heavier oils (i.e. 80 wt. or 80W90). A source of 75wt. is "Continental Lubricants" located in Brookfield, CT. Josh Rubinfeld, Brooklyn, NY

CRACKED DIST. CAP ALMOST STRANDS '73 99

I have a '73 99L (carb model) with 140,000 miles on it. Recently while returning home from PA, the car started severe missing just north of Baltimore. I drove off the interstate and stumbled, luckily, upon the only Saab dealer in Baltimore.

Despite a backlog, they worked the car in right away. The distributor cap was cracked the the points were fried. They had no spares on hand or available from local parts houses. The service manager sent me to Paul Keith Import Service (10722 York Rd, Cockeysville, MD) where Paul dug up a used cap and used crocus cloth to smooth up the points and got me home. I highly recommend him to anyone in the Baltimore area. I now carry a spare cap, points, and condensor. These parts are readily available here so I tend to forget about other areas.

Dick Johnson, Falls Church, VA

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Sonetts For Sale

1968 Sonett V-4 for parts. 130,000 miles, good drive-train (quiet trans.) exc. interior and body; not driveable, chassis rusted: \$1500. some chassis panels avail. Bill Silva, Jr., 7 Urban Ave, Pawtucket, RI 02860, 401-726-0621

1968 Sonett V-4, 56,000 miles, all repair receipts, completely original, nearly perfect: \$5000. Delivery negotiable. Phil Russell, 711 Ave. "B" #3, Billings, MT 59102, 406-248-2505.

1969 Sonett V-4, 45,000 miles, good cond., good glass, receipts on parts and work: \$2850. David Peterson, 425 Col. Center Blvd. #J210, Kennewick, WA 99336, 509-783-9958

1969 Sonett II V-4, #1352, very good body and mechanicals, always well maintained; new clutch & exh. good Michelins, high miles, cracked rear window, no freewheel: \$1950 or offer. Tom DeRose, 608-251-7539, after Aug. 29: 1022 Sherman Ave., Madison, WI 53703.

1969 Sonett II V-4, Exc. cond., gold ext., rebuilt trans., new clutch, garaged, 2 extra wheels; present owner for 12 yrs: \$3800. M.L. Sheer, 302-774-8282 day, 215-459-3914 eve., Chadds Ford, PA

1973 Sonett III, early style bumpers, orange fresh paint, new rockers: 90,000 miles, good cond.: \$3300. H. Davies, 1172 Co. Rd. 2256, Perrysville, OH 44864, 419-368-7411.

1973 Sonett, rusty pan, needs exh. & rear glass, 90,000 mi., body needs paint, runs well, used daily Also '72 Sonett, runs very well, needs paint, about 93,000 miles: \$1850 for both. Donald Bentfield, 1440 W. Minnehaha, St. Paul, MN 55104, 612-645-2984.

95's and 96's For Sale

1962 "Bullnose" 96, complete or in parts; 1966 Sport parts, new & used 2-stroke parts far too numerous to mention. Send for free listing w/ prices. I have engine, drivetrain, and body parts, also wheels & tires. Neal Zeilinger, Rt. 2, Box 65, Neola, IA 51559, 712-545-3123.

1963 96, 50,000 mi., very good cond., runs well, incl. two new frt. fenders, bumpers, seat covers, GT floor mats & more parts: \$1800. Robert Caponera 68 Green Hill Rd., Killingworth, CT 06417, 203-663-1021 or 663-2402.

Saab 93's, one w/ suicide doors, one w/Saxomat clutch; Saab 96 Monte Carlo's, one w/ automatic oiler, one 1967 V-4 experimental. Numerous parts for 93's and 96's. Edward Suessle, Meddaugh Rd, Pleasant Valley, NY 12569, 914-635-2162.

95's and 96's For Sale, continued

Two 96' two-strokes, '65 & '67, '67 engine runs, for parts \$150 together. Alex Andrzejewski, 3 Rosewood Dr., New City, NY 10956, 914-634-3645.

1968 96, recently rebld eng., good trans., new paint, body exc., no rust, int. v. good w/ early 99 seats, am/fm cassette, v. good Michelins: \$1250 or offer. Also 1968 95, hit left frt., but repaired, otherwise body & int. good, no rust, engine & trans out of car, but go with: \$400 obo. Scott Anderson, 411 W. Birch #2, Flagstaff, AZ 86001, after 6 pm MST 602-779-0561.

1969 96 V-4, 57,000 miles, some rear end damage, runs well, w/ stereo sys., good for parts car or collector: \$850 obo, Chris Pezzullo, West Islip, NY 516-661-1861.

1969 96, crushed fenders from accident, good eng. & trans., rally dash, rebuildable with '71 parts car incl., all for \$400 obo. Marc Vernon, 527 Highland Rd, Hinsdale, IL 60521, 312-325-0025.

95, 96, and Sonett PARTS For Sale

3 Cyl. parts: pistons, cranks, blocks, heads, etc. generators: \$20; w/ water pump: \$30; Sonett rad.: \$35; V-4 heads, complete \$50/set & more. Roger Harris, Box 47, South Street, Ashfield, MA 01330, 413-628-4435.

Two-barrell manifold & gasket for V-4, never installed: \$185 incl. shipping. Tim Younker, PO Box 2121, Poulsbo, WA 98370.

Selling all my 2-stroke & V-4 96 parts incl. engines, trans., cv joints, body parts, etc. no reasonable offer refused, call me with your needs. Scott Anderson, 411 W. Birch #2, Flagstaff, AZ 86001, 602-779-0561 after 6 pm MST.

Set of four 5-bolt Sonett alloy wheels off of '72 Sonett III: \$200 or trade for 28/36 Weber carb. w/ manifold. Steve Harper, 3309 Columbus Rd, Wooster, OH 44691.

Front 96 sway bar: \$35; 96 frt. doors & CV's: \$75 ea.; 96 radio mounting kit: \$25; relays, light lens, guages, all \$10 ea; 96 rear fenders: \$65 ea, trunk lids: \$50 ea, calipers: \$35 ea. complete rusty '69 97 body: \$? Mike Tucker, 2324 Davis Drive, Matthews, NC 28105, 704-847-2282.

For Sale Sonett parts manual in exc. cond., covers Sonett II and V-4 ('66 to '69): asking \$75 or trade for up to date V-4 parts manual. Bob Allen, 114 Kimberly Rd, Hamden, CT 06518, 203-248-8798 eve, 432-4043 wkdays.

'67 96 body & rolling gear: \$100. 1500 V-4 eng., disassemble, mostly good: \$100. 2-stroke 4 spd. gearbox for parts: \$25. Paul Moyer, #2 Squire Rd, San Luis Obispo, CA 93401, 805-595-2270.

Two 96 gearboxes, one in car and in good cond, one out of car with no speedo drive gear, but was working. Dave Johnson, Rt. 1, Box 82, Two Harbors, MN 55616, 218-834-2329

V-4 trans. from '69, web case; also many other 95 and 96 parts. Nick Hayden, 3385 W. 86th, Cleveland, OH 44102, 216-281-9823 or 431-9413.

95, 96 and Sonett WANTEDS

Need rubber & chrome trim strip for bottom driver's door for '72 96, complete, offer \$10 or ? S. Kurth, 1305 Buena Vista, Sun Prairie, WI 53590.

Wanted: door lock or locks with key(s) for Sonett III, 1971-74, will pay anything reasonable. Steve Zimmet, 1001 Ocean Blvd, #B, Seal Beach, CA 90740, 213-430-9363. Also need side light ass'y for front end of Sonett III.

Wanted for '67 2-stroke Sonett, spare wheels, oil injection tank. Nick Wilso, 708 Brown Ave., Evanston, IL 60202, 312-475-8591 til 10 pm.

Wanted: 20 bolts with washers for Sonett wheels: \$100. Tach for 96: \$30, one good temp. sending unit: \$10. Fred Sisson, Box 218, Nashville, IN 47448, 812-988-6215.

Wanted: trailer-hitch for '72 95, offer \$20; outer CV boots, new or good used: \$5; V-4 A/C installation and maintenance instructions, xerox or original. Bob Allen, 114 Kimberly Rd, Hamden, CT 06518, 203-248-8798.

99's and 900's For Sale

1974 99EMS with 86,000 mi., A/C, new brake and clutch master cyl., new custom headers. Joseph Polito, 301 S. Elmer Ave. Sayre, PA 18840, 717-888-4461.

1976 99 EMS, not running, needs engine rebuild, body, trans. very good, MSS exhaust, trailer hitch \$900. Mike Salish, 13007 Old Barona Road, Lakeside CA 92040, 714-443-8416.

1979 900 EMS, 3 dr., 4 spd, cruise, Jensen RE518 Plus, MSS exhaust, last yr. for reg. gas, 81,000 mi. very good cond.: \$6300. Roger Christensen, 2672 Bluebird, Cottage Grove, WI 53527, 608-839-4910.

99 and 900 Parts for Sale

'69-'70 block w/crank, 2 pistons ("G"), press. pl. flywheel & manifold w/carb: \$90 for all, delivered to Atlanta area. Make any offer for interior or exterior components from '71 99 body, white. Mack Toles, Ft. Valley, GA, 912-825-5343.

Pacesetter free-flow exhaust for 3-door, never installed: \$100 plus shipping. Sun roof wind deflector, used: \$25. Andrew Spence, 44 Greentree Dr. So, Hyde Park, NY 12538, 914-229-7627.

'78 2 litre short block ass'y: \$200; '78 hatch for 3 door with heated window: \$50; '78 front hubs, axles discs & calipers: \$75; '78 rear discs and calipers: \$25, all parts in exc. cond.: Richard A. Branka, 491 Marion, Ypsilanti, MI 48197, 313-482-0468.

Complete air conditioning system from '72 99E, will fit '71-'72 and '73-'74?: \$100 plus shipping. Jeff Delahorne, 5805 Oneida, Duluth, MN 55804, 218-525-3253, 9 am-9 pm ex. Sunday.

'72 99, front & rear bumper, exc. cond; '74 Sonett carb: \$75, '72 99 carbureted air cleaner w/ manifold also, two-stroke radiator, brand new, and '77 99 radiator. Also '76 EMS automatic for parts, 54,000 mi., A/C, power steering pump, slight damage to hood & front windshield, otherwise all other ext. & int. parts good. Call Alex, 213-682-1517.

99 and 900 Parts For Sale, continued

1978 Turbo air conditioner, brand new, still in box; \$425 obo plus shipping. Call Dave Walker, 515-244-8791 or 515-285-5149. Des Moines, IA.

One CN-36, less than 4000 mi on spare wheel rim: \$60. Front muffler pipe for '77 99, new: \$65. One fan impellor for '77 radiator, new \$10. Terry Dicke call after 5 pm EST, 513-773-5265.

Parting out '77 2 dr. 99GL, car rolled, no engine or trans.; other parts avail. Brian Girling, 646 Village Parkway, Unit 19, Unionville, Ont. L3R 2S7, Canada, 416-297-4536.

1970-71 99 shop manual: \$25; '75-76 99 shop manual: \$30; '74 99 rear bumper: \$35; '74 99 grille & emblem: \$35; '79 fuel dist. & sensor, 50 miles only: \$100; '79 99 exh. manifold: \$30. Victor Pardo, 3715 Pleasant Grove Rd, Lansing, MI 48910, 517-393-2766.

Four 5½"x15 factory '82 Turbo mags: \$300. Marty Bose, San Leandro, CA 415-351-7297.

Parts for '71 99 or will sell whole car: \$150. Also complete head for '71 Saab, new: \$100. Randy Simonson, Route 3, Box 246, Lot 3, Alexandria, MN 56308, 612-886-5421

'75 1985cc engine, ready for reassembly, needs new mains: \$200. '75 Shop manual: \$30. Wanted: non-working electrical outside mirrors for rebuild. Tom Kinnaman, 7614 Lakota Hills Dr., Westchester, OH 45069, 513-777-7740.

Two EMS mag wheels: \$65 ea; '75 instr. cluster w/clock: \$35; steering wheel from '77 GL: \$20; emission control pieces from '77 GL: \$10. Bill Grace, 535 Silver Spring Cir., Colorado Springs, CO 80919 303-598-7983.

Set of four Bilstein shocks from 900. Used, but not leaking or defective. \$45 for the set incl. UPS. J. Maymon, 251 Summit Ridge Dr., Nashville, TN 37215, 615-297-3864.

99 and 900 WANTEDS

Wanted: Camshaft for '75-79 two-litre engine: \$75? Alex Gentile, 528 Circle Dr., Bridgeville, PA 15017 412-941-5320.

Wanted: two EMS (alloy) wheels, with or without snow tires. Alan Schorr, 547 Sandrae Dr., Pittsburgh, PA 15243, 412-276-5573.

Wanted: Service manual (or good photocopy) covering '79 Turbo 5 dr. Ed Lewis, 1571 Hillside Terr., Akron, OH 44305, 216-796-3033. I'll pay for calls.

Wanted: Automatic transmission for '77 99, must be reasonable. Victor Pardo, 3715 Pleasant Grove Rd, Lansing, MI 48910, 517-393-2766.

Wanted: Scale models of 99's and Sonett. \$5 each or ? Also dealer's advertising brochure for '75 99: \$5 or? Also interested in other Saab literature. Phil Niemann, 7620 W. 52nd St., Overland Park, KS 66202, 913-262-5966.

Wanted: for '77 Wagonback: two injector hoses, windshield, both front parking lamp assemblies, water pump hose. For '74 99 need throwout bearing sleeve. Jack Hinds, 615-867-2466, Chattanooga, TN

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