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SEP 1982
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ENGINEED SMALL CARS &
ENERGY CONSERVATION

Renewal OK

Saab Clubs of North America

Editor and publisher: Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804 • (218) 525-3255 9am-8pm ex: Sun.

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

MEMBERSHIP/SUBSCRIPTION

Newsletter #108, our 91st multipaged monthly. Dues for membership/subscription 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-- meets regularly the second Wednesday of each month at the Silver Spring Public Library at 7:30 pm. The SCNA will run an autocross on October 31. For more info, contact Toby Turpin, 301-384-6732.

CENTRAL ILLIANA SAAB CLUB-- will meet October 24 at 2 pm, at Randy Riggs' house, 11 Lange Lane, Savoy, IL. Jim Jensen will present a film on Slick 50 oil and Randy will work on Saabs needing injector cleaning, thermost changes, and general fall make-ready. For info contact Margrit Adler, 217-356-9244

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.

SAAB CLUB OF SOUTHERN CALIFORNIA--will have an informal get-together Oct. 20 at Angelo's Drive-In at 7 pm. Bring your Saab and the family for a trip back to 1959, the era of car hops, roller skates, 50's/60's music on the jukebox, and ice-cold cherry cokes. Cost depends on your junk food habit. Be there or be square! Angelo's is at 511 State College Blvd in Anaheim. For more info call Paul Florance, 213-438-3257.

NEW ENGLAND SONETT CLUB-- Our August 7 meeting at Orange, CT was an overwhelming success. Well over 100 attended and approximately 25 Sonetts were present, including Richard Hershatter's 1957 Sonett I. Saab-Scania really rolled out the red carpet with a warm welcome, movies, catering, gifts, and a most appreciated session on Sonett parts and service. Sonett parts were sold at favorable prices in large quantities to those attending.

The NESc sincerely appreciates the efforts of Lennart Lonnegren, Bill Murray, Alex Lieuwma, John Moss and others of Saab-Scania who contributed so much to this program.

Ed. Note: Several other reports I received about this meeting indicated that it was a very good time and Saab-Scania of America was most gracious. Perhaps the days of the old "Open House" meetings are not gone completely and one of the advantages of being a rather small car-maker is the ability to be this personal. Imagine an open house for the owners of all Corvettes in Detroit....

MINNESOTA SAAB CLUB-- meets the first Thursday of each month at 8 pm at the Shakey's at Snelling and Larpentuer in St. Paul. For more info, contact Bob Swinehart, 612-774-4873.

AUG. SAAB SALES SET ANOTHER ONE-MONTH HIGH

Saab Press Info: Sales of Saab cars set another record in August, recording the best one-month sales ever in the company's 25-year history in the United States.

Sten O. Helling, Vice President of Sales and Marketing for Saab-Scania of America, reported that a total of 1,754 Saabs were retailed by Saab's 315 dealers nationwide during the month of August.

"This makes August the best sales month ever for Saab," Mr. Helling noted, "and represents an increase of 55 percent over August 1981."

During the first eight months of 1982, the Saab Vice President said that a total of 12,137 Saabs have been retailed, which is the highest ever for this period. So far this year Saab sales are 28 percent higher than in 1981.

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COMING IN OCTOBER:

The Editor reports on snow tires before winter|hits and Jack Ashcraft rebuts John R. Bonds Road & Track editorial, "Who wants front-wheel drive?"

FIVE-MINUTES OF HATE...by Dick Grossman

Andy Buc was most kind to send me a clipping of a Seattle, WA newspaper's book review of "Forbidden Fuel (Power Alcohol in the 20th Century)" by Hal Bernton, Wm. Kovarik, and Scott Sklar. (Published by Boyd Griffin, New York) This new book tells of Standard Oil and the "National Petroleum Association" campaign to fight gasohol since the 1930's. "To force the use of alcohol in motor fuel would be to make every filling station and gasoline pump a potential speakeasy." The movement would "make alcoholics out of America's 22 million motor cars." (1933)

So, now I know where that bunk about gasohol "damaging gas engines" comes from. As I have reported, I have been using ethanol-gasohol for at least three years steadily, the past two years about 95% of my tank fill-ups in my V-4 and new Mazda GLC. The 1971 V-4 is still running; no fuel line leaks, no engine problems, no water in the gas tank or gas line filter. (I sold the car because of body rust, not engine/gas tank problems.)

My eagerness for the use of gasohol was to reduce the consumption of foreign imported oil, and to achieve easy starts in winter weather. Now I know the use of gasohol will eliminate lead poison in our atmosphere and help the American farmer to succeed without government subsidy (or less of it). Aren't all these good reasons to tell the fat cats with their lying mouths to go soak their heads?

Dick Grossman

Ed. Note: For those of you new to the Club, Dick Grossman is the "Father" of the present Saab Club. He published the Newsletter from 1974 until August of 1980, and developed it from a one-page meeting notice type letter to what it is now. I think Dick's opinions spice up the Newsletter, even if everyone doesn't agree with him.

FIAT 124 RADIATOR FANS WORKS ON V-4 96

I bought my first Saab in 1974 (a '69 96) for its heater. I was then driving two soft-tops, a Jeep CJ-5 and an Austin-Healey 3000, and I wanted to come in out of the cold. For a too brief period of time I owned a '72 Sonett. Easy credit giveth and a Ford truck (at a dangerous intersection) taketh this car away.

I am now driving a '72 96 V-4 with Solex carburetor and Motorsport extractor exhaust system. I have also installed an electric radiator fan in place of the mechanical one. An electric fan from a Fiat 124 will work fine and it is easy to find Fiats in salvage yards. I did this alteration for a total of less than \$25. An additional change is to install oversize steel belted radials, 165x15 instead of 155x15, to slightly reduce engine rpms (larger diameter tire).

I would like to investigate gasoline mileage increases from installation of an SU carburetor. A vague letter about such an installation appeared in the Newsletter a few years ago. Can you or a reader provide information about which model of SU carb is used and what is involved in adapting a sidedraft SU to an intake manifold designed for downdraft carburetors?

For safe, comfortable, cheap transportation I have found the Saab 96 V-4 to be ideal.

Bob Gilkeson, Champaign, IL

PILOT BUSHING CAUSES V-4 TRANS. OIL LEAKS

I have helped cure two recent cases of V-4 transmission oil leakage that could not be cured by new seals, regluing the bellhousing or any of the usual fixes. The problem turned out to be, in both cases, a badly worn pilot bushing in the flywheel (or more accurately, the crankshaft).

What happens is that when the pilot bushing is worn, it allows the clutch shaft to wobble in an elliptical path. This wobble pushes out the lips of the clutch shaft seal in the bellhousing (no matter how new the seal may be), and lets tranny oil by the seal into the clutch area.

I now check the pilot bushing on all V-4's when the engine is out for a clutch job, or any other repair. The pilot bushing only costs about \$1.85 from Saab and is cheap and easy to fix when the engine is out of the car.

To remove the old bushing, just chisel out a small section of the bushing with a small cold chisel and the rest of the bearing will come out easily. Drive the new bushing in with an old clutch shaft or a plastic clutch alignment tool should work also. The diameter of the end of the clutch shaft that fits into the pilot bushing is 19/32" if you want to check it for wear. I just check the wear with the clutch shaft itself by wiggling it in the bearing.

Smear a little grease in the pilot bushing before you put it back it to help prolong its life.

Faulty Clutch Disc--Art Norton and Karen

Noyce got to do a second V-4 engine R&R on their '68 96 because of a new clutch disc that was bad. The two lining halves of the disc were sprung wider apart at one part of the disc's circumference which caused the disc to drag on the flywheel and pressure plate even with clutch at full travel.

This "bulge" in the clutch disc does not reveal itself in the normal check for shimming the pressure plate. (This is where you put a straight-edge across the pressure plate with disc and plate bolted up to the flywheel. If the triangular plate that the release bearing presses on is more than 1/16" below the straight-edge, you need to put some washers under the pressure plate bolts, between the plate and flywheel.

To check for any "bulges" in the disc, just measure the thickness of the disc at several points around the disc and make sure it has roughly the same thickness all the way around.

If you have any questions about these problems or V-4 clutch jobs in general, feel free to write or call. A SASE is always appreciated when replies are desired.

Jeff Delahorne, Editor, Duluth, MN

HAYNES MANUALS & WEBER V-4 CARBS AVAILABLE

The Club still have Haynes manuals available for both the V-4 and '69-'79 99, \$10.50 ea ppd. This price is lower than the before-tax retail prices at most parts houses. We also now stock the Weber 34ICH carburetor for the V-4. We couldn't get a volume buy, but a wholesaler will deal with the Club and I can pass some savings along to the members. The price is \$105 ea., including UPS, and a ball-and-socket linkage made by me.

GUARANTEED LIFETIME AIR FILTERS FOR SAABS

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

A SAFER WAY TO PRESSURE BLEED HYDRUALICS

Regarding David Hathaway's advice on pressure bleeding clutch hydraulics (July '82, p. 2), I feel I must comment on his instructions. I strongly challenge the safety and methodology he has found 'easiest.' For several years I've used pressure bleeding on my Lotus Elan's hydraulics, especially on the four-wheel disc brake system.

I propose a compromise; a bit more initial effort and care for protection both for the car and the person doing the bleeding.

- 1) Get a spare set of caps (if clutch and brake are different) and fit a female quick disconnect air line fitting to each. These permit the attachment of the air hose, while the bleed screws are manipulated.
- 2) Use a good regulator on the air line and set it to 5-10 psi maximum!
- 3) Wear safety glasses or full face shield
- 4) Keep reservoir well filled and cap screwed firmly in place for each bleed.
- 5) Replace 'bleed' caps with standard ones when finished.

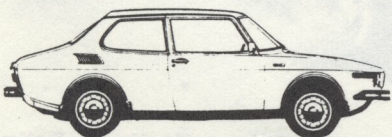
Mr. Hathaway may have taken some of these precautions, but the club members may be unsuspecting of the hazards: to the eyes, to the paintwork, and finally (if the caps with drilled breather holes are left in normally running) to the contamination of the hydraulics from dirt and moisture. He is correct that pressure bleeding will give a rock-hard pedal in quick order versus a risk to marital bliss by using wife (or husband?) to 'pump' the pedal.

900 Distributor Advance Re-curve?--I've had the 99's distributor recurved as suggested in a '78 Newsletter. Are there any similar suggested curves for the later 900 (pre-APC) Turbo's, especially with automatic transmission? My wife and I would surely appreciate a bit better performance "off the mark" without trading up for an APC (we've only got 8000 miles).

Keep up the good work on the Newsletter. I used a copy as a model of what my Lotus, Ltd. newsletter could be, including the mechanics of layout and mailing, when our "reMarque" fell on hard times. Fortunately our editor did take constructive criticism and has incorporated several features from the Saab Club Newsletter. As a result "reMarque" is a better (but still not as good) publication. But then we have less than 1500 members, most of whom are usually found under rather than in their Lotus.

Tech' articles are the most sought after info, after the want ads, probably the same for Saab owners, although at least there are some Saab dealers. When is the last time you've been by your local Lotus dealer? Or seen a Lotus on the street? (up on blocks doesn't count!). Between the '81 Turbo and the recently purchased new ('80 leftover) Lotus Elite, guess which is the more reliable! They are different purposeful vehicles, tremendous sport, eye catching, and I hope, continuing fun over many future years.

Phil & Ruth Connaught,
Turnersville, NJ



99/900 (& 96) WINDOW MOULDING SHRINKAGE FIX

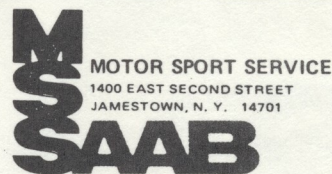
I thought I might share with other Saab owners a solution (perhaps not unique) to a problem I have seen on two-door 99's and one three-door 900 (*It happens on 96's the same way. The solution should be basically the same. Ed.*). It seems that in time the push out rear side window gaskets/seals shrink allowing water/snow and wind noise into the car. Environmental effects are no doubt responsible for this deterioration. I have found an inexpensive method other than buying new seals to remedy this.

Get a used window seal from a junkyard or other used parts source, or at least eight inches of used seal if not a whole one. Remove both rear side windows by removing the four screws holding the two-position latch at the rear of the window. Allow this hinged latch to swing free and pull it out and support the rear of the window with one hand. Remove the four screws holding the hinged forward part of the window to the car. The window should now be free and can be set aside out of the way. (*On 96's up to '70 it would be best to leave the window attached at the front and splice the moulding in at the bottom. On post '70 96's the window can be removed by simply bending it away from the car as the two posts at the front are curved.*)

Carefully lift up and remove the seal to be repaired. Clean it in a sink or pail of soapy water using an old toothbrush, then dry it off. On the part of the seal which ran vertically nearest the door post you will find a glued seam. Using a single-edged razor blade, cut through the seam. Replace the seal, which is now cut, into the window opening. There should be a gap of an inch or more; measure the gap accurately. Using a fine coping saw, cut the needed rubber from the junkyard seal allowing 1/16" inch more than you think you will need. Apply a fine coat of clear GE Silicone Seal or other glue to all exposed cut ends. Firmly press the small piece of rubber seal into the gap and wipe off any excess rubber sealant with the razor blade.

Reinstall the window in the reverse order, repeat the process on the other side and you will now have a seal which should last the life of the car! Done properly it is very difficult to detect the repair. An Armor-All type product should help further restore the seal.

John Pravel, Cheektowaga, NY



SPECIALIZING IN SAAB OFFROAD AND SPEED EQUIPMENT

We now have catalytic converter test tubes-offroad use.

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.

SONETT CLUTCH, VALVE STEM SEALS, & MORE

I wrote quite some time ago detailing the clutch rebuild for my 1973 Sonett III, noting it was the third one in 50,000 miles, owing to the weak stock pressure plate springs. I now have put another 70,000 miles on the car and have only just now had to touch the clutch, rebuilding the slave cylinder. At the time I wrote, some members expressed concern that the stiffer springs I put in the plate would be hard on the hydraulics. My experience proves otherwise, needless to say. (Ed. Note: MSS has available a half-competition or heavy duty clutch pressure plate that I have used with great success.)

For those with V-4 engines that are using oil and pumping dark smoke out the exhaust (especially when starting the engine) the problem is probably valve stem seals. Do a compression check to ensure it isn't rings, just the same. Replacement of the seals is easy if you have a way to hold the valves in place while replacing the seals (rocker arm assembly must be removed). The manual calls for a tool that sticks into the compression chamber, preventing the valve from falling down on the piston. I used an air hose fitting screwed into the spark plug hole; air pressure then kept the valves in place while I rooted out the hardened, broken remainders of the old seals. Easy, and no more smoke or oil consumption!

I recently had my alternator rebuilt (again). To those in the LA area, I strongly recommend Asom Electric, 9224 W. Olympic, Beverly Hills, 274-9326. Only \$42 and they put in new diodes, bearings, brushes, and turned the rotor.

I recently put 96 springs on my Sonett (front and rear, from a post '68 96) as well as a front sway bar. I got it all at a wrecking yard for \$50. It makes a big improvement. Be sure to cut 1 1/2 coils from each spring to obtain the proper ride height, or else you raise the center of gravity, thereby nullifying some of the improvement in handling. It is very difficult to get the sway bar in without first pulling the engine. I don't recommend doing it that way--my knuckles are still scarred.

Does anyone have experience with putting a T-bar roof on the Sonett? Are there kits available? Is the car's structural integrity affected?

Ed Steele, Los Angeles, CA



Sandy Liversidge demonstrates the favored cornering method for rallying as he slides past photographer

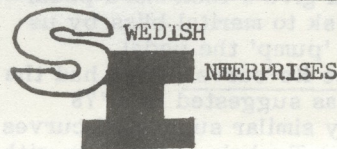
FITTING NEW HEAD TO '73 2 L. & A/T CABLE

Keep up the good work on the technical articles. My only complaint is that your articles seem to lag my problems by about one issue. In February, for example, the head on my '73 went out at 118,000 miles--about one issue prior to your articles on what to do when a head fails. Incidentally, I took the approach not recommended and that was to buy a new head for an old engine. I bought the head from Victor Saab at a good price and got excellent service and advice from them.

Retrofitting New Head to 1973 99: Smaller bolts are required to attach exhaust manifold, though I do not recall the size, but the bolt head is 13mm. Some type of spacer is needed for the holes in the exhaust manifold (since smaller bolts are used) and I found that some of the larger brass grommets from a hardware store worked nicely. One additional requirement for my '73 (carburetor version) was that the hole for an alignment dowel for the assembly which supports the camshaft must be bored completely through to accommodate the longer dowel on the newer heads.

Automatic Transmission Selector Cable: I had to replace the "O" ring on the '76 and ended up buying

Continued on back page



Manufacturer of: Clear thermo-plexiglas stone guards for Saab European headlights. Protects those expensive lenses from stones: \$35 per set
Coming Soon: Stone guards for stock 900's that give that expensive European look but without the expense. \$35 per set

Dealer of: Wilhelm+Bibbero Research Products Air-Air Intercoolers for all 900 Turbos. Reduce inlet temp. by up to 70% and increase boost without danger of knock. Call for price.

Also: Adjustable Boost Control allows you to adjust boost from inside car. Complete with VDO gauge. Call for price.

Swedish Interprises, 80 Hansen Ave., Lyndora, PA 16045, Ph: 412-287-0047 or 285-9340, ask for Joseph W. Caparosa, Jr.



Phil Berg at the Chisum Trail Pro-Rally. Upcoming Pro-Rallies are the Sunriser 400, Circleville, OH on

SILICONE BRAKE FLUID AND OTHER 99 TIPS

Here are some tips and observations I have made during the past 59,000 miles of driving my '78 EMS which I purchased as a leftover in May 1979.

Silicone Brake Fluid--I replaced the original fluid about 1½ years after I bought the car. I carefully drained the factory fluid, flushed the system with anhydrous denatured alcohol, and filled and bled both the clutch and brake systems. Last month on a return trip from Brooklyn, NY I lost all clutch pedal action. There was no resistance and the clutch would not disengage. This occurred without warning or notice of fluid leaks beneath the car.

I had the car taken to Lighthouse Motors in Brewster, NY since the car broke down seven miles away. Despite having only one technician available, and having some difficulty in obtaining silicone fluid locally, Lighthouse Motors performed the repair quickly. Although Lighthouse does not recommend silicone fluid, they replaced and bled my system with silicone rather than incurring the additional labor of a complete draining, alcohol flush and refill with regular brake fluid.

Ed. Note: The moral here is that if you use silicone brake fluid, you should carry an extra can with you so that repairs can be effected even if no silicone fluid is available locally.

As a footnote to this, last week I was in an auto parts store and noticed an article on silicone fluid (DOT 5) in a trade magazine. Silicone fluid was installed in trucks performing local deliveries. Unless all rubber brake parts in contact with the old fluid were replaced prior to installing the silicone, no increase in service life of the brake system hydraulics as experienced. Their recommendation was to replace all rubber components (hoses, master and wheel cylinder seals, etc.) and install the silicone fluid or do not bother replacing the alcohol-based factory fluid. My experience seems to bear out this advice.

Warning Buzzer--Some time ago I noticed that whenever a door was opened or the courtesy light was turned on, a buzzer would sound underneath the dash. This would occur even when the key was not in the ignition switch. Figuring the small, cylindrical buzzer was broken, I removed it and pried open the case. Inside I found a swollen burned out diode. This diode acts to prevent current from going to the buzzer mechanism when electricity is going to the courtesy light. I replaced the diode with a new one and reinstalled the complete assembly.



Oct. 15-16, and the Press-On-Regardless Pro-Rally in Houghton, MI on November 5-7. The Editor will

Cost of the fix: about 29¢. Be sure the diode that you buy has a PIV (Peak Inverse Voltage) of about 20 volts or higher.

Tires--I was easily able to get 46,000 miles on my original German-manufactured CN-36's. When replacement time came, I wanted a tire with better wet traction. I purchased Michelin XZX in the 165-15 size because they were priced right and had a good reputation. Their handling characteristics on dry pavement are uninspiring and wet traction is not what I expected. Unfortunately after 12,000 miles, they look like they will wear forever.

Wheel Balance--I am unable to keep the tire dealer's self adhesive balance weights on my EMS aluminum wheels. The car has had the wheels spin balanced off the car three times to replace lost weights. The wheel surfaces are always cleaned before application of the weight. Does anyone have an answer to this one? Incidentally, spin balancing on the car is not dynamic balancing. Although it may take care of imbalance, it does not allow tire rotation since the brake disc becomes part of the balanced assembly.

Joel Schneid, Belchertown, MA

GOODYEAR 205/60 NCT'S WORK WELL ON '80 900

In the May '82 issue James Murdoch questioned the use of Goodyear European NCT tires. I have a '80 three-door Turbo and at 17,000 miles I replaced the stock P-6's with 205/60VR15 NCT's. They wear like iron for high performance tires and at 30,000 miles they still have about 2/3 of the useable tread life left. The NCT is better than the P-6 on dry and wet pavement and in the snow is much better than the P-6. Either tire can be scary on glare ice, particularly with a heavy throttle.

The only negative point is that the NCT will track (California wander) on roads with rain grooves. If I lived in an area where snow driving was more of a concern I would use Goodyear Arriva's. I have never had them on a Saab, but they work well in the snow on a Chevy Citation that I carpool to work in.

Bo Brown, Chillicothe, OH

DEADLINES--the deadline for the October issue will be October 7. All ads and club announcements must reach the club by then to be included in the October Newsletter.

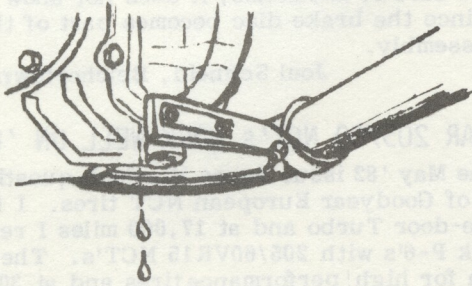


be at the POR again this year,

SAAB SERVICE TIPS

SAAB SERVICE TIPS FOR JULY AND AUGUST

Remember to look for signs of oil leakage from the underside of the final drive cover and to check the tightness of the exhaust pipe bracket at the cover on each and every 1978-80 Turbo that comes in for an oil change/safety inspection or major service. See S.I. 03/80-421, Sec. 1, p. 33 in the Service Information supplement No. 2 for procedure and tightening torques should correction be required. (Send a S.A.S.E. and one extra 20¢ stamp with a request for this info. and we'll send you a xerox copy. Ed.) Check the oil level and top up as necessary.



Putting a set of Inca or Shelby accessory wheels on an '82 Saab? Be sure to put four of the original conical wheel nuts into the tool kit in the trunk to be used with the spare wheel. The flange nuts required for the accessory wheels will NOT fit the spare.

If you are looking for a replacement hot start pulse relay for a car equipped with hot start kit 78 73 458, order relay 85 68 289. This relay has the original mounting clip for ease of installation. The number is stamped on the relay.

Diagnosis of engine operation can be simple or difficult depending on your approach. Starting your diagnosis by scoping the ignition system can save a great deal of time. The importance of correct ignition and electrical system operation cannot be over emphasized. After you've proven (or corrected) the ignition system, make the CIS system check and then (if necessary) check the emission controls and APC System. Note that early Federal cars only require ignition and CIS checks with most problems usually occurring in the ignition system even when operating symptoms may seem to point to fuel.

Acceleration enrichment time relay 85 71 606 (M81 Turbo Automatic and Service Campaign No. 502 retrofit for other M81 models) is superseded to the M82 relay 85 75 151. The newer one has an extra terminal which is for manual cars with decel fuel shut off. When 85 75 151 is installed on cars without this decel system, the extra terminal is unused and the relay works exactly as 85 71 606 would.

Extreme underhood temperatures in the vicinity of the battery can cause unusual voltage problems to occur if there is high resistance in the battery cables. We have found that if the positive battery cable has been removed while doing repair work and if

the terminals are not cleaned (clean means shiny metal showing on posts and ends) before reconnecting the battery cable, there may be an oil film between the post and the terminal end. In time and during service life this causes a voltage drop between the battery post and the terminal end that may lead to a variety of problems ranging from instrument fluctuation to no voltage when the battery and engine are hot. It takes just a few minutes to properly clean battery terminals prior to installation. Also, don't forget to use some protective grease to prevent corrosion on the battery terminal end (apply it after the terminals have been tightened).

Sony Sound System amplifiers (M81-early M82 type) that won't shut off or have a buzz in the speakers with the radio off may be caused by moisture or corrosion in a DIN cable connector or an internal short in the DIN cable itself. To locate the trouble, start by placing the radio head on top of the dash. Disconnect the DIN cable extensions from the head and at the connectors under the rear carpet. Connect the main DIN cables from the amps directly into the head (they will reach!). If the amps now turn on and off with the radio head or the buzz in the speakers is gone, the trouble lies in the DIN cable extensions. Reconnect them one at a time to determine the faulty ones.

If a 900 Automatic (M80-) equipped with the new type neutral safety switch (located in console) will start in Park but not in Neutral with the switch correctly adjusted, the fault will normally be found in the switch. Remove the switch and recrimp the plastic holder to the metal backing to increase the contact pressure. Reinstall and adjust the switch. Check all functions including backup light (select reverse position).

Replacing a power antenna mast with the unit in the car is easily accomplished. With the mast in the retracted (down) position, remove the cap nut. Have an assistant turn radio on to power the antenna up. The antenna mast and cable will come completely out. Turn off radio. Insert cable of the new mast until contact is made with the teeth of the drum, cycle the antenna down to wind in the cable and mast. When mast is completely retracted, reinstall the cap nut.

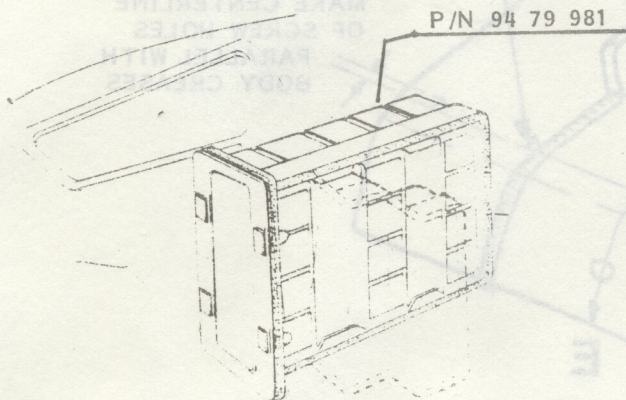
Driving out (down) the idle CO adjustment anti-tampering plug in the mixing regulator so that it falls inside is a hazardous procedure at best. The chances are good that it will lodge in the area of the roller that operates the fuel distributor plunger, causing binding and erratic engine operation. It is designed to be pushed out from the inside and proper removal requires disassembly of the mixing regulator.

SAAB
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 340 E. Church Rd., King of Prussia, PA 19046

HEATING SYSTEM AIR FILTER, 900 WITHOUT A/C

Saab Service Info: A new air filter cartridge has been introduced that can be removed and installed without removing the power steering pump (M81-). The plastic case of the filter is designed to flex in a stair step pattern and compress to a length and shape that will allow it to pass behind the power steering pump and into position in the ducting.

The new filter has an integral plastic cover and is fastened in place by four plastic speed screws. The new filter may be used on earlier cars by removing the speed screws and fastening in place using the original screws and flat washers.



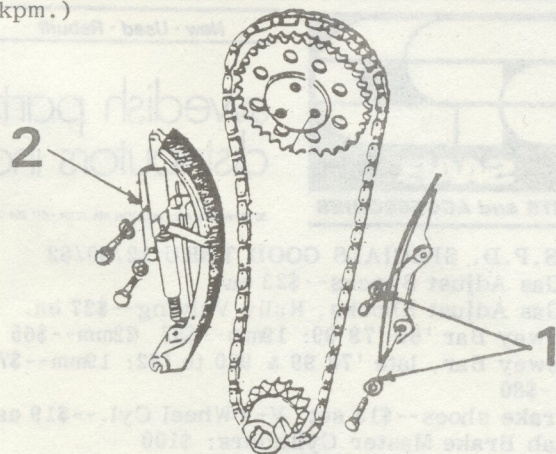
Note: Late cars produced with the new filter have enlarged holes in the duct to accept the speed screws. Therefore, the earlier filter cannot be properly fastened in place. Use the earlier filter (p/n 94 03 486) only on M79-80 cars without A/C which do not have a power steering pump on the right side of the engine.

FASTENING OF CHAIN GUIDES, H-ENGINE 900's

Saab Service Info: Beginning with engine number 52395 (M82 running change) flat washers are used under the heads of the chain guide and tensioner support mounting bolts.

The use of flat washers plus an increase of tightening torque reduces the possibility of loosening of either the guide or tensioner.

Whenever an H-engine is disassembled for service, install flat washers under the chain guide and tensioner support bolts and torque to 9 ft. lbs. (12 Nm, 1.2 kpm). The old spec. was 6 ft. lbs. (8 Nm, 0.8 kpm.)



1. Washers, part no. 80 29 951
2. Chain tensioner support plate

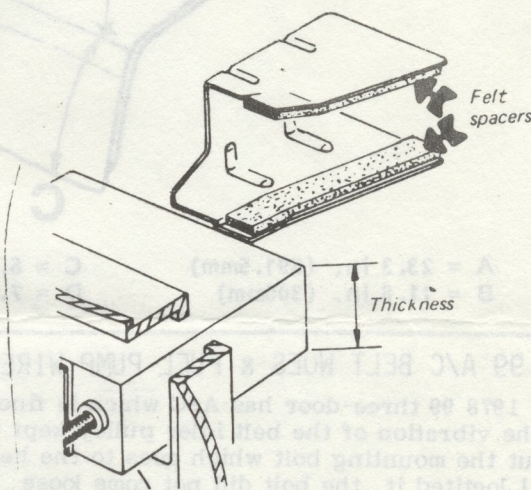
CHANGE IN RADIO OPENING, LATE M82 900 DASH

Saab Service Info: A new "DIN Standard" mounting system for radio chassis has been adopted as from VIN Serial Nos. C1032070 and C2011609 (approx. June 1982 production). Cars built thereafter have a slightly bigger radio opening in the dashboard (identified by a square pattern on the opening flange, visible when the tidy box/radio is removed) and a new radio side support. The new support channel fits around the radio chassis and eliminates the need for adding side or rear support brackets to the radio.

For cars so equipped, compatible radio mounting hardware must be used. Until Saab accessory radios are changed over to the new hardware, use universal "DIN" mounting kit, p/n 02 58 194.

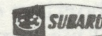
Fit the radio as follows:

1. Shim the side support channel to grip the radio snugly by applying the correct number of adhesive backed felt shims to the channel. Each shim is 4mm thick. Shimming the channel correctly will prevent rattles.



2. Connect radio wiring as per radio kit instructions (harness in "DIN" mounting kit may not be needed). Battery ground should be disconnected.
3. Insert the radio and install spacer shims from the radio kit, as necessary, over the shafts.
4. Add the "DIN" mounting plate (flange facing outward) and retaining clips and secure to the shafts with washers and nuts from the radio kit.
5. Add the "DIN" black trim plate and finish with the radio faceplate. Secure with nuts from radio kit.
6. Fit radio control knobs.

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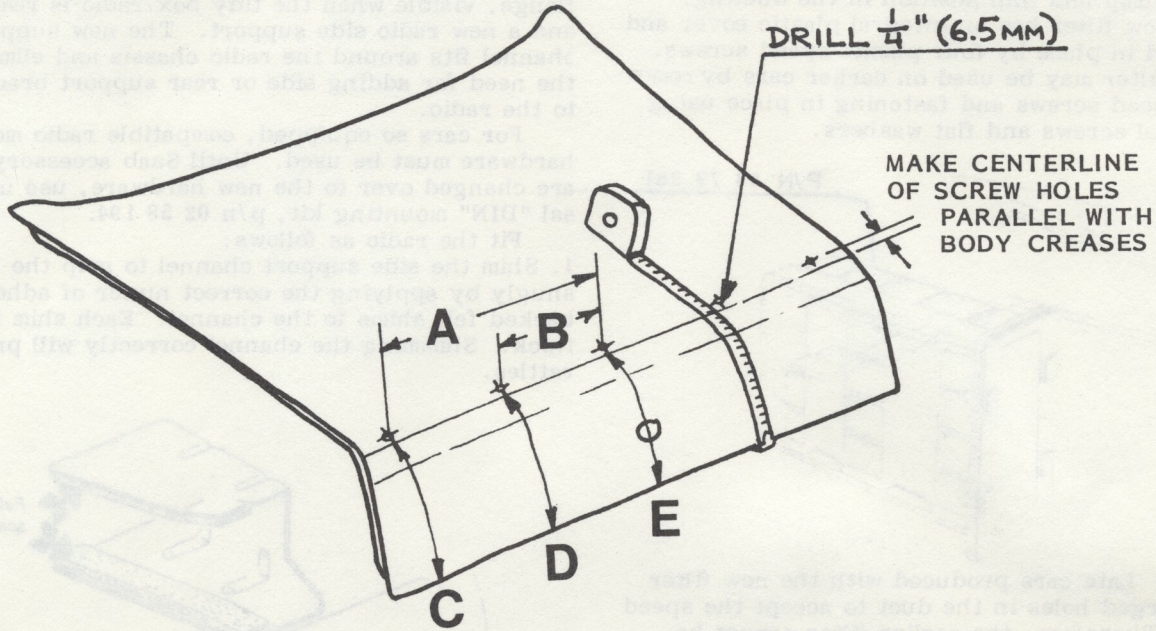
INSTALLING REAR SPOILER ON 900 4-DR SEDANS

Saab Service Info: Rear spoiler 92 25 954 (the one used on the Anniversary car) may be installed on any 900 4-door sedan as an accessory.

Five 1/4" (6.5mm) diameter holes must be drilled in the trunk lid. Use a tape measure to locate the

holes according to the drawing. The holes should be parallel to the uppermost of two creases in the outer sheet metal of the lid. Locate the center hole first and measure both sides from that point.

Paint edges of drilled holes to prevent corrosion. Install spoiler and fasten securely with nuts (80 29 548) and washers (92 28 255).



A = 23.3 in. (591.5mm)
B = 11.8 in. (300mm)

C = 6.9 in. (175mm)
D = 7.05 in. (179mm)

E = 7.1 in. (180mm)

MORE 99 A/C BELT WOES & FUEL PUMP WIRE FIX

My 1978 99 three-door has A/C which is fine except the vibration of the belt idler pulley kept pulling out the mounting bolt which goes to the head. After I loctited it, the bolt did not come loose, but broke off! I replaced the bolt with a small bit of plywood taped to the bracket then all other bolts (the ones on the compressor) were torqued down. No more problems from vibration or noise.

Another problem occurred after I hit a bump going 55 mph and the car died. After inspection I found the fuse to the fuel pump had blown. I replaced the fuse and drove back over the curb and it died again; another blown fuse.

I had a lot of heavy things in the trunk so I unloaded everything and took out the floor of the trunk (wagonback). I found that the three-way connector which sits to the left of the fuel pump had cracked so when going over a bump with things in the trunk, it was shorting out on the car body and blowing the fuse. This connector is so large that it can't fit down far enough to avoid being broken if heavy things are left in the trunk, so this might be a common problem. I removed the connector and taped the wires together and no more difficulty.

Bill Finkeldey, Hastings-on-Hudson, NY

TURBO PISTONS FOR SALE--Four "Mahle" turbo piston assemblies, +.040", Saab list at \$733 a set, will sell for \$250 incl. UPS. Mark Strohm, 2525 Jefferson St., Duluth, MN 55812, 218-724-3081.

GIBSON MOTORS PARTS SALE

Gibson Motors, Perrysville, IN has a list of two-stroke, V-4 and Sonett parts available at very special reduced prices. Anyone wanting this list of specials, please write and enclose a self-addressed, stamped return envelope for a copy. Margrit Adler has a copy of this month's list and the prices are greatly reduced.

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- KYB Gas Adjust Shocks, Rally Valving--\$27 ea.
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- Rear Sway Bar, late '78 99 & 900 to '82: 19mm--\$70 22mm--\$80
- V-4 Brake shoes--\$13 set V-4 Wheel Cyl.--\$19 ea.
- All Saab Brake Master Cylinders: \$100
- Used 99 hoods: \$75 to \$150
- Used Ring & Pinion Ass'y for '74 up automatic: \$200

MORE ON TRX TIRES--& TURBO FUEL DISTRIB.

I have the Michelin TRX's on my '80 900. The ride is decent albeit "sporty," the handling is quite good wet or dry, and they are very quiet. There are two problems though: very bad traction on snow and ice (I have four 165-15 snows to cure that) and the frequently mentioned problem of wear. I have a little more than 22,000 miles on the tires and they do not look like they will get much more than another 6,000 or 8,000. Does anyone have any experience with Avon or Goodyear tires in 190/60x390?

Avon's advertising states that the T-18's in TRX size use the Neutral Contour Theory which Goodyear uses (hence NCT). What that translates to on the road may be different than the theory. The last Goodyear dealer that I spoke to said that the Eagle NCT in the 190 TRX size is being discontinued. Too bad; the showroom stock and Renault Cup racers that use it seem to have a lot of respect for it.

That same Goodyear dealer claimed that the Universals Tire Quality Grading information is only valid withing a single manufacturer's lines and should not be considered comparable to another manufacturer's grading. Goodyear has complaints about the test procedures and data analysis standards as they reported in their dealer magazine (March-April 1981). Caveat Emptor all over again.

The Goodyear Eagle 390 tire that Steve Goldberger mentioned in the July '82 issue was designed to be original equipment on the Thunderbird and Cougar in 1980. Goodyear considers us (Saab owners) to have been a "hidden" market (same dealer magazine).

I also have the same question on wheel widths that Steve discussed. If you look at most production cars, you will find that wheel widths are usually 70% to 80% of the tire section width. Thus, six inch wheels for 195 (7.8 inch) tires. Saab tends to run on the low side: 5.5 inch wheels for the 195/60 P-6's (72%). This suggests that 190's on 135mm rims should be OK (71%). I would be concerned about putting anything wider on those wheels. This suggests that Tom Ledsam (May '82 Newsletter) is stretching things by putting 220/55x390 TRX's on standard wheels (61%). I would be interested to know how that combination is working out.

I got some information on increasing turbo power from a Saab man at the New England Sonett Club meeting at Saab-Scania of America in Orange, CT. The standard CIS fuel distributor is limited in the maximum fuel flow available to about 140 horsepower, after which it leans out. The European cars use a six cylinder fuel distributor with two ports blocked off. (There was a European 99 Turbo at the meeting). Volvo turbos also use this arrangement. The

Calloway microfueeler enriches under boost to avoid this problem, but a six port fuel distributor would probably be less expensive, even from Bosch.

I also found out that the early turbo wastegate which used exhaust gas back pressure to actuate (through 1980 models) was Saab designed and built. It consists of an engine exhaust valve and spring. The spring has a tendency to relax, thus lowering boost over several thousand miles. I have not noticed this problem yet in 27,000 miles.

Lastly, I would like to express my thanks to Saab for the wonderful job they did hosting the New England Sonett Club meeting. They were helpful, educational, entertaining, and generous. And, in case you were wondering, there are still a goodly number of real car enthusiasts working for Saab.

One final note: on the wall at Saab headquarters there is a memo to the employees from the president of Saab-Scania of America, Robert Sinclair, concerning seat belt usage. They did a survey of their employees as they arrived at work. If I remember the numbers correctly, they found that 80% to 90% of all Saab drivers were wearing belts, but only 8% to 18% of the drivers of all other cars were. Even when the government isn't looking, Saab is interested in safety. But I think we knew that all along.

Mark S. Saklad, Lexington, MA

COG BELT FOR 99 A/C PULLEY WORKS BETTER

When new my 1975 EMS came with a 63 inch cog V-belt that lasted 50,000 miles. This belt was specially made for Saab by Gates. When it came time to replace this belt I discovered Saab now sells an inferior standard V-belt with no cogs that likes to flip on its side. If you are lucky this belt will last a couple of weeks. Saab's solution to this problem is to sell you a \$50 idler pulley retrofit kit to run the belt under.

The problem with the V-belt is that it is not deep enough to stay in the pulley as it vibrates up and down without an idler pulley. After checking with several manufacturers I located a currently manufactured cog V-belt that will work without the idler pulley. The belt, 3VX630 is made by Dayco and can be purchased from most large electric motor shops. The belt sells for about \$9.00 and is about a third deeper than the V-belt. This extra depth keeps it from mumping out of the pulley. A cog belt is also more efficient and grips better at lower tension. Belt tension is important since if the belt is too tight or too loose, a standing wave will be set up along the horizontal portion of the belt as you activate the throttle from.

For the record my '75 EMS has been one of the most troublesome and high maintenance cars I have owned. Virtually every problem identified in the Newsletter has occurred with mine. Now at 58,000 miles the timing chain is quite noisy and needs to be replaced; not a light task. If I didn't do most of the maintenance myself I would get rid of it in spite of its good handling and performance.

The Newsletter needs more helpful maintenance tips. How about offering two extra months of the newsletter for each published article as an incentive for readers to submit articles. I've got at least ten more Saab stories like the one above if properly motivated.

James Tangler, Boulder, CO

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Commercial ads, \$10 per column inch, two inch maximum. We will delete all unnecessary superlatives and abbreviate where possible. Please enclose sufficient funds with ad copy, we will NOT bill.

SONETTS FOR SALE

1696 Sonett II V-4, #1352, v. g. body and mechanicals, always well maintained; new clutch & exhaust, good Michelins, high miles, cracked rear window, no freewheel: \$1550 obo. Tom DeRose, 608-251-7539, 1022 Sherman Ave., Madison, WI 53703.

1970 Sonett III, Holly carb, MSS hvy duty clutch & brand new exhaust, freewheeling, Koni's, mags, leather seats, rear window hydraulics, exc. cond.: \$3458. Peter Leahy, PO Box 545, Johnson City, NY 13790, 607-754-9761 eve's.

1970 Sonett III, 95,000, good mech. cond. except needs minor brake & exh. work, new glass, good floor: \$1200 obo. Janet Dagens, 814 Oeffling, McHenry, IL 60050, 312-497-4323 eve's.

1972 Sonett III, 70,000 miles, orange, fiberglass up paint job (see Nov. '81 Newsletter), rebt trans. & freewheel, complete & original, photos avail.: \$3750 or offers. David Morse, RD 1, River Rd, Corning, NY 14830, 607-936-6882.

1974 Sonett, orange, very good cond. inside & out with \$1950 paint job, sell for \$4500. Call Tony at 213-682-1517, California.

1974 Sonett III, 50,000 miles: \$3995. also assorted new and used parts '58-'74 all models, send requests Ken Edwards, RFD #3, Box 116, Jonesboro, TN 37659, 615-257-5433, 24 hr answering.

1974 Sonett III, orange, very good cond., only 39,000 miles, new clutch and exhaust. \$4000 o.b.o. Steve Schultheis, 2426 Chalet Gardens Court #7, Madison, WI 53711, 608-271-4720 home, 608-271-3333 ext. 2386 work.

1974 Sonett III, 60,000 miles, am-fm cassette, needs trans work, ring & pinion broken, body very good, no rust: \$2500. Randy Tenicki, 713-663-6432, Houston, TX

1974 Sonett, yellow, made in March '74, 54,000 mi., never in accident, A/C, very good running cond. & v. g. inside & out: \$4695 obo. Call Alex, 213-682-1517, Pasadena, CA

95's and 96's FOR SALE

1964 96, one owner, original, 90,000 mi., very good cond., lots of spare parts incl. factory rebt trans. & shop manual. Best offer above \$1000. E.C. Hise, 106 E. Irving Lane, Oak Ridge, TN 37830, 615-483-8558.

1966 95 wagon, good running cond. ex. broken engine; tires fair, some parts and a manual; must sell: \$900. Charles McAarty, 1012 Scottsdale Dr, Champaign, IL 61820, 217-352-1382 or 217-328-3870 ex. 46

95's and 96's FOR SALE, continued

1967 95 wagon, fully restore Georgia body, new V-4 engine and exc. 3 cyl engine; parts incl. many spares and parts to have either engine power car: plus \$1400 stereo, all orig.: \$7,700. William M. Taylor, Middleton, WI 608-833-5965.

95, 96, and SONETT PARTS FOR SALE

Used 1969 95 parts, engine, heater, seats, body parts and other misc. items. Reasonable offers wanted. R. Markarian, 252 Line Rd, Belle Meade, NJ 201-359-7938 after 8 pm.

Parting out '68 96, most parts except engine & trans good right door, brakes, etc. Make offers. Eric Killinger, 1245 Holly, Boulder, CO 80303, 303-444-8921.

95-96 parts for sale: '68 radiator: \$25; wiper motor: \$20; Alternator: \$25; Hood: \$35; other V-4 parts: on the dash mirror: \$7; Round clock: \$7, all plus shipping. Thomas Franko, 3512 Mayfair St, McKeesport, PA 15132

95 front fenders, hood, & grille, all lights included, very good cond., no dents: \$165. Lou Dollinger, 20 Hampton Rd. E., Williamsport, MD 21795, 301-223-7380 eve's.

Trans. from '73 Sonett w/ 2,600 mi., car wrecked in '73 when new: \$600. '72 V-4 96 trans. exc.: \$250. will guarantee. Tom Nola, PO Box 627, Wurtsboro, NY 12790, 914-888-2246 after 10 pm.

850 two-stroke engine w/overhead fan shaft and trans. w/ rubber donut u-joints from '62-'64? 96. Apparently overhauled, but never run: \$300 plus freight. Ken Ingle, 217 Logwood Dr., Evansville, IN 47710.

95, 96, and SONETT WANTEDS

Wanted: for '73 96, late model wheels ('72-73 only) rear "SAAB" insignia, late model mud flap. Have many V-4 and 2-stroke parts to trade. Mike Brauer, 282 Mt. Zion Rd., Union, KY 41091.

Wanted: four aluminum Sonett wheels with 20 bolts, under \$200, I'll pay shipping. David Nameri, 20 Aharonovitz St., 26261 Kiriat Haim, Israel, Tel: (011) 972 4 740588.

Need L.H. & R.H. outside rubber door window seals (p/n 74 07 323 & 74 03 884) and front bumper moulding ass'y for '69 V-4 Sonett. Will pay reasonable price. Dick Ginsburg, 392 S. 9th Ave. Cornelius, OR 97113, 503-640-5881 days, 503-357-8504 eve's.

Wanted: Sonett III headlamp system, do not need crossbar or linkage to pass. compartment, but do need everything else. Will pay \$100 or ? Chris Beckey, 1014 Kenilworth Dr., Towson, MD 21204, 301-823-4370.

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99's and 900's FOR SALE

1970 99 2 dr., 4 spd., injected, bad eng., good trans. and very solid body: \$250. Thomas Franko, 3512 Mayfair St, McKeesport, PA 15132, 412-672-6622, no collect calls.

1971 99 4-dr, 56,000 miles, new: exh., clutch, brakes, and '74 4 spd. trans. with 52,000 mi.: \$800 Victor Pardo, 3715 Pleasant Grove, Lansing, MI 48910

1971 99EM, fuel inj., 4 spd., 2-dr., orig. owner, 115,000 miles, no collisions, recent trans. & starter reliable eng., roadworthy pending brake work: \$900. George Snead, PO Box 103, Hiram, OH 44234 216-569-7008.

1972 99E 4 dr. 4 spd., has head problems, needs clutch master work: \$900 or offers. Nancy Ahmad, 507 E. 7th St., Duluth, MN 55805, 218-722-0042

1973 2 dr., carbureted: \$1495. ALSO: 1974 99 2 dr. 4 spd., runs well: \$1895; ALSO: 1974 99 4 dr., 4 spd., am-fm: \$2795. Ken Edwards, RFD#3, Box 116 Jonesboro, TN 37659, 615-257-5433, 24 hr answer.

1974 99LE 4 dr., A/C, new synchro's, brakes, clutch, radiator, Bilsteins, windshield, suspension rubber, steering gear; orig. paint, never hit, very good interior; Navy orders overseas: \$2295. Henry Johnson, 491 Sigsbee Rd, Orange Park, FL 32073 904-264-5551

1974 99LE 2 dr., 4 spd., well cared for, exc. cond. Konis, new clutch hydraul., muffler, water pump, timing chain, and injectors: \$2100. Rev. Phil Rue, 985 E. Forrest, Colville, WA 99114, 509-684-6341.

1975 99 EMS, prepared for Pro-Rally. Autopower roll cage, clean stock int., 50,000 on stock eng., Lawrence exhaust, factory skid plate, rally suspen. lights, tires and more: \$3500. David Peterson, 2710 N. Magnolia, Chicago, IL 60614, 312-281-1208.

1976 99, 56,000 mi., A/C, power steering, auto. trans., radiator slightly damaged along with hood & windshield, otherwise very good cond. For parts. Call Alex, 213-682-1517, Pasadena, CA
1976 99GL, new trans., clutch, seats and muffler, needs body work. Marc Ziegler, 703 Swain Ave., Elmhurst, IL 60126, 312-530-8210.

1978 99 Turbo, 3 dr., silver w/ red int.; has A/C, sunroof, front & rear spoilers, exc. mech. cond. at 48,000 mi. Recent clutch & brakes, very sport & fast \$6600. Mark Guido, 231 Coventry Circle, Vernon Hills, IL 60061, 312-367-8058.

1978 99 Turbo, 70,000 mi., alpine cass. w/ equalizer, Kleber V-12's, Repco brakes, Marchal lights, rear shade, no rust, very good cond: \$6500. Jim Schaffer, 2966 Greenridge, Norton, OH 44203, 216-825-4103, may deliver.

99 and 900 PARTS FOR SALE

Will part out '71 99 4 dr., body: \$150; Engine w/ 56,000 mi.: \$350; 1974 4 spd. trans w/ 52,000 mi.: \$450. Victor Pardo, 3715 Pleasant Grove, Lansing, MI 48910.

Trailer hitch for '80 GLE 900 4-door, without wiring harness: \$100 or make offer. Werner Ullrich, 101 North Jefferson St., New Castle, PA 16101.

99 and 900 PARTS FOR SALE, continued

Complete engine from '76 99, 39,000 miles, car wrecked 3 years ago: \$600 w/ guarantee. Tom Nola, PO Box 627, Wurtsboro, NY 12790, 914-888-2246 after 10 pm.

'72 99 front & rear bumper, '74 Sonett Carb; '76 radiator and new thermocouple for radiator. \$20 to \$120. Call Tony, 213-682-1517, Pasadena, CA

Complete set of Saab seatcovers (green) in exc. cond., will fit '80 on 99 GLi and 900's: \$100. Karen Long, 6619 Songwood Dr., Austell, GA 30001

Flex-Dam front spoiler for Saab 99: \$60; 14" sport steering wheel and hub: \$50. Scott Sawyer, Acton, MA 617-369-0224.

Four-speed trans. from '74: \$325; Trans. from '71 96: \$200; Cylinder head from '74 99: \$125. All parts in good cond. and plus shipping. Dennis Sweeney, 207 E. Church St., Ligonier, PA 412-238-2163.

Two Saab steel wheels from '76 99, should fit others good cond.: \$50 or best offer plus ship. Joel Schneid, 413-323-5224.

New original Saab parts for '69-73 99: water pump 1.7 l.: \$20; "F" piston 1.7 : \$30; two exh. valves, 1.7/1.85: \$18; crank seal w/ housing, 1.7/1/85: \$25 plus other new and misc. parts too numerous to list; send SASE for list. All prices plus ship. Heyward Cohen, Box 160, Amenia, NY 12501, 914-373-8048.

Four Uniroyal-Europe "Rally 240" 165HR15 tires with good tread, no punctures or sidewall damage: \$100 plus UPS. John Pravel, 716-632-6433.

"Bra" for front end of 900, never used: \$75 obo. including shipping. Dave Nichols, 303-674-0159 or 674-2875.

99 and 900 WANTEDS

Wanted: one '79-80 steel wheel (5Jx15) and hub cap for 99; also two hub caps for '75-78 4½ or 5" steel wheels for 99. Send post card w/ price and ship. cost to Harold Roeth, 3118 Cole Hill Rd., Berwe, NY 12023, 518-797-3075 after 6 pm

Wanted: trailer hitch for '79 900, reasonable. Chuck Baum, 1067 Dover Court, Vernon Hills, IL 60061, 312-367-6561

Wanted: trailer hitch to fit '74 99 LE sedan. Donald Wigston, 314-535-2118, St. Louis, MO.

Factory Service manual for '78 99. Patrick McCor-mich, 113½ S. Main, Ada, OH 45810.

Wanted: rear hatch glass & rubber for '79 900 hatch-back. Gerald Hall, 712-659-3705.

Wanted: '75 99 hub cap, big plastic one. Paul Flor-ance, 54 62nd Pl. Apt. M, Long Beach, CA 90803, 213-438-3257.

Wanted: 99 trans for '74 4 spd EMS: \$300-\$400. Alan Nekoranec, Bowling Green, OH 419-353-9473.

Wanted: Used Saab gutter mount removable roof rack, rails only or with bicycle attachments. John Pravel, 716-632-6433.

Please use knife/letter opener

SEP 1982

Address Correction Requested

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AUTOMATIC TRANS. SELECTOR CABLE CLIP continued from p.4

the special Saab tool to remove the selector cable. The tool cost me about \$16 but certainly simplified removal of the cable. There is a special spring retainer clip on the end of the cable which would be extremely difficult to remove without the tool.

Re-inserting the cable is trivial (it just slides over the selector shaft until the retainer locks it) and I recommend replacing the clip since its cost is minimal (less than \$1) and it can be easily deformed during removal.

(Ed. Note: Without the special Saab tool, you can still get the clip undone by using a pointed scribe or compass point. You slide the point under the clip and work it around the shaft to break it free. The real problem is you can't see what you are doing in there and none of the service manuals have a picture of what the clip looks like. That's why I printed this illustration).

Incidentally my realy problem was A/T fluid working its way down inside the cable to the gear selector lever and eventually through the floor onto the muffler. The "O" ring may have helped some, but did not completely solve the problem, although the outside of the selector cable at the transmission end now stays very dry and clean.

R. Lynn Warren, Bellevue, WA

