

COMPACT FRONTWHEEL DRIVE CLUB of AMERICA

#113 MAR '83 DEDICATED TO SMALL-ENGINE SMALL CARS & ENERGY CONSERVATION

Saab Clubs of North America
Editor and publisher: Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804
(218) 525-3253 9 a.m.-8 p.m. except Sunday
Consultants: Dick Grossman, Jack Ashcraft, Carollanne Curtis, Andy Buc, Ted Tucker

MEMBERSHIP/SUBSCRIPTION

Dues for membership/subscription are as follows:

Table with 2 columns: Membership type and Price. Includes First year, third-class mail (\$11.00), First year, first-class (\$12.00), Renewal, third-class (\$8.00), and Renewal, first-class (\$9.00).

First-year membership includes two back-issue newsletters, Club tech sheets and emblem. 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 nonprofit organization.

A collection of 15+ back issues with Club tech sheets punched for your 3-ring binder is available for \$8.00 postpaid.

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

ROCKY MOUNTAIN SAAB CLUB- is alive and well. Anyone interested is invited to attend our meetings held on the second Tuesday of the even months. All meetings start at 7:30 pm and most meetings are at Deane Buick-SAAB in Denver.

Our next meeting will be on April 12, 7:30 pm. Jerry Danner, noted Saab expert with Mile-Hi Saab will give a slide show presentation on "How Not To Abuse Your Saab." Meeting place is Deane Buick-SAAB, 1080 So. Colorado Blvd, Denver. There will be ample time for questions, answers, discussions, and problem solving. All Saabers are welcome, members or not. Future meetings will be on June 14, August 9, October 11, and December 10. Call Stan Beitscher, 303-424-4876 or 497-2680 or Denny Reul 303-759-3880 for more information.

MINNESOTA SAAB CLUB-meets the first Thursday of every month, 8 pm at the Shakey's at Snelling and Larpenteur in St. Paul.

GREATER NEW YORK SAAB CLUB-will begin holding their regular monthly meeting on the third Sunday of every month, beginning March 20. The Feb. 6 meeting was well attended with 51 people and 36 Saabs. For more information on meeting time and place, etc, contact Marc Frank, 212-438-2022.

NEW ENGLAND SONETT CLUB- held their last meeting March 6th in Amherst, MA. For more information concerning upcoming meetings/events, contact the NESAC at PO Box 4362, Manchester, NH 03108.

CENTRAL ILLIANA SAAB CLUB--will next meet on April 17 at 404 W. Green St, Urbana, IL at 2 pm. Arsie Miller, representative from Saab's regional office in Schiller Park will be the guest speaker. For more details, contact Margrit Adler, 217-356-9244.

SAAB CLUB OF SOUTHERN CALIFORNIA-- will hold a clinic on CIS fuel injection, April 24th, 11:00 am at Masada Motors, 9027 Sepulveda Blvd in Sepulveda. Call Paul Florance, 213-438-3257 for more information, or Jerry at Masada(891-8519) for work on your car. There will be a \$2 per person charge for the clinic to boost the club treasury. Bring your questions and your car.

The only two Saab-Quantums in existence are on display at J&B Imports, 1547 Struck, Unit L, in Orange.

CENTRAL WASHINGTON SAAB CLUB-- will have it's fourth annual meeting/get together on Sunday June 12th. We will meet at Alan BMW/SAAB in Edmonds on Highway 99, between 9-11 am. We are planning a parts swap/sale and then a drive to a picnic spot. More details will be available as the date approaches. Call: Bob Eddy, 206-486-9257 Seattle area; Shawn Irelan 509-548-7279, Wenatchee area; John Baird 509-653-2067 Yakima area.

SONETT CLUB OF SOUTHERN CALIFORNIA-- is looking for a new meeting place and will contact members when one is found. The club meets the second Thursday of every month and usually has an event the second Sunday of each month. For more information, contact Phil Zarrow 714-892-9639.

SAAB CLUB NATIONAL CAPITAL AREA--next meeting will be Wednesday, April 13th, at 8 pm at the usual location, the Silver Spring Public Library. For info contact Toby Turpin, 301-384-6732.

CHICAGO SAAB CLUB--Feb. 26th luncheon at Heuer's Restaurant had a modest turnout of about 20 including members from the Milwaukee and Illiana Clubs. Many then went on to the Chicago Auto Show where Saab had a nice display with about a dozen cars, highlighting the new leather-upholstery and electric sunroof edition Turbo. Saab also had the good taste not to adorn their cars with live female "models" at every turn, unlike most of the domestic competition. For more information on future Chicago Saab Club meetings, contact Andy Federowski, 312-454-4825 wk, or 312-631-4476 home.

IN THIS ISSUE
Saab Service Info.....p. 6-7
Make-Your-Own Solid Core Plug Wires.....p. 4
Updated Clutch Slave Cyl., '75-on 99/900.p. 9
National Convention in August.....p. 2
99 Tips.....p. 5

GREAT TIRE DEBATE LEAVES OUT SONETT SIZES

I'll need tires for my Sonett in a year or so. The Michelin ZX tires wear like iron, but handle terribly in rain or snow and aren't that great in the dry either. The year long tire debate you have been running does not seem to be for Sonett sizes either. Are there alternatives to the 155-15 size that will work for a Sonett without rubbing?

Also the upholstery on our '73 99 is finally worn out. I need an inexpensive way to reupholster. Does anyone know of a source for seat covers or reupholstery kits? I am in the process of checking out some reupholstery shops, but they may be too costly.

Phil Zielinski, Palatine, IL

Ed. Reply: For alternate Sonett tire sizes and brand recommendations, see Bruce Mackintosh's letter in this issue. As for seat covers, I think J. C. Whitney sells some that will fit the "hoop-style" headrest seats that were used on the '69-'73 99's.

95, 96, & 97 REAR VIEW MIRROR, TIRES & MORE

The stock rear view mirror does not have a day/night adjustment and headlight glare can get annoying. Stop wearing sunglasses at night in your Sonett, there's a better solution. Go to the junkyard and get the mirror (not the bracket) from an MGB, TR7 or Austin Marina. They are adjustable, they look the same as Saab's and they fit perfectly into the Saab bracket.

Sonett II and Sonett V-4 greenhouse rear windows allow the interior to get very hot from the sun and the sun's rays can damage the upholstery. Coat the rear window with a dark tint fo sun shade film. It is not difficult and the results will be worth the effort. In applying the tint to the rear glass, do not attempt to do it in one large sheet--you will not get the air bubbles out where it curves from horizontal to verticle. Instead, apply the film in four strips running four and aft. The seams should be in the center and right down the middle of the bends in the glass on each side. Application of this tint will let a suit-and-tie wearer like me drive daily in North Carolina summers in relative comfort.

My favorite tires are the Uniroyal-Europe Rallye 180 in the 175/70x15 size. These are not American Cadillac-type radials, but are Belgian made and deliver excellent performance at a very low price. I just ordered my fifth set and have run them on 96's 99's and my Sonett. Bad weather performance is excellent and I have averaged 40-45,000 miles per set including very regular hard driving and some auto-crossing. The 175/70 gives a fatter tire than stock, will clear all wheel wells and sticks to the road. The wider tire and lower side wall (70 series vs. 80 series for 155's and 165's) all but eliminate squealing and plowing in fast corners that comes with the narrower tires. Also the Uniroyal's are about \$60 each which makes them cheaper than the CN-36's and XVS.

Bruce Mackintosh, Winston-Salem, NC

Ed. Note: I've noticed that Gislaved also has a 175/70-15 size tire now in their "Speed 226/70" line, \$57 from Tire America in Wheeling, WV. The Saab Club Competition Team used Uniroyal 180's on the '79 99 in it's race debut last fall in Showroom Stock and driver Tom Fennell thought they handled well. Tom thought the 175/70 size helped with cornering over the 165 Kleber's that Showroom Stock Saab racers had previously used.

ANOTHER SOLUTION TO SONETT ROCKER PANELS

In answer to Chuck Repede (Feb. '83, p. 3), when my '72 Sonett rocker panels rusted out, I elected a temporary repair. I covered the old rocker panels with aluminum rocker panels that I cut from sections of rain gutter and pop riveted them in place. It makes a fairly decent looking repair at minmal cost. It turned out to be the right choice, because it was only one more winter before the frame rusted through at the lower A-arm.

If Chuck wants to do it right, I recommend Autographics in Painesville, OH. They replaced both rocker panels on my '73 Sonett and repaired some rust-through in the floor and trunk for about \$400, a good price. I waited months for rocker panels from Saab, but Autographics said they could fabricate them for about the same price.

Regarding Zinc Galvanized steel for rust repair:

A small alarm went off in my head when I read about welding galvanized steel in this Newsletter and the NE Sonett Club Newsletter. I checked it out with a metalurgist friend and confirmed that:

1. The fumes from welding zinc are toxic
2. The zinc contaminates the weld and makes it weaker

It is better to stick with plain steel. Jack Lawrence recommends a self-healing zinc primer, and named Sherwin-Williams as one supplier.

75 wt gear lube--Performance Cars (9916 Jefferson Ave., Newport News

75 wt. gear lube--Performance Cars (9916 Jefferson Ave., Newport News, VA 23605) repackages from bulk and sells it in quarts and gallons.

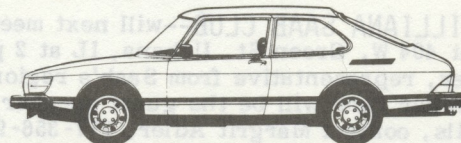
Steve Bottorff, Shaker Hts., OH

NATIONAL CONVENTION SET FOR AUG. 27 IN IL

We will make a second attempt at a National Saab Club Convention this summer, tentatively set for the weekend of August 27-28 at Chestnut Mountain Resort in Galena, IL. Andy Federowski of Chicago has done a lot of advance work on the location and it looks like a nice area to hold a meeting. Galena has many other diversions for the non-Saabers in your household, and there are a wide range of accomodations available. We will have more details on times, events, etc as planning progresses, but if you have suggestions on what you would enjoy doing please let Andy or I know.

Ian Simpson of the Milwaukee Club has agreed to put on a Rally/Scenic Tour and other ideas for activities include a parts swap, convention-type display of manufacturers/distributors of parts and accessories, open-air picnic, banquet, etc. We can do just about anything that enough members are interested in to make it worthwhile.

Galena is in Northwestern Illinois, not far from Interstates 80 and 90 and should be more convenient for many more members than was Northern Wisconsin. So let us know if you think you'll be able to attend so we can plan the convention accordingly. Write to the Club or Andy Federowski, 7264 N. Catalpa, Chicago, IL 60656.



ADVICE ON 95/96 FRONT BRAKE HOSE REPLACEMENT

I would like to help solve Willard Freedman's problem with 95/96/97 front brake hoses (Feb. '83, p. 3). First, remember the steel lines may be weak at the union, so don't twist it! I've used a tubing wrench ("flare nut wrench") that is like a slotted box wrench, to fit over the line on the inside, but watch that twisting. If your steel line is stuck to the compression nut itself and twisting, stop!

If the flexible hose is bad, cut it; if good, loosen at the caliper then remove the caliper and unscrew the caliper from the hose. Now with the tubing wrench inside, or a vise-grip, use another vise-grip or small pipe wrench on the top metal end of the flex hose. The hose itself is held onto the wheelhouse anchor, but will usually turn out enough to allow you to turn out the inner compression nut without breaking the steel line. Penetration fluid long before you have to do the job helps.

I constantly recommend that owner/repairers always have a pump oil can (or WD-40 or similar) at the ready whenever they jack up their cars. Putting a drop of oil on these connections, on bushings, nuts, bolts, body seams, hinges, brake caliper pivots, handbrake cables, rear brake adjusters, wiper arms, etc etc., can save hours, dollars, and aggravation.

About shifting problems: most often in front drive cars shifting difficulty can be traced to bad alignment of the shifter itself (attached to the body) and the power unit (suspended on rubber). I don't have experience with 99/900's, but if both model V-4 Sonetts are any indication, I would suggest adjusting the shift mountings. In V-4 Sonetts you loosen the entire steering column and hunt. Sonett III's are easier to adjust because you can see fore/aft and left/right movement when adjusting. Sonett III's complicate things with the detour atop the tranny itself. Of course, whacking this when installing power unit will make it stiff or worse. It must be free sliding.

Robert Allen, Hamden, CT

NEW VERSION MICHELIN TRX COMING IN SUMMER

The word from my local Michelin rep is that hope is on the way for TRX users. A TRX "2" is coming out this summer with longer wear, more comfort, but at the expense of slightly lower gas mileage. So hang onto your TRX rims a little longer!

Alex Barbier, Waverly, NY

GOODYEAR "TRX" TIRES BACK IN PRODUCTION

Goodyear went back into production making their Eagle 390 tires. This is a P205/60R390 and has an "Arriva" tread pattern that works very well in snow. Sure beats the TRX. The dealer said I shouldn't have any trouble getting 45 to 50,000 miles.

Ken Scheiderer, Rochester, MN

LATE-ARRIVAL--CLASSIFIED AD

For Sale: 1966 95 wagon, 3 cyl., two-stroke, rebuilt engine, trans., CV joints, clutch & brakes; V-4 disc brakes on front, body average, int. good: \$1195 or offer. Max Shepherd, 1710 Old Town Rd NW, Albuquerque, NM 87104, 505-842-1517.

DIAGNOSING IGN. COIL FAILURE & V-4 TIPS

If your V-4 (or any Saab for that matter) runs for 15-30 minutes then dies suddenly with little warning and refuses to restart, check for spark. If there is none, or you wait an hour or so and then there is spark, the trouble is most likely in the ignition coil.

Faulty coils often "open up" after they are warmed up through use and stop sparking. Often letting the car sit for a while will cool the coil down so that internal connection is made again, and the car will run for another short period repeating the same process. This is a baffling one at times, since if the car sits while you go get a mechanic or friend, it will then start just fine with them there. Having left the key in the ignition "on" position will sometimes hasten a coil's demise and produce the above scenario.

I have had good luck with the Bosch "Super Blue" coil which can usually be found for a reasonable price at any outlet carrying Bosch. It is a universal coil, but the only significant difference I could detect between the Super Blue and the oem specified Bosch coil besides flat spade connections was about \$30 difference in price. For that much you can buy some crimp-on connectors to adapt the wire from the points (goes to "-" terminal) and the one from the wiring harness which comes from the ignition switch (and goes to the "+").

Installing V-4 Power Train--If you are one of the die-hards who always drop the engine and transmission back into the car in one unit, you can make installation easier by disconnecting the wheel hub and pulling the axle out a bit. You just back off the two bolts (with locking tabs) which hold the steering arm to the hub (leaving top ball joint on the A-arm) and pull the hub/brake disc down. This pulls the axle out, giving you more room to mate up the axles and inner drivers of the transmission while all that weight is hanging in the air. The service manuals suggest this for the 99, but it works just as well on the V-4 too.

V-4 Brake Pads--I see Performance Cars' new catalog is still listing "PT" brake pads for V-4 front brakes. These are harder than normal pads, but do not squeal and last a long time. They do seem to have a slightly increased pedal effort which might be unacceptable to some drivers of non-power brake cars, but at \$8.95 they are still a bargain. I have an oversupply of their new catalogs, so if you want one, send me 85¢ in stamps for postage and I will mail you one.

Jeff Delahorne, Duluth, MN



Performance and appearance
products for Swedish automobiles.

SWEDISH
interprises

European Headlights for 900's: \$250 pair + \$6 sh.
Headlight Wipers for Euro Headlights or Stock
Headlights w/ covers: \$189 + \$3 ship.
Headlight Covers for Euro or Stock 900 head-
lights: clear: \$35; smoke: \$37 + \$2.50 ship.
Inquire if interested in Turbo Intercoolers
Joe Caparosa, Jr., 80 Hansen Ave, Lyndora, PA
16045, 412-283-6171.

DO-IT-YOURSELF STAINLESS STEEL PLUG WIRES

I was looking for a better quality spark plug wire set at a reasonable cost, and while Jack Ashcraft had recommended Packard 440 steel stranded wire, I could find it only in 100 foot rolls. But I found Belden Electrotamp 7mm steel stranded spark plug wire in 25 ft. rolls at the NAPA parts house. 25 ft. is enough to do two, possibly even three sets of plug wires, depending on whether its a 99, 900, 96, etc.

Regular silicone-insulated radio-suppression spark plug wires work fine in most situations, but with the electronic ignition I was planning to install, I wanted to avoid the problems associated with suppression wires. Specifically, suppression wires are made up of carbon or graphite impregnated fibers which allow the resistance of the conductor to suppress electrical frequencies which interfere with radio reception. But when used with a high-energy ignition system, the carbon core wires can build up additional resistance, which along with high engine heat (Turbo's) can make the conductor brittle and cause arcing through the wire. (Ed. Note: This happened to my '79 99 using new "generic" 7mm silicone suppression wires, though admittedly it was under racing conditions. But electronic ignition, high under hood heat, and high rpm's do not mix well with carbon-core suppression wires.)

Solid core wires (in my case, stainless steel) do not have the breakdown problems associated with suppression wires, and should work well with electronic ignition. Although non-suppressed wires are supposed to cause radio interference, I have found the steel wires to have a minimal effect on both AM and FM reception on my Blaupunkt CR4000 radio. This may not be true with other radios.

Another advantage of the steel wires is that for relatively modest cost (mine set was under \$14 with enough wire left over for a second set) you can custom build a top quality spark plug wire set.

Here are the necessary parts:

25ft. Belden Electrotamp 7mm Wire (NAPA p/n 734804): \$8.60

6 Belden right angle distrib. boot (blk. Hypalon) (NAPA 727300) .30¢ ea or \$1.80

4 Belden Orange silicon plug boots (NAPA 727401) .64¢ ea or \$2.56

4 Belden straight spark plug terminal (NAPA 727000) .10 or .40¢

6 Belden distributor connector (butterfly) (NAPA 727008) .09\$ ea or .54¢

\$13.90 total cost.

ASSEMBLY:

Measure stock wires in car and cut new steel wire lengths with about an extra cm. at each end for

GIBSON MOTORS PARTS SALE

Gibson Motors, Perrysville, IN is having a sale of two-stroke, V-4, Sonett and 99 parts at very special reduced prices. A list of these special parts is available, with monthly updates of additional parts. Send a SASE for this list, and then subsequent updated lists will be sent to all who have requested a parts list. Many parts are discontinued items & may not be available new again.

Gibson Motors, PO Box 186, Perrysville, IN 47974

terminal connection. Using silicon grease, slide plug and distributor boots on each wire.

NOTE: To slide the distributor and plug boots over the plug wire insulation, a silicone grease lubricant must be used. GE silicone spark plug boot release compound (Stock # GED1) is ideal and cost only about \$2.00 at a local discount department store. Failure to use a silicone lube will require the Incredible Hulk to push the boots along the wire, as well as the chance of piercing the insulation and the installer's hand with steel wire (not pleasant).

At the plug wire end, bare enough wire to fold back over the insulation and make contact with the terminal. The wire will be sandwiched between the outer insulation and the inside of the terminal connector. Place the connector over the wire and crimp the wings of the connector over the insulation. Ensure that one side wing bites into the insulation to keep the assembly from pulling loose. Slide the plug boot carefully over the connector until the connector is recessed properly in the boot.

At the distributor end, bare exactly 8mm of wire (a longer length will not allow the connector to fit into the dist. cap) and fold it back along the insulation. Insert the prong of the butterfly connector in the center tip of the wire. Rotate the connector so that the bared wire is under one wing of the connector. Firmly compress both wings with fingers (Not pliers!) so that the wings are flush with the insulation (prongs will bite into the insulation). Do not mash the connector with pliers as this will distort the connector. Fingers only.

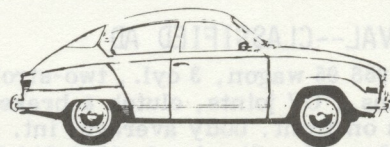
Check each wire with an ohmmeter or continuity tester before installation in car. Replace stock wires with the new steel wires one at a time to avoid miswiring. At the distributor or ignition coil, push the wire and connector assembly into the post firmly until you are sure that the connector is seated inside. Slide the right angle boot over the post until it can go no further.

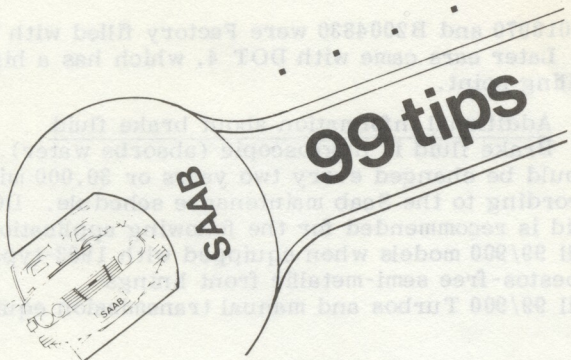
Phil Czapl, Wethersfield, CT

SONETT III MANUALS AVAILABLE--ALSO HAYNES

The Club now has in stock the Saab-Scania reprint of the factory Sonett Manual supplement. This manual only covers the differences between the Sonett III and the 96 and therefore does not cover common parts like engine, brakes, trans., etc. It does have info on wiring, shift lever adjustment, body removal, etc. You should be able to get one at any dealer, but I got so many inquiries as to where to get one that I decided to carry them as a convenience to club members. This manual is a good companion to the Haynes V-4 manual for any Sonett III owner. Prices, all postpaid:

Sonett III supplement: \$12.00
Haynes V-4 manual: \$10.50
Haynes 99 manual: \$10.50



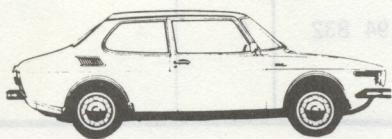


I cured some problems on a 1974 99LE that I recently purchased which needed some work .

Steering rack--The loose, jarring and banging steering rack was easily repaired with a Saab steering rack rebuild kit, at a very reasonable price. The kit included the tie rod ends, the inevitably broken plastic right side rack bushing, and new bearing cups for the rods. Replacement of the worn components was no problem. Adjustment of the left rack bearing in the pinion housing tightened up the final shake, and now there is only the tiniest bit of play. The rack is no trouble to pull out and replace, if patience and care are used instead of brute force.

Fuel line pin hole--The car would run only very briefly, then die. This problem soon evolved into a not-starting condition. No fuel was reaching the injectors. When pressure was applied to the fuel tank (air pressure) the car would run just fine. The problem was a pin hole leak in the fuel line to the fuel pump. The pump would not start pulling in air until the fuel pump started pulling hard, about three seconds into running the car. The initial slug of fuel down the lines would allow a quick surge of running as the cold start injector sprayed, and then the engine would die. It was easier to diagnose after the thing stopped working entirely! In any case, I suggest that wierd fuel pressure and supply problems could indicate fuel line troubles, rather than fuel pump, injector, pressure regulator etc.

Torque those Headbolts--This car, like almost all alloy head cars I have worked on, had loose headbolts. This week, yet another person called me asking why steam was coming out their exhaust!



VICTOR SAAB

EXCLUSIVE FOR 1/4 CENTURY
1135 Easton Rd., Abington, PA 19001

We will UPS all parts to any location. We have one of the largest parts inventory on the East Coast. Complete line of 900, 99, and V-4 parts and accessories in stock. We have new and used parts for all model SAABS. Call Dan Stella or Dave Andrews. 215-886-8660.

A/C Belt Wear--This car has air conditioning. The compressor would not line up with the alternator, creating much belt wear. This problem was due to the mounting plate for the compressor being shimmed with washers under its lower attach point to the block. Clearly, without the proper shimming to place the pulleys in the same plane there will be trouble. This might be worth checking in cases of excessive belt wear or noise on air conditioned cars.

Security against theft--an interesting point, my '74 99LE is not as secure against theft as my older '71 99 was. I had a radio and a precision tire gauge stolen out of the '74. I believe the American-style pull-up locking button integrated into the key lock as snagged by a coat hanger. This was not possible with the older system of independent locks. Perhaps this was a step backwards for Saab. Those members in high theft areas might want to get the headless door lock knobs that prevent coat-hanger type entry.

Stephen K. Perry, Columbia, SC

195/60-15 TIRES TOO WIDE FOR 5 INCH RIMS?

In the January Newsletter (p. 2) Bill Colom stated that he had fitted 195/60-tires on his EMS rims. The EMS rims are five-inches wide and 195/60 tires must have a minimum of five and a half inch wide rims. I have a 1980 900 EMS and when I needed new tires I wanted to put 195/60's on but all the tire outlets and even Saab in Orange, CT informed me that 195/60's would not sit properly on five inch rims. Uneven wear would occur, the tire would be stretched and the longevity of the tire would be drastically decreased. Unless one has money to burn, it is not advised to use 195/60's on those rims.

I have 185/70-15 Pirelli P-3's and they work fine, especially in the snow. These are narrower than the usual 70 series tires. I have 205/60 P-6's on the Shelby rims which really hug the road. The only problem with the 205's, however, is they rub in the wheel wells with four people in the car and the trunk full, though they rub only going over bumps, not when the road is smooth.

In Connecticut the state started emissions testing all vehicles with 60,000 miles. I took the test and the limits they set for HC (Hydrocarbons) and CO (Carbon Monoxide) were 324 and 3.0 ppm. The results were 34 HC and 0.00 ppm CO. So the Lambda system must work well. (Or their equipment needs calibrating. Ed.)

Leo Skrzypek, E. Hartford, CT

SWEDISH EXPRESS

THE SAAB & VOLVO SPECIALISTS

Gabriel Red Rider oem replacement shocks with free lifetime replacement guarantee: \$15.95 ea. shipping free on sets of four or more. Specify 95 (front only) 96, 97, 99, or 900.

99 Exhaust Special--Call for Prices

1131 E. Superior St.
Duluth, Minn. 55802
(218) 728-5334

SAAB SERVICE TIPS

BRAKE PAD SERVICE RECOMMENDATIONS '75-'83

Saab Service Info: Semi-metallic, asbestos-free front brake linings and asbestos-free organic rear brake linings were introduced as original equipment on 1983 models. These linings provide improved braking performance, longer wear and reduced environmental contamination.

These semi-metallic front linings transmit more heat than the inner pads formerly used. Therefore, 1983 models are equipped with new dust boots on the direct acting pistons that are more heat resistant and the hydraulic system is Factory filled with DOT 4 brake fluid to better resist boiling. The new semi-metallic linings also are more abrasive than the previously used outer front pads and will keep the disc cleaner. Graphite deposits will give the disc a shiny gray appearance which is normal and does not affect brake function.

Note: As stocks of the early type (1975-1982) front brake calipers are exhausted, they will be superseded to the 1983 caliper. Therefore, if just one 1983 front caliper is being installed and asbestos-free lining is to be used, the remaining old style caliper must be equipped with the new dust boot (kit p/n 89-93-255). Also change brake fluid to DOT 4 specification.

The asbestos-free organic rear linings make no special or additional demands on the hydraulic system.

Changing over 1982 and earlier cars to 1983-type asbestos-free linings: When installing 1983 front pads, p/n 89-93-263 on earlier cars for the first time, two changes to the vehicle are MANDATORY!

1. Replace the dust boots on the direct acting pistons with new ones designed to resist heat damage. Use kit 89-93-255 (two boots are required, one for each side).

2. Drain and refill the brake system with brake fluid to specification DOT 4. Note this in Owner's service record. All Saab 99 and 900's up to mid-'81 VIN serial nos.

B1013970 and B2004830 were Factory filled with DOT 3. Later cars came with DOT 4, which has a higher boiling point.

Additional information about brake fluid

Brake fluid is hygroscopic (absorbs water). It should be changed every two years or 30,000 miles according to the Saab maintenance schedule. DOT 4 fluid is recommended for the following applications:

- °All 99/900 models when equipped with 1983-type asbestos-free semi-metallic front linings
- °All 99/900 Turbos and manual transmission equipped

The following tables indicate the combinations of brake pads now available for service of Saabs from 1975 through 1983, listed with the preferred pads (*) first:

FRONT BRAKE PADS				
Model Year	Type of lining	Part No.	Pack	Remarks
1983-	Semi-metallic (asbestos-free)	89 93 263	4	Can be used on 1975-82 models if required brake modifications are done (see below)
1975-82	Semi-metallic	89 94 998	2	Installed on <u>outside</u> of brake disc combined with 78 73 763 or 89 93 107
	Asbestos-free organic	78 73 763	2	Installed on <u>inside</u> of brake disc combined with 89 94 998
	Asbestos, organic	89 93 107	2	Installed on <u>inside</u> of brake disc combined with 89 94 998

REAR BRAKE PADS (ATE Calipers)				
Model Year	Type of lining	Part No.	Pack	Remarks
1976½-, all	Asbestos-free organic	89 93 230	4	1983 Original Equipment
1976½-82 only	Asbestos, organic	89 94 832	4	

REAR BRAKE PADS (Girling Calipers)				
Model Year	Type of Lining	Part No.	Pack	Remark
1975-1976½	Asbestos-free organic	78 73 755	4	
1975-1976½	Asbestos, organic	89 94 980	4	

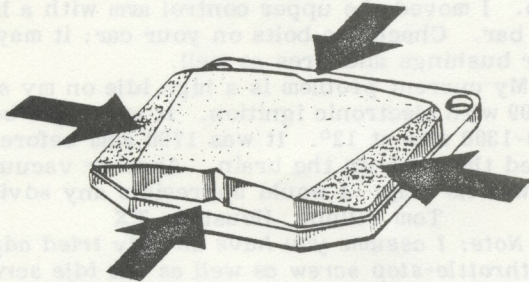
1975-1983 BRAKE PAD RECOMMENDATIONS, cont.

models with normally aspirated engines operated in mountainous areas or hot climates.

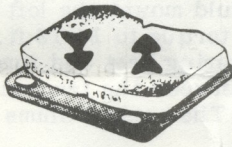
DOT 3 fluid is suitable for other 1975-82 models and situations. **DO NOT USE DOT 5 SILICONE BRAKE FLUID IN SAABS.**

If a 1979-early 1981 900 has had the blocking plate under the left hood louver removed or is operated in a wet climate, install shield 87 47 541 over the brake fluid reservoir and master cylinder.

The new front, asbestos-free semi-metallic lined pads can be identified as shown below:



Semi-metallic brake lining 1983 model. Use on both sides of the brake disc. Note chamfered edges.



Semi-metallic brake lining up to and including 1982 model. ONLY for outside of brake disc.

SAAB SERVICE TIPS--JANUARY 1983

Clutch shudder or chatter on engagement can be caused by an uneven surface on the flywheel face which can be resurfaced by any competent machine shop. Also suspect a problem with the clutch disc or the pressure plate itself. Unusual wear patterns can tell you which part or parts are at fault.

Interior noise--On older cars complaints of higher than normal interior noise may be due to someone having left off the coverings over the openings in a door frame when working on a window or a lock mechanism. Covering the openings with a vinyl backed foam will substantially reduce transmitted noise.

STRANGE ENGINE SOUND COULD BE AUXIL. AIR

In regards to Steve Parsons' letter in the Feb. '83 Newsletter (p. 5), perhaps his "knock" or "pecking" sound is coming from air being sucked through the auxillary air device. This device provides extra air to increase idle speed when the engine is cold.

John P. Barron, St. Louis Park, MN

IMPROVING FRONT/REAR SPEAKER BALANCE, XR75

Saab Service Info: Complaints have been received about the perception that the Sony XR-75 radio's fader control must be turned too far clockwise from the center detent (where the label on the knob appears horizontal) in order for the front to rear speakers to be "balanced" for front seat occupants. In order to alter this perception a pair of speaker balance resistors will be installed on the RCA phono jack inputs of the front amplifier of 1983 model Turbos beginning with about 2/83 importation.

The speaker balance resistor is now available for field complaints. Order no. 02-57-766 contains two resistors, enough for one car.

The resistors plug into any RCA phono-jack. Intended for front amplifier of M83's with Sony XR-75 system, but may also be used on M82½ Sony XR-70 system with XM-25 front amplifiers.

Installation:

- 1). Lift up the rear seat cushion.
- 2). Unplug the RCA input cables from the front amplifier. The front amp on M83 cars should be the upper one in the stack. The front amp line input cables are gray or black with a gray band near the end.
- 3). Plug each front amp line input cable into a speaker balance resistor (1 for left channel, 1 for right channel). Plug the resistors back into the front amp's RCA jacks.
- 4). Drop the cushion and latch it.

IGNITION NOISE SUPPRESSION, '81-83 900's & SONY SOUND SYSTEM INTERFERENCE INFO AVAIL.

I have two different Saab Service Information bulletins here at the Club which may be of use to Club members, but which are too long and detailed to print in the Newsletter.

The first is entitled "Radio Ignition Noise Suppression, M81-83" and covers a weatherproof ignition noise suppressor for 1983 900's as well as a fuse box mounted ignition noise suppressor designed for 1981-82 models. This is three pages and I will send a copy to any Club member upon receipt of a SASE and two 20¢ stamps.

The second is seven pages titled: "Saab-Sony Sound Systems, M81-83 900 Turbo." It covers interference correction/suppression, speaker recommendations, and system variant descriptions. A copy of these seven pages is available for an SASE (37¢ postage on it) and \$1.00 (stamps ok).

Please allow a couple weeks for delivery as I will hold the orders to gauge how many to xerox, and then do a quantity copying order at one time.

Jeff Delahorne, editor

MORE CIS PROBLEMS CAUSED BY INJECTORS

"Trolls in the CIS"--With the beginning of colder weather our '76 Wagonback began to idle roughly and backfire when accelerating. The ignition system checked out okay, but I looked and found an intermittent bubble in one of the fuel lines. The dealer advised that the injector was bad, so I switched lines to confirm and the idle instantly smoothed out. This fix lasted about a month and then the problems began again with the bubbling occurring in the same cylinder. Replacing the injector has cured the bubbles and kept the car idling smoothly with good acceleration ever since.

John Heiti, Waukegan, IL

3-WAY 99/900 THERMOSTAT & OTHER TIPS

NAPA dealers carry an excellent replacement thermostat for 99's and 900's that use the "three-way" type. Their stock number is 239, which is a Thomson 192° F unit made of stainless steel and brass. On my 1980 900 GLi, it made a dramatic difference in temperature gauge reading and heater output compared to the inferior British OEM 190° thermostat that was opening too early. The price was about half that of a Saab replacement.

Silicone Spray Tames Squeaks--If you have been bothered by that "tick" that seems to come from the headliner every time you go over a bump, it's not from the headliner. It's from the doors moving around slightly within their openings. You can quiet the noise by applying pure silicone to all the rubber weatherstrips. Pure silicone spray is packaged by Cyclo, CRC, and others, and available in auto parts stores. Get the kind with a tube for the spray head so you can control the spray. When working near the headliner, it is best to saturate a gauze pad or cloth and wipe it on, so as not to stain the headliner. Spray into the joint where the dashboard meets the rubber gasket at the windshield base on 900's and you will quiet the squeak there as well.

Padded glove box cuts rattles--I cut a thin sheet of polyurethane foam and glued it to the entire inside of my glove compartment, including the door. This cured rattles from the hard objects that were inside.

Polyurethane is useful in the sub-floor tool compartment in the trunk also. Isolate the jack and tools from contact with the floor by laying them on a polyurethane pad and you will find some mysterious clunks have disappeared.

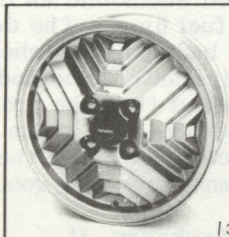
Steve Cohen, Nashua, NH

MANY CIS PROBLEMS CAUSED BY FUEL INJECTORS

A lot of engine performance problems in CIS equipped cars can be traced to the fuel injectors. Owners have a tendency to neglect the cleaning and checking of the injectors, in many cases because they do not have the required injector cleaner/tester.

A case in point: Problem--very hard starting. Solution: normal tuneup plus cleaning and checking the injectors. They all showed an abnormal spray patten, but cleaned up satisfactorily. A month later the car showed every sign of an ignition problem. Idle nicely, drive nicely above 35 mph or so, but break up and stutter on acceleration. Checking the injectors found a poor spray patten again. During the initial tuneup, the fuel filter had been changed. I am advised that old injectors have a tendency to give erratic spray patterns much more than new ones.

Robert Mitchell, Pleasantville, NJ



FACTORY ORIGINAL WHEELS

4 for \$500.

Hub Caps Included SOLD IN SETS OF 4 ONLY Limited Quantity

800-523-7011

IN PA. (215) 277-2250

EMS AUTÖSCANDIA
products inc.

1340 E. Church Rd., King of Prussia, PA 19046

LOOSE A-ARM BOLTS AFTER FRONT END ALIGNM'T

A note of warning to those who have just had their Saab realigned. Tighten up the upper control arm bushing mounts. When the spacers are changed (to change the camber), the bolts are loosened and if not completely retightened, they will work loose. Loose bolts mean the alignment constantly changes. My first indication was a "clunking" from the right front wheel when going over a traffic speed bump. After I found the problem (several months later) and tightened the bolts, the car still wandered slightly. The front rubber bushing was shot. Replacing the bushing is only \$5-\$6, but can be work. I pressed the new bushing in with a large vice and a lot of soap. I moved the upper control arm with a large pry bar. Check the bolts on your car; it may save your bushings and tires as well.

My current problem is a high idle on my son's '74 99 with electronic ignition. It won't get below 1200-1300 rpm at 12°. It was 1700 rpm before I adjusted the knob on the brain. Another vacuum sensor was no help. I would appreciate any advice.

Tom Billups, Houston, TX

Ed. Note: I assume you have already tried adjusting the throttle-stop screw as well as the idle screw on top of the throttle housing.

PROBLEMS WITH SHIMMING 99 DIFF. BEARINGS

In two different years of Saab shop manuals and in the Haynes manual, the directions for "Adjustment of differential bearings" say that for selecting shims that one should mount the left bearing seat without shims and torque to 14-18 ft. lb. Then mount the right bearing seat and torque to 19 in. lb. Measure the gap between the transmission case and the bearing seat. Then select shims equal to this gap plus 0.20 mm.

When I select shims equal to this gap minus 0.20 mm I get the specified preload on the bearings. Are all these manuals in error or am I misunderstanding the directions.

Frank T. Upham, Orinda, CA

TRX TIRE PRESSURES & ACCESSORY GAUGES

I now have an '81 3 dr. Turbo with TRX's. The tech' rep at our local Michelin office informed me that, regardless of Saab's recommendations (27/29 F/R), Michelin recommends 34/36 F/R for the 180/65 HR 390. I am using these pressures and the handling is improved. Also it is very noticeable that these modern "supertires" (TRX, P-6, etc) have very little grip until the tread is warm. This is a problem here and I'm sure it is in Minnesota as well.

For people like myself who insist on having oil pressure and temperature gauges, the gauge mounting plate supplied with the floor console is an exact fit in the radio opening. I am not sure about the radio supplied with Turbo's in the U.S., but my Sony XR55 just fits in the floor console. Personally I prefer to SEE the gauges and listen to the radio.

By the way, for the three years I have been a member of the Saab Club, I estimate that the Club has saved me an average of \$250 (Can.) per year. Most of this during 1982 since I have had the Turbo and have been able to convince my dealer that the Saab service bulletins you publish really do apply to Canadian spec cars, if they will only look them up in their files.

T.P. Locke, Toronto, Ont.

PROBLEMS WITH LEAKY 99 CLUTCH SLAVE CYL'S

Has there ever been a recall notice on the clutch slave cylinder for '76 through '78 99's? I have owned two '77 99's and currently have a '78 EMS and all of them have leaked brake fluid out of the clutch slave cylinder. A Saab service rep in California told my father that in the case of his '76 99 that some cylinders installed on '76 and '77 99's were incorrectly machined. However, my '78 EMS has the same problem.

I drove a '71 99E for 165,000 miles without a clutch leak and a '74 EMS for 120,000 without a problem. If any member has any ideas on how to seal sand out of the slave cylinder or other remedies, I would appreciate hearing them. This problem could almost cause a person to buy an automatic.

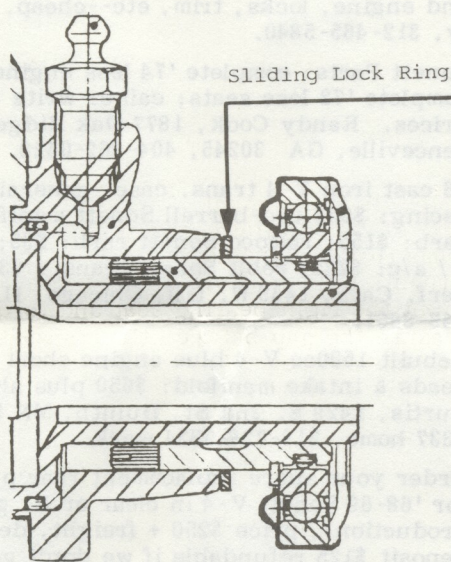
Barry Patterson, Las Cruces, NM

MODIFIED CLUTCH SLAVE CYLINDER '76-'80

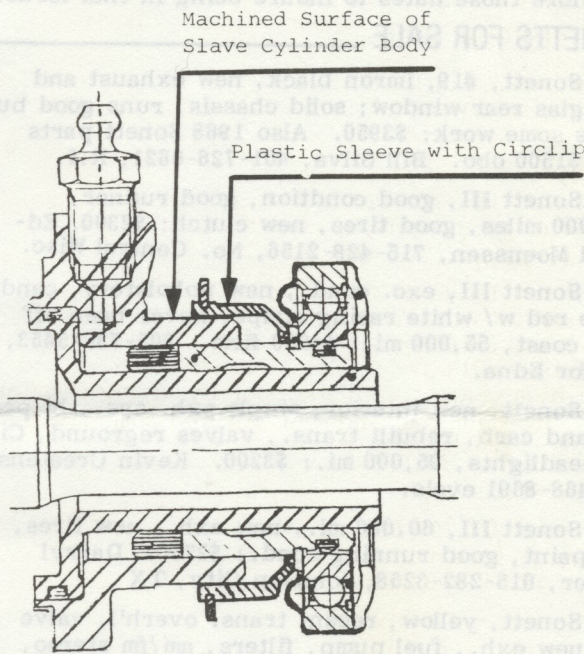
(Ed. Note: This Service Bulletin is from May '80 but since it never appeared in the Newsletter and Mr. Patterson's letter indicates some of you may be having problems in this area, I thought it might be useful to run this. My '79 99 does not have the updated slave cylinder, and I have not had any problem's yet, though I did rebuild it during a clutch job in January as a preventative measure.)

Saab Service Info. 5/80-426: A modified design slave cylinder has been introduced using a plastic sleeve as a dust cover and piston return stop.

The plastic sleeve replaces the sliding lock ring on the slave cylinder piston. The sleeve slides on the machined outer surface of the slave cylinder body and is held by a circlip to provide sufficient friction to perform as a piston return stop (see illustration).



EARLIER DESIGN



LATER DESIGN

The new design slave cylinder was introduced in production with VIN's 90801018583, 90802005638, 99806006430 and 99803005700. It will become available as a spare part under p/n 8714263. When installing on earlier model cars, use allen head mounting bolts (3) p/n 8097925.

After installing and bleeding the cylinder (or after installing a new clutch), have someone hold the clutch pedal fully depressed. Slide the plastic sleeve against the clutch release bearing. When the clutch pedal is released, the sleeve will be properly positioned.

To check clutch disc wear, remove the cover plate in the clutch housing cover and look through the inspection hole. If the distance between the front edge of the plastic sleeve and the machined shoulder of the slave cylinder is 2mm or less, the clutch lining should be replaced.



PARTS and ACCESSORIES

New · Used · Rebuilt

swedish parts distributors inc.

30 PENNIMAN ROAD
ALLSTON, MA. 02134

TEL. 617 · 254 · 0353

SPD SPECIALS GOOD THROUGH 6-30-83

- Complete Heavy Duty Clutch Set, 99/900,
4 or 5 speed-----\$99
- Complete Turbo Clutch Set, 4 or 5 speed-----\$105
- 99 Heater Cores, '74 & up, exchange-----\$60
- All Tie Rod Ends & Ball Joints-----\$20 ea.
- All Brake Rotors-----\$38 ea.
- Call for prices on Proton, Sony, and Blaupunkt car stereo.

CLASSIFIED AD RATES

Ads offering parts or Saabs for sale or wanted at prices under \$200 are FREE to members and non-members. 25-word limit, plus name and address. Ads listing prices of \$201 to \$900, enclose \$2. Ads listing prices \$901 to \$2000, enclose \$5. \$2001 and up, enclose \$10. All ads without a price listed, enclose \$10.

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

CLASSIFIED AD DEADLINE

The Classified Ad deadline for the April Newsletter will be April 6, while the deadline for the May Newsletter will be May 4. Ads should arrive on or before those dates to insure being in that issue.

SONETTS FOR SALE

1966 Sonett, #19, Imron black, new exhaust and plexiglas rear window; solid chassis, runs good but needs some work: \$3950. Also 1968 Sonett parts car: \$1500 obo. Bill Silva, 401-726-0621, R.I.

1972 Sonett III, good condtion, good runner, 115,000 miles, good tires, new clutch: \$2300. Edmund Moenssen, 715-428-2156, No. Central Wisc.

1973 Sonett III, exc. cond., new upholstery, candy-apple red w/ white racing stripe; never been off west coast, 55,000 mi.: \$4000 firm. 805-736-5453, ask for Edna.

1974 Sonett, new interior, single exh. sys., hi-perf cam and carb, rebuilt trans., valves reground, Cibie headlights, 95,000 mi.: \$3200. Kevin Greatens, 414-468-8691 eve's.

1974 Sonett III, 60,000 mi., new exh., new tires, new paint, good running cond.: \$2700. Darryl Rosser, 615-282-3258, Johnson City, TX

1974 Sonett, yellow, recent trans. overh'l, valve job, new exh., fuel pump, filters, am/fm stereo, good body & int., drive home--Also 1974 green parts car, almost complete, trans. needs bearings plus extra V-4 engine, needs bal. shaft: \$2500 for all. Tom Higgs, 601-924-7631 after 6 pm CST, Clinton, MS

95's and 96's FOR SALE

1967 Monte-Carlo 850 w/ factory rebuilt '64 engine; trans. & brakes low miles since overh'l; needs starter rebuild and TLC; have spare tri-carb & velo. stacks to go w/ car: \$2500 obo. Dave Borden, 60 Vine St., Lynn, MA 01902, 617-592-9795

1967 96 two-stroke, 123,000 mi., engine rebt at 118,000; new exh. sys., new rear brakes & parking brake, new lave & mas. cyl's; runs well, some rust: Asking \$1100. Liz Hillyer, 41 Pond St, Framingham, MA 01701, 617-879-7358.

1968 96 Pro-Rally car, good cond. pending outcome of 100 Acre Wood rally run on 3-11. Recently rebt trans, complete w/ lights, Halda & belts: \$2000. Richard Miller, 214-644-8112, Texas

1970 95 wagon: \$500 or best offer. Jeff Hurd, 303-278-3667.

1971 96, 69,000 miles, structurally sound floorpan, brown int., rebt trans with new freewheel; motor for parts only: \$400 or trade for '72-'73 95. Steve Harper, 3309 Columbus Rd, Wooster, OH 44691, 216-264-3534.

1973 96, body & mechicals very good, receipts for extensive rebuilding avail; cream lacquer, stereo: \$2000 Brian McNally, Chicago, 312-465-5840.

95, 96 and SONETT PARTS FOR SALE

Three solex carbs for '67-'68 V-4: \$30 each or trade for other V-4 parts; Also new '74 EMS mag wheel: \$50. Derek Holman, 206-871-1501 eve's, 206-628-4405 days.

96 Parts, freight paid: four late model Sonett mags: \$250; two 99 mags: \$150; 96 fenders: \$75; Sonett front window: \$200; Sonett gas tank: \$125; Addco rear sway bar (96 & 97): \$70 and more. Mike Tucker, 2324 Davis Dr., Matthews, NC 28105, 704-847-2282.

Large selection of good used 95 & 96 parts for body and engine, locks, trim, etc--cheap. Brian McNally, 312-465-5840.

Sonett Parts: complete '74 less engine & trans.; complete '72 less seats; call or write for details & prices. Randy Cook, 1877 Oak Ridge Ln., Lawrenceville, GA 30245, 404-962-0528.

96 cast iron V-4 trans. case, generally used for racing: \$55; two-barrell Sonett manifold w/Solex carb: \$155; Fomoco Sonett carb: \$35; Sonett engine w/ a/c: \$225; rebt Sonett trans.: \$370. Trollhattan Perf. Cars, 1439 W. Lill, Chicago, IL 60614, 312-248-8861.

Rebuilt 1500cc V-4 blue engine short block, w/ heads & intake manifold: \$650 plus shipping. Wes Curtis, 1429 E. 2nd St, Duluth, MN 55802, 218-728-2337 home, 218-728-5334 work.

Order your spare replacement rear plastic window for '68-'69 Sonett V-4 in clear or lt. green (limited production), price \$250 + freight, delivery 8 wks; deposit \$125 refundable if we don't get enough orders to make production possible. Hank Latunski, 25612 Via Solis, San Juan Capistrano, CA 92675, 714-831-7024 or 714-493-4066.

Parting out '69 96 body minus engine & trans; also have injured '70 engine. Jerry Jeffries, 30 Adams, Evansville, IN 47713, 812-423-8050.

KYB gas shocks for 96 & Sonett, new \$24 ea, front or rear. Jeff Delahorne, 218-525-3253

For '65 96: voltage reg.: \$10; wiper motor: \$20; radiator: \$20; heater motor: \$10; clock: \$7; heater core: \$25. Tom Franko, 3512 Mayfair St., McKeesport, PA 15132, 412-672-6622.

Parting out '67 96 V-4, call Jeff Hurd, 303-278-3667

SAAB
Parts & Accessories
 Fully Illustrated Catalog *300
800-523-7011
IN PA. (215) 277-2250
EMS AUTOSCANDIA
products inc.
 340 E. Church Rd., King of Prussia, PA 19046

95, 96, and SONETT WANTEDS

Wanted: Sonett speedometer from '68-69 & '75 99 front grill, LF lens for '74 99. Mike Tucker, 2324 Davis Dr., Matthews, NC 28105, 704-847-2282

Wanted: 1.0 mm oversize piston with rings for '66 Monte Carlo engine, will pay up to \$50. Rob Olker, 2609-A Blakemore Ave, Nashville, TN 37212, 615-297-3831 or 615-298-5320 both after 6 pm CST

Wanted: for '69 Sonett V-4, tail light lens (reflector type) & front (orange) side position light lens. Will pay \$\$\$ for the right parts. Dale W. Miner, 777 Taylor Ave, Apt. 210, Alameda, CA 94501, 415-521-8241.

Wanted: Speedometer/odometer cable for '69 V-4 96: \$10 incl. postage. Mark Lazerson, 741 E. Gorham, Madison, WI 53703, 608-255-3580.

Wanted: Sonett III floorpan, need not be perfect, but must be structurally sound: please write with price. Bob Girton, Rt. 2, Box 147-B, New Bern, NC 28560

Wanted: Sonett III hood incl. headlight buckets & linkages; handbrake cables, rear bumper, four new or slightly used 155SR15 tires, four plastic hub caps for Sonett wheels, two new/used gas shocks for rear window. William J. Ross, 2012 Marlindale Rd, Clev. Hts, OH 44110

Wanted: Sonett grills, need one each for '68 V-4 & '73 Sonett III; new, used or repairable. Roger Banks, 151 NW 8th Ave, #5B, Ontario, OR 97914, 503-881-1672.

Wanted: for '72 95 or 96; front seats, dark green vinyl, offer \$50, must be exc. cond.--Also for '68 grill, offer \$10, no dents or bends. Tom Franko, 3512 Mayfair St, McKeesport, PA 15132.

Wanted: front seat cover, one tan, heavy embossed vinyl from '71: \$20; heavy rubber winter accessory floor mats: \$15; excellent driver's rear corner 95 bumper: \$15; any fender '72 95 original blue: \$25 ea.; Also Saab sales literature and Tekno scale model 96. Robert Allen, 114 Kimberly Rd, Hamden, CT 06518, 203-248-8798.

99's and 900's FOR SALE

1971 99, great engine, everything works, 84,000 mi had a lot of rust, recently given big doses of TLC; new front tires, will deliver for bus fare home: \$500 Marc Frank, 212-438-2022 anytime

1979 900 Turbo 3 dr., blue metallic, 41,000 hwy mi. am-fm cass., 4 spd, carefully maintained; engine & electrical shop manuals go with it: \$7950. Suzanne Rand or Paul Hammond, 1229 7th St. SE, Minneapolis, MN 55414, 612-378-0910 after April 5.

1979 900 5 dr. Turbo, cardinal red metallic, extra set of four winter wheels & tires, Cibie halogens: \$6850. Fred Katz, 4923 Foxfire Trail, Middleton, WI 53562, 608-836-8629.

1980 900 EMS, 5 spd, dorado brown, exc. cond., 28,000 mi., 4 spkr am/fm cass. stereo: \$8200. Ed Priest, Rt. 9, Box 130, Chippewa Falls, WI 54729 715-723-8107.

99's and 900's FOR SALE, continued

1982 900 Turbo APC, black w/ burgundy int., 3 dr. 5 spd, a/c, console w/ oil temp., oil press. & volts; low miles & very good cond. Maj. John Clark, PO Box 1661, APO, NY 09403. Can ship free to either coast.

99 and 900 PARTS FOR SALE

'79-83 Factory repair manual for 900 & Turbo--three volumes--orig cost \$163: sell for \$95 obo. Howard Davies, 1172 Co. Rd 2256, RD #1, Perrysville, OH 44864, 419-368-7411.

Blaupunkt radio model 2010 from '83 Turbo, am-fm cass, dolby, black: cost new \$395, sell for \$200. Alex 213-682-1517.

Pirelli P-6, excellent: \$65; Tail lamp lens for 99 or 900 '79, right side: \$15. J. Maymon, 615-297-3864 or 251 Summit Ridge, Nashville, TN 37215

Headlight covers for 900's, look like European head-lights, easily installed. Set of two: \$29 + \$2 post. Paul L. Dukehart, 81 W. Green St., Westminster, MD 21157, 301-848-7207.

Tie rod ends for '69-'74 99's: \$18 ea; tie rod ends for '75-on 99: \$16 ea; Ball joints for all 99's: \$18 ea. Jeff Delahorne, 218-525-3253.

Factory Repair manual for '69-73 99, 3-ring binder type: \$25. Tom Franko, 3512 Mayfair St, McKeesport, PA 15132, 412-672-6622.

1981 900 Turbo engine & trans.; complete package to convert any 900 to Turbo, incl. drivetrain, lambda sys., ign. sys, exhaust, dashboard & front wiring harness. Vail Imports Garage, 303-926-3684.

99 and 900 WANTEDS

Wanted: for '74 99, headrest cushions, blue, grey, or black, offer \$25 for pair or trade for V-4 parts or 99 speedometer & gauges. David Kronen, 213-346-0993, 22706 Califa St, Woodland Hills, CA 91367

Wanted: 1980 900 Service manual. Leo Skrzypek, PO Box 8631, East Hartford, CT 06108, 203-289-6031 Mon-Fri 8:30-4:00

Wanted: radiator w/ two fans and radiator saddle for '78 Turbo; also parking lights & grille for '78 Turbo and factory shop manual, '75-78. Joe Burian 402-734-0753 after 6 pm.

Wanted: rebuilt or low-miles used engine & 4 spd. trans for '76 99. Pat Gaffney, 11 Sharon Ave., E. Setauket, NY 11733.

MORE CLASSIFIED ADS ON BACK PAGE.....

**SAAB
SUBARU**

WOLF IMPORT MOTORS, INC.
1685 MENTOR AVE. PAINESVILLE, OH 44077

SPRING TUNE-UP SPECIAL

Take Advantage of These Special Savings
It's genuine Saab, it's value

And it's specially tuned for you

SAAB 900-oil, fuel, air filter, plugs...\$35.00

SAAB 99-same as above, pts, and cond..\$37.00

state year and model (216) 951-SAAB

Ohio res.add 5.5% sales tax. (216) 354-5689

Please use knife/letter opener

MAR. 1983

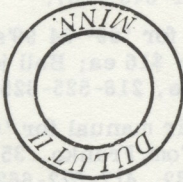


Address Correction Requested

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



BULK RATE
U.S. POSTAGE
PAID
PERMIT No. 1909



99 and 900 WANTEDS, continued

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

MISCELLANEOUS ADS

For Sale: Wink 4 panel mirror, new: \$12 delivered. Gary Thomas, 607-277-0501, 113 Irving Pl, Ithaca, NY 14850.

For Sale: Books: "Saab The Innovator" and "From Two Stroke to Turbo," new, both for \$20. Also Saab neck tie, blue with white Saab's, new: \$10. Craig Thompson, 1123 Lincoln #9, Santa Monica, CA 90403, 213-393-4924.

SAAB WINS GERMAN SAFETY AWARD FOR MIRROR

Saab Press Info: The Saab Car Division of Saab-Scania AB was recently awarded the German Automobile Club's 1982 Safety Shield for the wide-angle rear view mirror available on Saab's in Europe.

The wide-angle Saab driver's side rear view mirror, which cannot be sold in this country because of U.S. regulations, shows two fields of view at the same time and thereby covers a very wide angle and eliminates the driver's blind spot. The mirror has two surfaces: one large plane surface closest to the driver and separated from a narrow convex surface by an etched line. Together these two surfaces enable the driver to follow a passing vehicle all the way to the point where it becomes visible in the driver's indirect vision.

SAAB WOLF IMPORT MOTORS, INC. SUBARU SPRING TUNE-UP SPECIAL Take Advantage of These Special Savings! It's Genuine Saab - It's Value! And it's specifically tuned for you! SAAB 900-411, fuel air filter, plugs... \$32.00 SAAB 99- same as above, plus cond. \$37.00 State year and model. (214) 387-2244 This low add \$3.75 sales tax. (214) 387-2244