

THE SAAB CLUB

COMPACT FRONTWHEEL DRIVE CLUB of AMERICA

Our records show that you are now due in club fees. We hope you find our Newsletters useful and improved, and worthy of your support.

JUN '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

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MEMBERSHIP/SUBSCRIPTION

Dues for membership/subscription are as follows:

First year, third-class mail	\$11.00
First year, first-class	\$12.00
Renewal, third-class	\$ 8.00
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. Individual back issues: 75¢ each.

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

CENTRAL ILLIANA SAAB CLUB--June meeting had five cars with various problems, from dirty injectors to weak shocks. One 99 had water in the trunk due to a plugged drain hole. We hope for a much better turnout for the V-4 clinic on June 19th in Catlin (probably past-tense by the time this Newsletter is received, Ed.). The July meeting will probably be a picnic at Hassell Park, Champaign, IL, 2 pm, date to be announced. For more info, contact Margrit Adler, 217-356-9244.

MINNESOTA SAAB CLUB-- July 7 meeting will have Saab Rep. Arsey Miller along with a videotape of the May 14 fix-in. If his schedule does not permit the July appearance, Arsey promises to be at the August 4 meeting. As usual meetings will be at 8 pm at the Shakey's at Snelling & Larpenteur.

On Saturday July 30 there will be a fix-in and tour of facilities at Andrews Auto Rebuilding in Princeton, MN. The starting time is 9 am. For more info contact Bob Swinehart, 2112 Bradley St., St. Paul, MN 55117.

CITROEN CAR CLUB OF OHIO-- welcomes Saabers to their summer meet, August 20, at the Cass Scenic Railroad in Cass, WV. The steam train runs a 22 mile, four-hour trip beginning at 9:30 am. Price is \$8 for adults, \$3.50 for children. Contact Don James, 3761 Morley Dr., Kent, OH 44240.

SAAB CLUB OF SOUTHERN CALIFORNIA-- will hold a picnic/barbecue at Big Bear Lake sometime in late July or early August. For information, map, and date, send SASE to Paul Florance, 54-62nd Pl., Belmont Shore, CA 90803. There will also be a slalom July 10 at Orange Coast College. First car beginning at 8 am and the public is welcome. For more details, call Paul Florance, 213-438-3257.

GREATER NEW YORK AREA SAAB CLUB-- will have its next meeting July 17, Sunday, at 10:30 am at Floyd Bennett Field, Building #272. The topic will be auto air conditioners. For more information, contact Marc Frank, 212-438-2022.

MINNESOTA SONETT CLUB--will have their next meeting at the National Convention in Galena, IL on August 27 and 28. The Minn. Sonett Club may have a tour to the Convention jointly with the Minnesota Saab Club. For more info, contact Warren White, PO Box 547, St. Croix Falls, WI, 54024.

SAAB CLUB NATIONAL CAPITAL AREA--will have their next regular meeting July 13th at the Silver Spring Public Library. The parking lot meeting starts at 7:30 pm with the indoors meeting at 8 pm.

On Friday and Saturday, June 24-25, International Motors in Falls Church, VA will carry out a free 29-point safety inspection of 99's and 900's, under the supervision of Saab factory technicians. Belts, hoses, fuel systems, brakes, exhausts, etc. will be checked and a report provided. Advance appointments will be require for times between 8 am to 5:30 pm on Friday and from 8 am to 1 pm on Sat. Reservations can be made at the service department 703-534-0770. Technicians from Saab will be present to answer questions as to service and parts. For more information about the SCNCA, contact Toby Turpin, 301-384-6732.



Club member John Barron, St. Louis Park, MN, leads two Rabbits onto the straight at Brainerd International Raceway in an SCCA regional race May 30th. John, driving the Saab Club Competition Team's '79 99GL, finished a creditable third in Showroom Stock B in his first race. (photo by Katie)

96 FREEWHEEL REBUILD, BRAKES, & T/S PLUGS

I recently dealt with my first late-style 96 free-wheel, complete with ten rollers, 20 plungers and 20 springs. I've mastered the assembly of the older six roller style with my bare hands, but this required a different approach. I ended up putting a dab of grease behind each roller to hold it and the corresponding pair of springs and plungers in place, until I could twist the unit with an input shaft and tighten a wire around the rollers to retract them for installation. I rinsed the assembly in solvent to remove the grease before putting it in.

Some people might not know about using a piece of tubing, such as brake or fuel line to hold down the detent balls while putting the shift rails into the shift forks. The hollow end of the tubing holds the ball depressed securely until the tip of the rail reaches. I do one shift fork at a time, and shift the forks rearward, rather than move the rails forward.

As long as we're onto transmissions, I would like to remind members to regularly change your tranny oil. If you can only get a pint out, or you get a heavy smear of silver "mud" in the drain pan, you've waited too long. It's much cheaper to maintain a Saab transmission than it is to repair one.

Rear brakes--I did a rear brake job on a 96 last week and found one wheel cylinder frozen, the other leaking. People should change their brake fluid more frequently. I noticed I was doing some things other members might like to know.

Before pulling the drums off, back off the adjusting screw so the brake shoes do not drag on the drum. If you replace the shoes, back off the adjuster completely before reinstalling the drums. After you've adjusted at the backing plate, adjust the handbrake to take up the slack--the two systems work together and doing this will take up the slack in the mechanical part of the system.

When putting on a new wheel cylinder, I find it is quicker to remove the bleed screw and spin the cylinder onto the compression nut on the line, rather than to turn the nut into the cylinder. When it is almost tight, I install it in the backing plate, putting the bleed screw and split pin through their respective holes, then tightening the nut with a wrench. Take care when turning the nut--it is easy to twist the brake lines.

When installing a new grease seal in the brake

drum, I lay the seal face down on the bench and push the drum onto it, instead of trying to drive the seal into the drum. Much easier.

How about a mistake of the month column? (just to see my name in print...). When I rebuilt the transmission in my girlfriend's '68 95 I put a spacer between the needle bearings that lay under fourth gear, just because second and third have spacers. Torquing down the primary shaft collapsed the bearing cages and after five miles of driving the gear seized on the shaft. Fortunately the gear was not damaged and I was able to come up with another primary shaft.

I also had a wheel come loose at 60 mph on the freeway because I failed to replace an axle nut after installing a new axle. Only the caliper held it on. Theoretically, we learn from our mistakes.

I've been using Nippondenso M-24S plugs in my GT850 for about a thousand miles and I like them. They are cheaper than NGK's and seem to be as resistant to fouling.

Wally Freece, Seattle, WA

Ed. Note: Wally also included an explanation of Robert Allen's speedometer surging problem (April '83, p. 2) which was essentially the same as printed last month. Thanks also to B. O'shea of Galeton, PA, Bob Mitchell of Pleasantville, NJ, and others who responded with the same answer.

V-4 BRAKE HOSES--DAY/NIGHT MIRROR FROM 99

For W. Freedman (Feb. '83, p. 3), remember that there is a replacement brake hose for the front of V-4's available from BAP-Geon, p/n 073-0143.

In regards to a day-night mirror for V-4's, I found a 99 mirror, minus the bracket to the body (i.e. ball & socket/mirror only) will snap into a V-4 mirror bracket and work just fine.

Eric Killinger, Boulder, CO

RESERVATIONS FOR AUGUST 27-28 CONVENTION

The convention will be held at Chestnut Mountain Resort in Galena, IL. Chestnut Mtn. will hold a block of rooms until July 1 for us, but after that date it is up to individual club members to make their own arrangements for accommodations there. Chestnut Mtn. will require a \$10/night deposit to hold a room. Their rates range from \$52-\$65 per night for two people, and their phone number is: Inside IL--800-892-0738; outside IL 815-435-2914.

There is a great range of other accommodations available in the Galena area; for information on these, contact the Galena Chamber of Commerce.

The schedule now looks like: Sat. am, registration; Sat. afternoon, parts swap and rally; Sat. evening, dinner with program; Sunday morning will be for tech's sessions. There will be lots of free time for doing whatever you want; we will not try to plan every minute of the weekend. We may still have the manufacturers/distributors expo; we are still working on it. Club members should feel free to mention the expo to businesses they know that might be interested. Have them contact me or Andy Federowski in Chicago.

More members have contacted us saying they will be attending, and since both Minnesota clubs are attending, along with involvement from the Chicago and Milwaukee clubs, it looks like we are picking up steam.

Jeff Delahorne, editor

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WEBER 34 ICH CARB INSTALLATION ON SONETT

I just completed the first test drive of my '69 Sonett V-4 with the Weber 34 ICH carburetor installed. To say that I am pleased with the performance of the new carb would be a gross understatement. It seems to have solved all the problems I had with the old Solex.

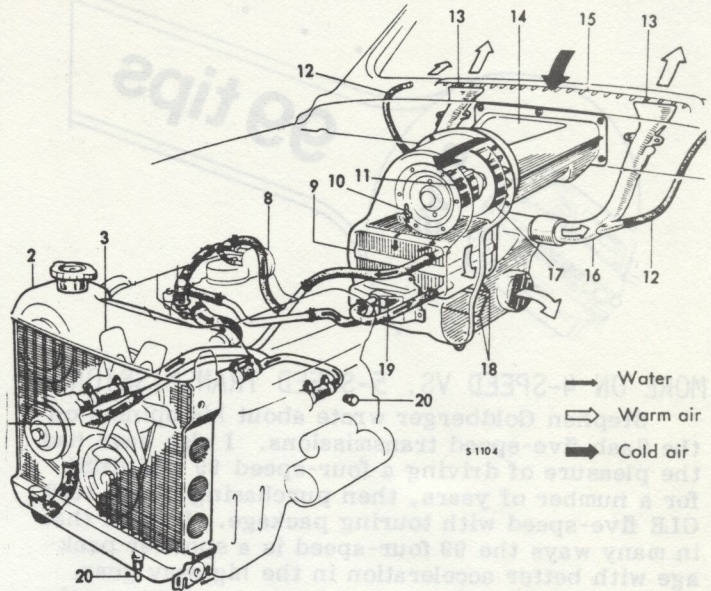
I thought I would pass on some solutions to problems I ran into when installing the new carburetor. First, the water pipe outlet on the thermostat housing must be changed because it hits the fuel inlet to the carb. You can either use a fitting from a '69 Fomoco carb equipped V-4 (which is closer to a "T" than the "Y" the Solex cars come with) or you can go to a single outlet fitting like the '70 and later V-4's had. If you use the single outlet you'll need to add an outlet on the intake manifold below the radiator hose so that the heater core has a water supply (see figure). That nipple is Saab p/n 88-01-276, similar fittings may be available at plumbing supply houses, etc., since it is just pipe thread. You won't need the water supply to the automatic choke anymore since the Weber has a manual choke.

The throttle linkage must now be modified as the Weber throttle works in the opposite direction from the Solex. That is, the Weber throttle lever is pulled toward the throttle rod to open whereas the Solex is pushed away. Tips on this have appeared in past Newsletters so I won't elaborate. I simply unbrazed the rear horn on the throttle rod and rebrazed it into the new position. I also put two slight bends in the rod which connects the rear horn on the throttle rod to the linkage coming out of the firewall. This was to improve the alignment between the shaft and the rear horn in its new position.

I replaced the linkage (and those funny clips) which connects the front horn to the throttle lever on the carb with a ball and socket type linkage. Ball and socket linkages are available at any good auto parts store and eliminate 99% of the slop in the stock V-4 linkage system. When the linkage is properly adjusted, the throttle should be wide open just at the point when the pedal reaches the floor. Make sure there is no binding anywhere in the linkage. A stuck throttle can be thrilling! Mine works much smoother than the old stock linkage.

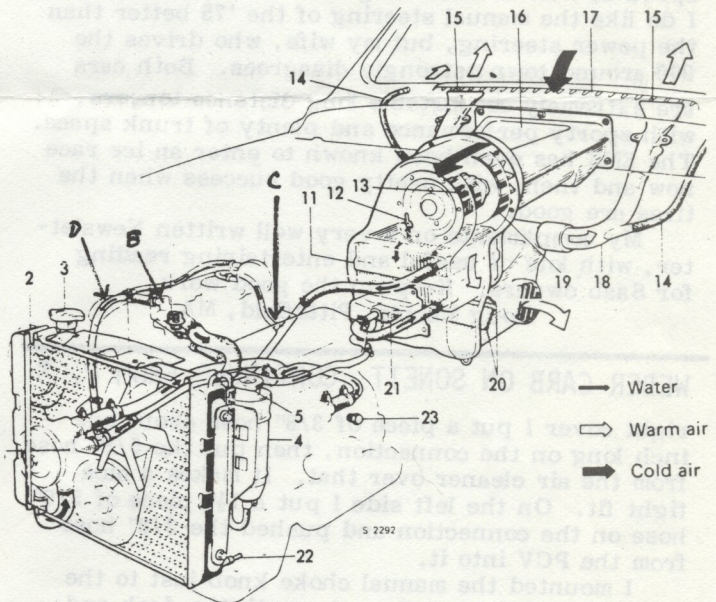
The next problem is probably unique to Sonett V-4's. The clearance between the hood and some parts of the engine is practically nil. That extra bubble on the hood isn't just for laughs, although it gets a few. Saab solved one clearance problem by reversing the rocker arm covers so that the oil filler cap is on the left towards the rear of the engine. The cap hits the hood if you try to install it in the more common position.

What does all this have to do with installing a new carb? Well, the breather hose which supplies air from the air cleaner assembly to the valve cover on the left hits the choke lever of the new carb. So I moved the hose connector so that it would feed the right valve cover. I accomplished this by unbrazing the connector from the air cleaner, plugging the hole and rebrazing the connector on the other side of the air cleaner assembly. Now the PCV valve which was formerly fed by a hose on the right cover must be fed from the left rocker arm cover. This is easier. Simply turn the intermedi-



COOLING AND HEATING SYSTEM, UP TO AND INCL. THE MODEL 1968

The right side of this "Y" (pt. A) interferes with the fuel inlet to the Weber carb. Either use a wider "T"-style fitting from a '69 (p/n 88 07 745), or use a one-outlet fitting from a '70 and later and modify as in the figure below.



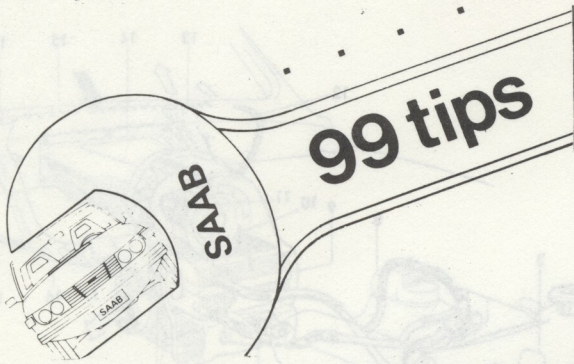
COOLING AND HEATING SYSTEM, AS FROM MODEL 1970

You can run the hose from the single outlet fitting on the thermostat (pt. B) to the heater outlet pipe fitting (pt. C) since both are 5/8" fittings on the Solex-equipped cars. If you do this, you don't need the pipe (pt. D), which on the '70 and later cars supplies water from the block to the water pump.

ate plate beneath the carb around.

One problem remains. The hose connections on the valve covers are of different sizes. On the

CONTINUED AT BOTTOM OF NEXT PAGE.....



MORE ON 4-SPEED VS. 5-SPEED TRANSMISSIONS

Stephen Goldberger wrote about his opinion on the Saab five-speed transmissions. I also have had the pleasure of driving a four-speed 99 ('75 EMS) for a number of years, then purchasing a new 1980 GLE five-speed with touring package. I agree that in many ways the 99 four-speed is a sportier package with better acceleration in the highway gear. However, the 900 five-speed is much quieter on the highway, and will run the length of Massachusetts (not the flatest state in the country) without falling under 60 mph or requiring a downshift out of fifth.

Using the lower gears nets nearly the same passing performance as the four-speed and the use of a double clutch eliminates any stiffness in the five-speed as well as extending the life of the synchro's. I do like the manual steering of the '75 better than the power steering, but my wife, who drives the 900 around town, strongly disagrees. Both cars are extremely comfortable long distance tourers, with sporty performance and plenty of trunk space. The EMS has even been known to enter an ice race now and then, with pretty good success when the tires are good.

My compliments on a very well written Newsletter, with lots of useful and entertaining reading for Saab owners. Keep up the good work.

Doug Marble, Pittsfield, MA

WEBER CARB ON SONETT, CONTINUED FROM P. 3

right cover I put a piece of 3/8" hose about one inch long on the connection, then put the 5/8" hose from the air cleaner over that. It makes a nice tight fit. On the left side I put a 1 1/2" piece of 5/8" hose on the connection and pushed the 3/8" hose from the PCV into it.

I mounted the manual choke knob just to the left of the steering column beneath the dash and ran the cable through the firewall with the main wiring harness.

Be sure that the air cleaner assembly is pushed down as far as it will go onto the carb before the clamp is tightened down. If the air cleaner touches the hood (on Sonett's) when it is closed, try filing down the collar on the air cleaner slightly so that it sits a little lower on the carb. I had to take off about 1/8". Clean out any filings in the air cleaner before you install it.

While it may seem to be a lot of work (it isn't, really) it is well worth the effort. I've ended up with a Sonett which runs much better and looks completely stock.

Dale W. Miner, Alameda, CA

MEMBER USES 75W90 GEAR OIL IN '76 99

The subject of transmission oil came up again in the February Newsletter. I would like to add a few comments on this subject. Users of the recommended SAE 75W gear oil should keep in mind that it is a very light oil. I would be concerned about its low viscosity (poor ability to lubricate) at higher operating temperatures and the effect of the lubricant's thin film thickness on the wear of internal components. I personally would not want to tow a boat with our 1976 99 on a hot day with the transmission filled with a 75W weight oil.

A multi-graded gear oil makes more sense to me and certainly it has to be a safer choice. For several years now I have been using "Mobilube SHC 75W-90" gear oil with complete satisfaction. There is no difficulty in shifting gears on cold mornings and I feel I have more wear protection at the high end of the temperature range. When I bought the oil, it was available in five-gallon or larger containers.

For six years now our Saab has been an extremely unreliable automobile with problems of all types appearing systematically. One of the problems that we are experiencing now is hard starting of the warm engine, as has been reported by several members in recent reports. This has been going on since last summer. The latest attempt to find a solution was the addition of a warmup kit, recommended by the regional Saab representative. Unfortunately the kit has helped very little. We still continue to grind abnormally long in starting a warm engine.

The 99 does have some good points. It is comfortable, quiet and behaves very well in snow.

P. Pryshepa, Massillon, OH

900 AC TIP AND 95/96/97 HANDBRAKE INFO

If your 900 air conditioner apparently works, but is producing no cold air, feel the dryer/receiver. It should be warm. If it is cold, this means it is plugged and should be replaced.

V-4 Handbrakes--It is almost never necessary to adjust the emergency brake cables in 95's, 96's, and 97's. If your emergency brake will not hold, it is a signal that your rear brakes need adjusting. If the adjusting screw is frozen, spray it with "Liquid Wrench" several times over a few days. If it is still frozen, try heating it with a propane torch. It is worth the money to buy an eight-point socket that fits the adjuster peg properly, rather than taking a chance on rounding it off.

Has anyone ever truly found out where the water comes from in 95's, 96', and 97's that rots out the floor? The best I can guess is it comes from a leaking windshield. I'm sure this is information everyone would like to know.

Bob Mitchell, Pleasantville, NJ

99 DELCO DIST. POINTS SAME AS '63 CORVAIR

Dick Walter from New Mexico called to report that he had found that the points and condenser for the Delco distributor model 99's (carbureted) were the same as a 1963 Corvaire.

He also reported that a condenser could cause the same problems as an intermittent coil, i.e. works fine until warmed up and then shorts out, stopping the car. After the car is allowed to cool, the condenser will work again for another period.

Jeff Delahorne, editor

900 TIRE WEAR, BRAKE, AND MAINTENANCE TIPS

I got 42,000 miles on my first set of P-6 tires. That includes some very spirited high-speed cross country driving and many weekend autocross (Solo II) events. The trick is to be very careful of your tire pressures for the type of driving you are doing. I always use the same tire pressure gauge and go by the cold (before driving at all) readings. I have a '79 Turbo three-door with the factory settings, 2½° negative caster, so I was getting uneven tire wear on the front outer edges, especially since I used the same tires to autocross. Instead of simply rotating the tires front to rear, I had the front tires remounted in reverse on their wheels and switched sides of the car to keep the tire rotation in the same direction.

With a lightly loaded car (one or two persons, no luggage) I have found the best pressures at 36 psi front and 31 psi rear. Note this will allow the rear to "hang-out" when cornering hard at speed, but controllably. P-6's are expensive, but I bought the Turbo for its performance, so why cut back on tires?

Brakes--Brake discs get a lot of misuse. After washing your car, be sure to drive it using the brakes to dry the discs. This will prevent little rust patches under your pads that can pit the disc. If you have been doing a lot of hard driving (i.e. using your brakes a lot at higher speeds, descending a mountain, etc.) do not park with your emergency brake on. This allows for uneven cooling of the discs and possible warping.

I agree whole-heartedly with Paul Olsen (Aug. '82, p. 3) about not using household cleaners on your car. Mine is black and spots bad enough with just plain water.

I have yet to read in our Newsletter about the value of Armor-All. I live in the sun belt, and this great product has kept my plastic bumpers, dash, etc. looking better than new after three years and 53,000 miles. I have found it to be superior to the STP spray protector.

One last note on car care: remember that the underside of your car is the most important place to wash. All that dirt on the brakes, in the wheel wells, and around the suspension points hold moisture and breeds rust.

Nathan Dickerson, El Paso, TX

900 THERMOSTAT FAILURE--STUCK IN 'CLOSED'

I recently had a thermostat fail in a 900. The owner was driving when all of a sudden his temperature gauge went to the top. I was always under the impression that a thermostat always failed in the "open" position, so I wrote a letter to Gates to ask them about it.

I recently received a lengthy and detailed answer from them, in which they outlined the many causes of thermostat failure. But the big news is that they indicate a thermostat can fail in either the "open" or the "closed" mode.

So, for the few dollars it cost, I changed the thermostats in all my vehicles as preventative maintenance. And now, as well as points, plugs, tape, wire, etc. that I carry in my on-the-road trouble kit, I've included a new thermostat--real cheap insurance.

Ed. Note: My experience with failed thermostats is that once they've been overheated by an excursion into the red zone, they become unreliable. One would never completely close, keeping the car ('79 99) from warming up, while the other was sticky and would not open at the right temperature, waiting until the gauge was approaching the red before releasing. So now, if the engine has overheated, I just replace the thermostat as a matter of course. Bob Mitchell's idea of carrying a spare is a good idea too.

"Snake in the Dash?"--The other morning (at 7 am) my phone rang. An excited voice told me, 'Bob, quick, quick, bring your tools and come down here quick.' I told him I didn't "come" anywhere, bring the car here.

'I can't,' he said.

"Why not?"

'My wife's Florida king snake is under the dash. She had it in a big sock and it got out of the sock, and there's a hole in the glove box, and it got out. Come quick and take the dash out.'

I told him my labor rates for removing the snake ran about \$900 an hour. So he asked for other suggestions. I told him to get a saucer of milk and a flute.

The last I heard, his wife (and especially him) have not driven the car for two weeks, and nothing has been seen of the snake. I've hear of getting the bugs out of a car---but snakes? Frank Buck where are you when we need you?

Bob Mitchell, Pleasantville, NJ



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NEW SYNCHROMESH PARTS FOR 4 & 5 SPEEDS

Saab Service Info: This is to inform you of production changes to the synchromesh parts for second and third gears and how to identify them.

The new parts were introduced on five-speed gearboxes beginning with serial numbers 480053 and 523814. The new second gear was introduced in four speed boxes beginning with serial number 174284 and it is planned to introduce the other parts by July, 1983. (These changes in four-speed boxes will only affect complete assembly replacement units in the U.S. market.)

DO NOT INSTALL OLD DESIGN PARTS IN GEARBOXES WITH SERIAL NUMBERS ABOVE THOSE LISTED.

The chart shows the new and old part numbers, the gear affected and the nature of the change.

PARTS IDENTIFICATION: To prevent confusion between old and new parts, six dogs (three pairs) have been provided on the inside diameter of the new synchromesh rings and a groove has been turned on the outside diameter of the sleeves. The difference between the old and new gearwheels may be seen clearly by the asymmetrical tips on the new engagement teeth.

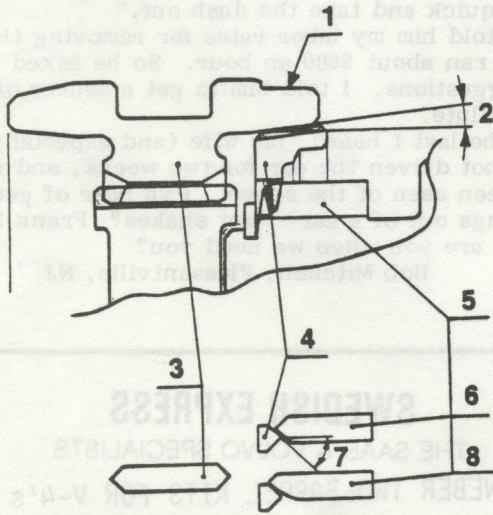
Spring 87 00 429 is marked with white paint.

Spring 87 15 120 is marked with green paint.

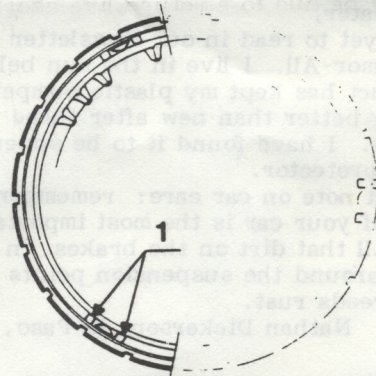
NOTE: A new synchromesh sleeve (87 20 419) must always be installed with two synchromesh rings of the new design (87 19 916 and 87 19 924) and vice versa.

Description	Old part number	New part number	Change refers to gear:				Change refers to:
			1	2	3	4	
Synchromesh sleeve	** 87 00 411	87 20 419	x	x	x	x	Taper angle 6.67° → 6°
Synchromesh ring	* 87 12 135	87 19 916		x	x		Taper angle 6.67° → 6° +Molybdenum
Synchromesh ring	* 87 14 446	87 19 924	x			x	Taper angle 6.67° → 6°
Gear (2nd gear)	** 87 01 773	87 20 401	x				Asymmetrical tooth tip angle
Gear (3rd gear)	** 87 11 640	87 20 484			x		Asymmetrical tooth tip angle, shot-peened
Spring	87 15 120	87 00 429				x	5-speed gearbox
Spring	87 00 429	87 15 120	x				4-speed gearbox

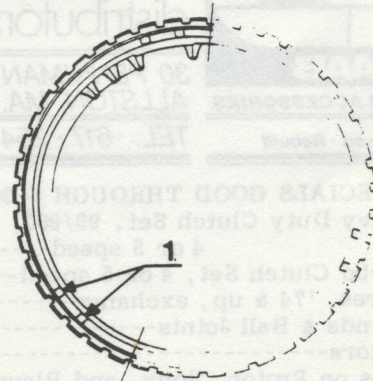
*Synchro rings of the old design will continue to be available.
 **Gears of the old design will be superseded to the new design when existing stocks are exhausted. This is also true of the synchromesh sleeve. Parts of the new design must be used together.



1. Groove
2. Taper angle
3. Synchromesh sleeve
4. Synchromesh ring
5. Gearwheel
6. Symmetrical
7. Tip angle
8. Asymmetrical



Synchromesh ring 87 19 924
1. Dogs (three pairs)



Synchromesh ring 87 19 916
1. Dogs (three pairs)

SAAB SERVICE TIPS

When replacing a turbocharger it is important to change the engine oil and filter. Also remove and clean the turbo oil feed and return lines. A turbocharger failure, whether related to oil condition or not, will certainly result in oil contamination.

A high oil consumption or oil smoke problem affecting a brand new 900 Turbo may be due to a blocked CVS hose. Disconnect the hose at the cam cover and blow through it. If it seems restricted, check the air filter housing plastic nipple fitting for blockage, e.g. by plastic flashing. If the nipple is blocked, it must be removed and cleaned. You can clean the flashing from the nipple by hand twisting a 9mm drill bit into both ends. NOTE: make sure that no loose particles remain in the nipple, reinstall and re-test for blockage.

Always check a newly installed oil filter for leaks. If it does leak, tighten it another third of a turn and check it again before suspecting a problem with the filter.

Now is the time of year to be sure that AC drive belts, alternator belts, etc. are in good condition and are properly tensioned. A worn or loose belt is a prime candidate for failure. Heat generated by the slippage causes very rapid failure of belts.

A complaint of cold start and stalling after cold start coupled with poor cold driveability on a brand new car may be due to a return line check valve installed backwards, causing high line and control pressures. Inspect the return line check valve to see if it is installed correctly. The moulded arrow on the body of the valve indicates fuel flow direction and it should point in the direction of the fuel tank. Recheck both line and control pressure (hot and cold) if it was necessary to reverse the valve.

Gasohol and many aftermarket gasoline treatments may cause the float in M81-82 fuel level sending unit to stick. Advise the owner to discontinue use of such products if this happens.



Performance and appearance products for Swedish automobiles

EUROPEAN HEADLIGHTS	\$260.00 pr. (\$6.00)
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EUROPEAN STONE SHIELD	\$35.00 clear, \$37.00 lt. smoke (\$2.50)
Scratch resistant clear or lt. smoke thermo-plexiglas lense guards protect expensive lenses from stones.	
STOCK STONE SHIELD	\$35.00 clear, \$37.00 lt. smoke (\$2.50)
Same material as European style for protection plus expensive European headlight appearance.	
HEADLIGHT WASHER/WIPER SYSTEM	\$189.00 (\$3.00)
Improved visibility in bad weather for all 900's with Euro lights or stock stone shields and 240 series Volvos.	
AIR/AIR INTERCOOLER	Temporarily unavailable
Call or write for information. Conducting interest survey to present to possible new sources.	
ADJUSTABLE BOOST CONTROL	Call for price
Dash mounted control permits boost pressure adjustments from driver's seat. Complete with 15 lb. VDO boost gauge.	

24 hour phone: 412-283-6171
80 Hansen Ave. Lyndora, PA 16045
Joe Caparosa, Jr.

TERMS: Personal checks (add 2 weeks for shipment), money order, certified check, or UPS-COD (cash or cert. ck.). Please add shipping charges in () for each item ordered.

SAAB BEGINS ONE-YEAR WARRANTY ON PARTS

Saab Press Info: Saab-Scania of America has announced a new one-year unlimited-mileage warranty on all parts and accessories. The extended coverage includes labor on dealer-installed items, said Ed Kaplanian, Saab-Scania of American national parts and accessories marketing manager.

"Our dealers now offer one of the industry's very best warranty programs," Kaplanian said. "It tells Saab owners our parts are top quality." The program is effective immediately.

REPLACEMENT WINDSHIELD WASHER PUMP FOR 99

After six years I finally had to replace the windshield washer pump on my '76 99GL. The bracket that holds the pump and fluid reservoir on the '76 is made of two sheet metal stampings that are screwed together. Remove the entire bracket (first remove the reservoir) from the car, take off the motor and pump, then remove the "front" part of the bracket that is held on by two sheet metal screws.

Discard motor, pump and "front" sheet metal stamping, but save screws. Using the lower mounting holes for sheet metal screws (original used the upper holes) an aftermarket "Roberk" pump/motor can be screwed on, no fuss, no drilling, using the Saab screws even. I think the Roberk pump part number was HD75, but this was six months ago. It cost \$7 at a local K-Mart.

Then simply rebolt the bracket (with pump/motor) onto the 99, splice in wires to old harness, hook up tubing and replace reservoir. The Roberk comes with crimp-over splicing fitting for easy installation, but I chose to cut them off and use real automotive solderless connectors. It has worked fine for six months now.

Rick Zordan, Indianapolis, IN

HIGH BEAM LIGHT ADJUSTED BY PANEL RHEOSTAT

An idea I have for the "too bright high beam light" problem is to connect the high beam indicator light wire to a relay, then connect the light through the relay to the dash light system. This would give you the capability of adjusting the intensity of the high beam indicator light along with the dash lights.

You would use the high beam indicator as the "trigger" current for the relay, which would then only light up the indicator light when the high beam was on. I haven't tested this idea yet, but it should work.

Gary Floding, Villard, MN

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All other Amsoil products available--write for details.

UPGRADING EARLIER 900 TO '83 FRONT LIGHTS

The '83's all have the neat little auxiliary lenses built into the plastic headlamp surrounds, which give greater visibility to the Saab (by others) and tends to aesthetically improve on the "blah" look that US models are forced to have. (Too bad we can't legally fit the Euro-lenses!)

There is little work as the original surrounds (headlight doors) are held with a single self-tapping screw. The appropriate part numbers of the '83 surrounds (complete with lens & bulb) are: 85 79 666, park lite right hand, and 85 79 658, park lite left hand.

You do have a choice of how you wish to wire the new lights, which are fitted with a short two-wire cable with male spade lugs (both wires). You can have them on with the ignition (as on motorcycles for maximum visibility) or on with the parking lights as Saab intended. I chose the latter mode, only because I hadn't thought of the former at the time I wired them.

To wire, I chose to run a like-pair of wires through the larger of two holes stamped in the metal frame holding the headlight, after first inserting a rubber grommet (Radio Shack assortment) to prevent chaffing. As the light doesn't care which wire is ground and which is positive, no color code is necessary (nor was found on the new lens).

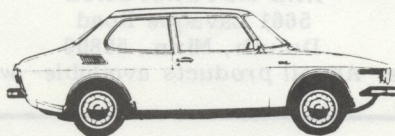
I thought the neatest installation is to permanently solder, then tape the new wires to the feeds to the adjacent parking lamp plug. On the driver's side, the black lead is ground and the blue lead is +12V. On the passenger's side, black again is ground, but the bright green wire is +12V. Carefully slide the two new wires through the base of the rubber boot covering the parking light plug, then without cutting the original wire, strip a portion of the insulation away, wrap and solder the new wires in place, "T" fashion, then tape each to prevent shorts. If you do this close to the plug's backside, the original boot will cover your work.

A few minutes care in routing the new wires will keep the engine bay neat with no chance of later chaffing. If all this was done correctly, anytime the parking lamps are illuminated, so will be the new lamps.

Headlights--Cibie "Bobi's" are an improvement over the stock rectangular sealed-beam quartz-iodine domestic headlights, and they are legal in all 50 states. You can fit the 100/55 bulbs for even better high beam illumination, albeit at shorter overall bulb life. (Ed. Note: I would be wary of putting 100 watt bulbs in Bobi headlamps. I worry that the greater heat output of the 100 watt would cause problems with the glass "balloon" that the bulb sits in on the Bobi. From what I've heard, Bobi's have shorter bulb life than non-sealed beam Q-I lights because of the heat build up in the balloon.)

But even Bobi's are not equal to the Marchal quad lights with H-4's that I have in the 99. But these are not legal as the housings are not sealed beams. So out they come each year for inspection.

Phil Connaught, Turnersville, NJ



Club member John Barron on the false grid before the Memorial Day Classic SCCA regional race at Brainerd International Raceway near Brainerd, MN. John placed third in SSB behind two VW Scirocco's.

CLOGGED CIS INJECTORS CAUSE ROUGH IDLE

Some months ago, one club member wrote of difficulties with his CIS 99 while idling (Aug. '82, p. 2). Clogged injectors can cause idling difficulties. The spray pattern at low fuel pressures can become erratic, ranging from hosing to no spray to improper atomization, causing a rough idle. The spray becomes steady at higher pressures, allowing the car to run fine on the road.

The condition can be verified by raising the air flow sensor plate by hand and observing the pattern while spraying the injector into some container. There is a great hazard of fire here, so do it outside with one assistant standing by with a fire extinguisher, and a telephone handy.

The spray pattern will probably vary from try to try. The cure is either to replace the bad injectors or have them flushed clean by your dealer or a competent repair shop. A shop that works on a lot of diesels might have the correct cleaning tool too.

The electronic fuel injection does not suffer from this problem since it never sprays from low pressure (though EFI injectors can clog up too). Changing the fuel filter regularly might help eliminate the problem ("Gumout" and similar fuel additives to clean the system might help too. Ed.)

E. Fisher, Acton, MA

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THE MILWAUKEE SAAB CLUB PRESENTS:

The New 96 Contest

Challenge yourself, design your ideal Saab 96 replacement! This is a "wishful thinking" contest. Saab cannot and will not build another small car in this size class again, but, if they did what would it be like? To find out how you would do it is the point of this contest.

We will have cash prizes with a minimum prize fund of \$150, to be divided as follows:

1st place--\$50	4th place--\$20
2nd place--\$40	5th place--\$10
3rd place--\$30	

These amounts are guaranteed minimums based on a minimum entry. The more entries we get the higher the prize fund goes. A share of the profit will go to the National Convention budget.

Winners will be announced and prizes given out at the National Convention, though you need not be present to win.

The object is to communicate to the judges your concept of a 96 replacement. You may use whatever medium you choose; written description, drawings, blueprints, a model, etc. We will not judge the presentation, only the content. Slick drawing skills won't make you the winner, neither will you lose if you cannot draw well.

This contest has nothing to do with Saab-Scania AB, its US importers, or any of its dealers. It is a project of the Milwaukee Saab Club.

The judges will be looking at the following aspects of your entry:

- 4/5 passenger car with good access of passengers and luggage
- ease of servicing
- Use of as many 99/900 parts or concepts as poss.
- Fuel Economy
- Saleability
- Drive train
- Handling
- Interior room
- Performance
- Aerodynamics
- Price
- Ergonomics
- Easy to manufacture
- Suspension
- Saab-like character

Judges will be selected experts in the fields of mechanics, driving, marketing, and parts. All will be familiar with Saabs.

Deadline will be July 29th, 1983, so mail to arrive in Milwaukee by the 29th. Send your entry and \$5.00 entry fee to: Ian Simpson, 3046 N. 46th St., Milwaukee, WI 53210. Make checks payable to the Milwaukee Saab Club.

VDO TACHOMETER FROM OPEL GT FITS SAAB 99's

Those who are looking for an inexpensive, but good tach for the 99 might consider one from a junked Opel GT. It is physically the same size, it is a VDO, the range and redline are the same, as is the hookup. The only real difference is that the needle (pointer) is white rather than orange. Look in Opel GT sedans, wagons, or sports cars in your local junkyard.

Hubert F. Johnson, Bricktown, NJ

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 July Newsletter will be July 6, and the deadline for the August issue will be Aug. 3. All classified ads and club news should arrive on or before those dates to insure making that issue.

SONETTS FOR SALE

1966 Sonett, #19, Imron black, new exhaust & plexi-glass rear window; solid chassis, runs well but needs some detailing: \$3450; also '68 Sonett parts car: \$1250 obo. Bill Silva, 401-726-0621, R.I.

1971 Sonett III, 67,000 mi., southern car, no rust; stock AC, body excel.; mech. ok, interior poor: \$2350 obo. Mark Welden, 404-228-6852 after 7 pm

1971 Sonett III, good condition, new brakes, exh., timing gear & more, 88,000 mi.: \$2350 or offer. Dave Witte, North Liberty, IA, 319-626-6142.

1974 Sonett, original orange paint, good body, exc. interior, 29,000 mi., one owner: \$3600. B.G. Campbell, Des Moines, IA 515-255-6707.

1974 Sonett III, blue, 69,000 mi., two owner, Weber 28-36, tuned exh., Koni's, Uniroyal's, body & int. in very good original cond.: \$4100. Ted Smith, Rt. 1, Box 80, Bent Mtn., VA 24059, 703-929-4328 after 6 pm EDT.

1974 Sonett, very good cond., 200 mi. on expert engine rebuild, green: \$3995 firm. Stephen Gullo, 212-534-5419 or 212-653-2862, NYC.

1974 Sonett III, 60,000 mi., baja red, very good cond., spare tire never used, MSS exh. w/ new muffler, fact. manual, fact. driving lights, exc. running cond.: \$3800 firm. Dennis Lindstrom, 612-489-8763, St. Paul, MN

95's and 96's FOR SALE

1965 96, 3 cyl., new brakes, cv joint & exhaust; body, eng., trans., and interior exc.; no rust: \$900 firm. Fred Whitford, 1765 Moffit Canyon, Bozeman, MT 59715, 406-587-2851.

1967 96 two-stroke, gray, good cond. throughout, no serious rust, 145,000 mi., spare parts: \$600. Bill Strong, day 301-459-7900 x2377, eve. 202-543-0975, Wash. D.C.

1968 96 V-4 Deluxe, dash tach, 110,000 miles, not running but restorable: \$450; or less engine & trans.: \$200. Heyward Cohen, PO Box 160, Amenia NY 12501, 914-373-8048.

MORE CLASSIFIED ADS ON NEXT PAGE.....

95's and 96's FOR SALE, continued

1968 96, two-stroke, red, good body, good running cond., new clutch & flywheel, 108,000 mi.: \$1100. Ron Luman, 10825 Vista Rd, Columbia, MD 21044, 301-531-2408.

1968 V-4 95, very good cond., Calif. car, no rust; mech. sound, receipts on parts & work, same owner since '72: \$1500. J.W. Brown, 908 Ivanhoe Dr., Northfield, MN 55057, 507-645-6077.

1969 96, runs well, but body needs work: \$600 or best offer; also 1970 96 black engine, not running, prefer to sell whole, cheap; or will part out. Melanie H. Scott, 2600 Stine Way, Sparks, NV 89431; 702-331-4316.

1969 95, rust free body, 15,000 on rebld trans.; 150 psi compression, 4 new KYB shocks (telescoping in rear), Lumenition elect. ign.; new windshield, recent paint, am-fm cass., some spares: \$1850. Joe Jacob, Washington, CT, 203-868-0182 or 868-7334 & leave message.

1970 96, new two-tone blue lacquer w/matching int. quartz-halogen head- and fog lights, am-fm cass. stereo, custom accessories, new valve job w/seats, new clutch: \$3500. Bob Brandes, SFO, 415-896-0369 days, 415-386-6957 eve's.

1972 95 wagon, 95,000 mi. on car, 15,000 on rblt engine, new shocks front & rear, some rust on ext. interior good, muffler good: \$650. Jim or Leeny MaloneBeach, Star Rte #2, Box 604, Hackensack, MN 56452, 218-547-3002.

95, 96 and SONETT PARTS FOR SALE

Good Fomoco carb: \$10; triple carb set, 850cc: \$25; air filter ass'y for 3 carb: \$10; 850 head w/pump: \$20; 750 head w/fanshaft: \$10; flywheel, clutch & disc for 850: \$28; side door windows, tinted: \$15 pr rear windwo for 96, tinted: \$75, all prices freight paid. Wes Verkaart, 25 Cross St, Duxbury, MA 02332, 617-848-7100 8-5; 617-585-8469 eve's

Two Sonett III late style mag wheels: \$120; 96 rally ints. panel from '68. R.E. Pidgeon, RD#1, Box 500 Vergennes, VT 05491, 802-877-2643.

95 rear lever shocks: \$35 ea; 900 dashboard: \$200; Blaupunkt CR-2002 for 99 & 96; used '74 99 radiator, just recored; 2 Lt. exh. manifold, fits '73-75; many more parts, all years, reasonable. Quantum Mechanics, 45 Huntington Ave, So. Yarmouth, MA 02664, 617-394-5193.



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95, 96, and SONETT PARTS FOR SALE, cont'd

Four Sonett honeycomb mag wheels with half tread Sears (Michelin) steel radials: \$200 shipping paid. add \$20 west of Rockies. Steve Bottorff, 216-752-0430, OH.

Sonett III nose without grill or buckets: \$450 (possible delivery); extremely strong '73 V-4 engine & trans.: \$425 or will split (possible delivery) Tom Nola, PO Box 627, Wurtsboro, NY 12790, 914-888-2246.

95, 96, and SONETT WANTEDS

Wanted: rear fenders for 95; also GT-type steering wheel. R.E. Pidgeon, RD#1, Box 500, Vergennes, VT 05491, 802-877-2643.

Wanted: gas pedal (incl. floor mount), back-up light switch, front rubber bumpers, & glove box door for '69 Sonett V-4. David Allison, Rt. 1, Box 200, Neelyville, MO 63901.

99's and 900's FOR SALE

1970 99E, with recent trans. rebld, clutch cyl's; new brake pads, head gasket, eng. & body good: \$800. Les Hynum, Whitewater, WI 414-473-4607 eve

1971 99E, runs fine, but trans. shot; new paint, seat covers, front tires; brakes rebld (mas. cyl, calipers, rotors) clutch cyl's rebld: \$500 obo. Dave Larsen, 213-790-9382, 4810 Viro Rd, La Canada, CA 91011

1972 99, 2 dr., rblt eng., clutch, brakes, rotors, calipers, new tie rod ends, boiled radiator, rblt starter, good body, new muff. & resonator: \$1350 obo. Victor Pardo, 3715 Pleasant Grove Rd, Lansing, MI 48910, 393-2766.

1972 99, needs engine & trans., otherwise complete, no rust, sell whole or part out: \$500 or best offer. Marshal Datkowitz, 49 Stevens Ave, Old Bridge, NJ 08857, 201-679-5433.

1972 99, excel. cond. w/new paint, two-tone stock forest green & light metallic green lacquer, 4 spd. 62,000 mi., runs well: \$1800. Bob Brandes, SFO 415-896-0369 days, 415-386-6957 eve's.

1973 99L, 4 dr., 4 spd., red, 97,000 mi., good eng. & trans., PA inspected Ap '83, new exh. manifold, ft. discs & pkg brakes, fuel pump, mast. cyl., etc spare unused alt.; needs cosmetics: \$1150 obo. Bob Rand, 376 Bair Rd., Berwyn, PA 19312, 215-644-4161.

1974 99EMS, 47,000 mi., very good cond., service records, new battery, tires & extra wheels with

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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.

99's and 900's FOR SALE, continued

snow tires: \$3500. Dave Witte, North Liberty, IA 319-626-6142.

1974 99LE, 2 dr., fresh paint, many new parts, incl injectors; many spares incl. fuel pump, alloys w/ Michelins, fm cass.; good compresss., exc. trans. KYB shocks, Ansa exh., good uphol., high miles: \$1750, Eric Johnson, 507-645-5726, 613 Union St., Northfield, MN 55057.

1975 99LE, 13,000 mi. on complete mech. & cosmetic reconditioning, AC, 4 spd., am-fm, very good cond cherry in color. Rick Erickson, 7431 Maple, St. Louis, MO 63143, 314-781-7202.

1978 99, 10:1 forged pistons, header, modified fuel injection, oil cooler, sway bars, Bilsteins, lowered, stiff springs, Euro rally headlights, P-6's, new black paint, smoked windows: \$7000 or offer. John Barron, St. Louis Park, MN 612-545-7962

1978 99 GLE, Anthracite gray, grey int., 5 dr., alloy wheels, AC, PS, fm stereo, sun roof, auto., cruise control, 60,000 mi., mech. & int. exc, needs rust work: \$3900 firm. Mike Maly, 3101 Hillside, Seven Hills, OH 44131, 216-447-1279.

1980 GLi, rebt eng., clutch, brakes incl. rotors, calipers, new brake fluid, good body, like new int. new radials: \$5950 obo Victor Pardo, 3715 Pleasant Grove Rd., Lansing, MI 48910, 393-2766.

99 and 900 PARTS FOR SALE

Four Michelin XM+S 165R15 Snows, never used, mounted, spin-balanced & studded on EMS alloy wheels: \$120 ea: 4/\$425 or trade for "Inca" wheels Dave Nichols, 3017 Oxbow Rd, Evergreen, CO 80439 303-674-0159 or 985-3332.

Improve your Saab's looks & protect expensive headlights by installing clear acrylic headlight covers, fits only '82 & earlier 900's: \$31/set. Paul Dukehart 81 W. Green St., Westminster, MD 21157, 301-848-7207.

Trailer hitch for 99 or 900, custom made, very strong, used only once: \$50. David Lake, 8021 SE 71st St, Mercer Island, WA 98040, 206-232-2702.

New orig. parts for 1.85L: 831182 carb fuel pump: \$35; 838001 rad. fan motor: \$40; 830231 crank seal w/housing: \$15; set directional lenses '69-72: \$20 incl. postage. Heyward Cohen, PO Box 160, Amenia, NY 12501, 914-373-8048.

1972 99 parts car (4 dr.) mostly complete except eng. block, trans. case & primary gears; extra seats, 2 AC's, tow it away for \$150. Tom Nelson, Box 25 El Rancho, Golden, CO 80401, 303-526-9138 eve, or 303-977-5847 days.

New standard crank for 1.7 or 1.85: \$100 plus UPS Bob Mitchell, 403 E. Redwood Ave, Pleasantville, NJ 08232, 609-641-4460.

99 Hood exc. shape: \$75; also two injection units for '72: \$20 ea. Many mud flaps. Greg Helland, 17310 Abel Lane, Wayzata, MN 55391.

Chrome molding for windshield & backlight of 99, new: \$25; rubber boot for LH end of 99 steering rack, new: \$15. Gary Stottler, Mich., 517-351-1610

99 and 900 PARTS FOR SALE, continued

1975 engine & std. drivetrain, 69,000 mi., driveable so can verify good cond.: \$750 for whole car or will separate; new Ansa exh: \$75; radiator: \$75, poss. delivery. Tom Nola, PO Box 627, Wurtsboro, NY 12790, 914-888-2246.

Complete set of parts from '70 99 except trans. & block; glass, brake lines, doors, hood, trunk, manifold, carb, etc. prices are 1/4 current Saab list. Eric Johnson, 613 Union St., Northfield, MN 55057 507-645-5726.

Rebuilt standard trans. from '75: \$550; two rebuilt automatic trans's: \$650 ea; one '79 catalytic conv.: (51 mi.): \$50; '79 distrib.(51 mi.): \$65. Victor Pardo, 3715 Pleasant Grove Rd, Lansing, MI 48910, 393-2766.

99 and 900 WANTEDS

Need: '75-79 grill, '78 Turbo or GLE left ft. signal light, 99 hood-must be perfect; have lots of CIS injection parts: Rick Erickson, 7431 Maple, St. Louis, MO 63143.

Wanted: 1978 EMS or Turbo, greay. David Ferris, 1902 Page St., San Francisco, CA 94117, 415-387-2204 or day message 415-661-1672.

Wanted: full wheel covers for '74 99LE (or equiv.) need three, will take full set. Carl Carlson, 30 Aglipay Dr., Amherst, NH 03031, 603-883-4138 home, 603-884-4244 work.

Wanted: one light alloy "Inca" style 5 1/2 x 15 wheel as fitted to 900 Turbo 3 dr., '79 & '80. J. Gorbald, 35 N. 5th St, Parkridge, NJ 07656, 201-391-3164.

Wanted: headrest insert cushion, grey, for '74-79 99: \$15 or ?, EMS steering wheel: \$50 or ? Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804, 218-525-3253.

MISCELLANEOUS ADS

New club decals available from the New England Sonett Club. 2 1/2"x6" yellow and black depicting both style Sonetts. Send \$1.00 for each with a stamped, self-addressed envelope to: NESCS, Box 4362, Manchester, NH 03108.

Club stickers from Rocky Mountain Saab Club--logo is airplane flying over mountains with club name, superimposed over Swedish flag. \$2.00 ea postpaid Stan Beitscher, Rocky Mtn. Saab Club, 8261 Upham Ct., Arvada, CO 80003

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Duluth, MN 55804



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CLASSIFIED ADS--LATE ARRIVALS

(Ed. Note: these ads arrived on June 9, one day after the deadline.)

WANTED: orig. leather-covered steering wheel for '66-67 Sonett II; oil warning relay for '66-67 oil-injected engine; orig. interior for '66-67 Sonett II. Robert Garber 41841 Lawrence Ct, Elyria, OH 44035 216-324-5507.

FOR SALE: factory trailer hitch to fit '73-80 99: \$40 plus UPS. Factory front spoiler (short) to fit 900: \$25 plus UPS. Gene Kallaur, 8 Meadow Brook Ln. Ballston Lake, NY 12019, 518-399-8361.

FOR SALE; 1966 two-stroke 96, white, 99,000 mi., trans. shot, motor ok, dented rear fender, interior needs upholstering: \$200 or offer. Mary Anne Lessley, San Diego, 619-275-2013.

FOR SALE: two barrell manifold and gasket for V-4, never installed: \$150. Tim Younker, Box 2121, Poulsbo, WA 98370, 206-297-3190.

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COMING NEXT ISSUE:

The Sonett CB antenna mount, & 99 A-arm reinforcement stories will appear next month--they were delayed due to graphics