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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 WASHINGTON SAAB CLUB-- Our June 12 meeting was a great success, with as many as 30 Saabs attending. Special thanks go to Robert Eddy and Donna Hawkins for organization and maps of our scenic tour; Rich Roberts of Rowland Motors for donating prizes; and Richard and Maureen Hanson for driving five hours in their beautiful 99 to attend the meet. All models from a '63 96 to late model 99's were represented and several members of the Seattle Sonett Club were present. Cars were ogled, parts swapped, information exchanged, and a good time was had by all.

Because we draw from such a large area, we do not have regular meetings. Current plans are for a winter meeting with a snow drive on an interesting road. For more information on meetings or Saab help, call: Bob Eddy 206-486-9257 Seattle area; Shawn Irelan 509-548-7279 Wenatchee area; John Baird 509-653-2067 Yakima area.

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 meeting Wednesday, August 10 at the Silver Spring Public Library. The outdoor parking lot meeting will convene at 7:30 pm, while the regular indoor meeting will be at 8:00. For more info, contact Toby Turpin 301-384-6732.

CENTRAL ILLIANA SAAB CLUB--will not meet in August so that CISC members can attend the National Convention in Galena, IL. For any CISC information, contact Margrit Adler, 217-356-9244.

ROCKY MOUNTAIN SAAB CLUB-- will have their next meeting Tuesday August 9, 7:30 pm at Deane Buick-Saab, 1080 So. Colo. Blvd. Rich Osner, Head Saab Sales Specialist and long-time Saab enthusiast will talk on "What kind of person buys a new Saab?" After that, the Pennzoil Answer Man will be there to talk about lubrication. No Club dues or other requirements are necessary for admission to our meetings--just an interest in Saabs.

Our June meeting was very good, with Mark Lkine of the Saab Shop giving a very thorough and interesting presentation of the CIS Fuel Injection System. If you every wondered why your Saab would not run without the oil dipstick being installed you should have been there.

For more information, call Stann Beitscher, 497-2680 or 424-4876 or Denny Reul, 238-5696 or 340-8750.

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.

SAAB SALES UP 57% FOR FIRST SIX MONTHS '83

Saab Press Info: Saab sold 3,074 cars in the U. S. in June, making it the best month ever for the Swedish automaker. That is an increase of 80.1 percent over June last year and the firm's 15th consecutive record-breaking month.

First-six-month sales totaled 13,707 cars, up 57.3 percent over the same period last year.

Saab-Scania AB, which exports 60 percent of production, said that high sales throughout the world have created shortages of Saab cars in most markets, including the U.S.

"Our record volume last month was made possible by an increase in car shipments from Sweden," said Saab-Scania of America President Robert J. Sinclair. "But this cannot be maintained and the shortage will be more acute during the next few months. By this fall, however, Saabs will be in good supply."

In response to the continued high demand for its performance sedans, the Saab-Scania Board of Directors decided last month on an investment program to increase the production capacity of its main passenger car plant in Trollhattan, Sweden.

WINDSHIELD WIPER LINKAGE ADJUSTED ON 96

The right-hand windshield wiper on my '68 V-4 96 was giving me trouble--it kept flipping over in a 180-degree arc and snagging the left wiper. I looked under the dash and found the following: Short cranks, one per side, which are extensions of the wiper posts. A transverse link, which the parts book calls a long link. A vertical link (parts book: "short link") on the left, which converts the circular motion of the wiper motor into a back-and-forth motion. The short link is made of two telescoping pieces and can be lengthened and shortened slightly.

I found that when the wipers were at the extent of their travel, the right-hand crank and the long link were virtually parallel. The crank was at top dead center, so to speak. Therefore the crank could make the return trip on the wrong side of the circle as easily as on the correct side. By adjusting the length of the short link, I rotated the cranks slightly clockwise as viewed from inside the car, and the problem was solved. Of course I had to rotate the wipers slightly on their shafts to get them back to the correct position.

An emergency fix to this problem would be to unsnap the transverse link from the right-hand crank, taking the right wiper out of action.

Other thoughts about this: when diagnosing the problem, lift the wipers clear of the windshield as if you were going to change blades. This makes a pretty good approximation to the low friction the wipers would encounter against a wet windshield. Friction of the wipers against a dry windshield may mask the problem--not to mention scratching the windshield. Also, if the wipers hang up, the motor will try to park them even if you shut them off, and if the fuse blows it will take out everything on the circuit. If you have the Weber 34 ICH with the idle solenoid on the wiper circuit you'll lose your idle. One more reason to carry fuses.

I must give partial credit to Wally Freece and Glen Edinger for their help with this tech' tip.

Aidy Buc, Seattle, WA

SHOULD USE GAS LINE ANTIFREEZE IN SUMMER

Gas line antifreeze should be used in the summer--that's when high humidity and cool gas tank cause condensation in the tank. The water only becomes a problem when it freezes in low spots in the line.

I had a problem with a VW "Thing" once. The moisture in the line to the charcoal canister froze blocking the line. The fuel pump then collapsed the tank! I would run out of gas when the gauge read 1/4 full and it only took 7 gallons instead of ten. It caused me some bad times that winter. The local VW dealer said it was a common occurrence. Maybe Saabs could do the same.

96 Fan Fix--My 96 fan went into the radiator and bent the blades. I couldn't find a replacement from Flex Fan (they turn the opposite direction) and an electric fan would not fit because of the oil cooler I have. So I boiled a big pot of water and heated the blades and bent them straight again and then cooled them with cool water. Presto! straight fan blades. (Ed. Note: This should probably not be attempted on fan blades that are cracked, since they may be weakened and fly apart later on.)

Fred Sisson, Nashville, IN

AUGUST NATIONAL CONVENTION PROCEEDING WELL

Plans are proceeding well for the National Saab Club meeting to be held in Galena, Illinois August 27 and 28. Response thus far points to a projected turnout in excess of 100 cars from across the country. Again, the meeting will be held at the Chestnut Mountain Resort, just south of Galena in the bluffs overlooking the Mississippi River. This is about 3½ hours from Chicago in the very North-western-most corner of Illinois.

If you are going to stay at Chestnut Mountain, please make your reservations as soon as possible. They have two toll-free numbers: inside IL 800-892-0738 and outside IL, 800-435-2914. Do not feel obligated to stay at Chestnut Mtn.--there are many hotels and guest houses located in Galena. Also there is camping available at the Mississippi Palisades State Park south of Galena near Savannah, IL. Andy Federowski can provide a list of hotels, as can the Galena Chamber of Commerce (815-777-0203).

The schedule now stands as:

- Sat. Morning: Registration, swap meet
- Sat. Afternoon: Touring rally (about 80 miles, a non-speed event).
- Sat. Evening: Banquet with dinner program. There will be a speaker from Saab, as well as films.
- Sun. Morning: Tech sessions

There will be a registration fee of \$15 per family which will include the cost of the rally, and include a badge or decal commemorating the event.

Saab-Scania has generously pledged support for the event. Arsey Miller of the Saab Central Region hopes to have some special cars on display as well as Saab films.

If you have any questions, or would like to indicate your intentions of attending, please contact one of the following individuals:

- Jeff Delahorne 218-525-3253, Duluth, MN
- Andy Federowski 312-454-4825 Chicago (days)
- Ian Simpson 414-873-0816 Milwaukee (eves)
- Margrit Adler 217-356-9244 Champaign, IL

GREATER NEW YORK SAAB CLUB-- next meeting will be August 21, Sunday, 11:00 am at Bell Motors Saab, 1200 Highway 27, Colonia, NJ. The topic will be Saab fuel injection systems. To get to Bell Motors, get off the Garden State Pkwy at exit 131. Drive north on Route 27 for about two miles. For more info, contact Marc Frank, 212-438-2022.

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Club Member Rich Kushner of Marietta, PA and his co-driver Jim Seiple in their '76 99EMS at the Susquehannock Trail Pro Rally in June.

TOUGH 150,000 MILE EMS SURVIVES PRO RALLY

My involvement in Pro Rallying began by spectating in 1978 and then last year as service crew for Sandy Liversidge. Working as service crew really got me hooked. Shortly thereafter we took a 150,000+ mile '76 EMS (it looked like it had already been rallied) and totally rebuilt and prepared the car for the 1983 season. Jim Seiple, my co-driver, and I have entered two rallies so far, the Budwieser Forest and the Susquehannock Trail, finishing 30th overall and 18th in class, and 23rd overall and 13th in class respectively.

This is truly a remarkable car which we abuse time and time again purposely and of course, accidentally, but it has yet to fail us. An off road ditch on both events, very near the end of the rally, plus a stump in PA, which would have totalled a Jap car, amazingly did very little damage to our car. Hopefully, my driving is improving and these minor accidents, the result of inexperience, will cease.

Neither accident caused us any lost time, although we bent the steering rack both times, mildly crunched doors and fenders and have wumped a few feet in the air on impact of the stump. We owe the durability of our car to Saab for producing such a unique automobile, to the invaluable advice of veteran rallyist Sandy Liversidge, and to the help of Carlton Dingman at Saab-Scania. My wife also deserves some of the credit for her encouragement and for putting up with a missing husband most of the time.

We encourage support from club members at these events and we are always happy to see fellow enthusiastic Saaber's cheering us on.

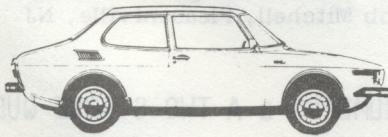
Rich Kushner, Swedish Motors,
Marietta, PA

BRANDS OF GASOLINE & HOT START PROBLEMS?

My '81 Turbo automatic has had various degrees of the hot start problem. There appears to be a correlation to the type of gas (super or regular unleaded) as well as the supplier (Amoco super unleaded is good, Arco regular unleaded is bad.) Can this be true. (See related Saab Service Tip, p. 6) I have talked with about five other Saab owners in the area and their experiences range from no hot start problem to various attempts at fixes with no success. Do any other members have any solutions?

Other than this problem and the numerous problems with the Sony, the car is great!

John J. Hudak, Glenshaw, PA



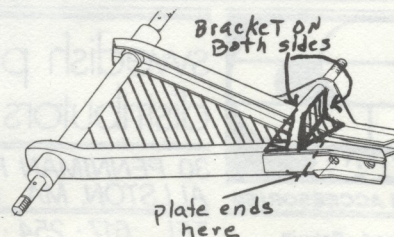
REINFORCED A-ARMS FOR ROUGH ROADS, RALLIES

This is how local Club member Bruce Alexander reinforced the a-arms for pro rallying with my '79 99. The plate welded to the bottom of the a-arm is probably not necessary except for rallying, but the angle brackets on either side of the shock mount would be useful in other situations. If you drive on rough roads a lot, especially with stiff shocks (Bilsteins, Konis), the shock mount reinforcement could prevent a broken mount.

The plate on the bottom should not extend all the way to the end under the ball joint, or you will have trouble spreading the a-arm to reinstall the ball joint.

This is not the only way this reinforcement can be done, but it is relatively easy and has worked well so far.

Jeff Delahorne, Duluth, MN



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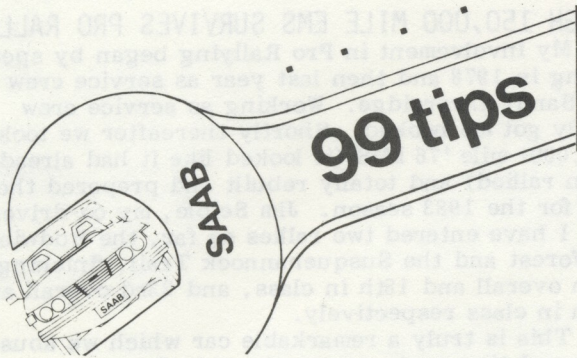
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by Tom Wydeven, Menasha, WI

Radiator--99's which run warm in the summer may need to have the radiator cleaned out. Since both inlet and outlet are on the top of the radiator, the bottom often gets plugged up, reducing the effective size and efficiency of the radiator.

Sticking Ignition Switch--Find out which relay will disable the starter, usually the "start/lock" relay on '75 and later 99's (or the jumper in place of that relay) and label it. Then show it to everyone who drives the car so if the ignition key sticks, that relay or jumper can be pulled quickly to prevent starter damage, yet still be able to drive home.

In a related note, when working on the shift lever housing (to replace a broken hairspring for instance) remove the shift lever. Failure to do so may result in the shift rod to the gear box being twisted on its side when the shift lever housing is laid on its side. I never used remove the shift lever and successfully avoided problems for about 20 different times, but on the 21st time, the gear change rod turned in the gearbox and I had to remove the side cover to straighten it up.

'73 and '74 Exhaust manifolds--You can help avoid cracks in these manifolds by torquing the nuts to only 18 ft. lbs, and using red Loctite on the threads. A '75 exhaust manifold will work on '73-74 99's with the different Saab engine mounting bracket.

Glovebox--The fragile 99 glovebox latch will last longer if you turn the latch to both open and close it. Doing this and using TLC in general when opening and closing the glovebox will keep that pesky latch from self destructing.

Clutch--Check clutch adjustment on '75 and older 99's, especially before any heavy use, like trailer towing. I've seen many 99's with clutches slipping just due to misadjustment.

Also, always replace the seal or o-ring on the input shaft when doing a 99 clutch. It could save oiling up the clutch later on.

EMS Mags--make sure they are seated all the way on the hub so they don't loosen up. It is a

good idea to recheck them after a few miles.

A/C Mount--Excessive "whip" in the A/C belt on non-idler equipped cars may be caused by a broken bracket. The one to look for is the arm that comes up from the engine mount to the A/C compressor. The new Saab mount with the idler pulley is much stronger.

Marchal Alternators--repeated failures of Marchal alternators may be caused by a failed battery. I saw one battery that had a marginal short in it which caused the Marchal alternator to fail twice.

Shocks--watch for inadequate travel with aftermarket shocks. This can break shock mounts as happened on one EMS I saw.

Valve Covers--I always pound flat the "dimples" around the screw holes in the valve cover. This helps keep the gasket from leaking. I also use a center punch to put small tips in the valve cover along the front of the engine (thermostat end). This helps keep the gasket in place where there are no screws to hold it.

Vapor lock--in early CIS cars may be solved by adjusting the relief valve in the fuel distributor to bring the rest pressure up to spec. I had to adjust one up to the high end of the spec to cure a hot start problem.

MORE ON 99 COOLING & SNAKE FOUND IN 900

Just as it is important that we all "keep our cool," we should make sure the heads on our 99's and 900's run cool. Change to a 180° thermostat and carry a spare along with a 13mm wrench to change it on the road. If the heat indicator runs much above "N" put in a new electric fan thermostat or at least wire a switch for manual control. New heads are expensive!

The snake (see June '83, p. 5) was found, curled up in the trunk. After a drink of water and a mouse, it went back to sleep--in it's cage.

Bob Mitchell, Pleasantville, NJ

MISC. PART NUMBERS & A TWO-STROKE QUESTION

NAPA supplies Saab exhausts for V-4's: front #40366--\$43.29; middle sections #46499--\$15.74 and #46450--\$17.93; and rear muffler #21963--\$28.07. But I've found that the MSS system is most satisfactory in terms of durability.

Sealed Power bearing #F-99503 is a good replacement for A/C idler bearing for '78 99, costs \$5.10.

Power steering belt for '78 99: Rofan #6270.

V-4 valve stem seals from Toke 85/50. They do not appear as though they would deteriorate quickly and have a tight fitting to the valve stem. Cost is \$4.20 a set.

Hastings AF-41 air filter fits V-4 and costs less than Mann, but still good quality.

Two-Stroke Question: Has any club member had any experience with putting sleeves in a two-stroke engine? If so, at what cost and who supplied the sleeves? These days everyone seems to be looking for oversized pistons because the blocks are too far gone just to hone and reuse. What about substituting pistons from an 850cc motorcycle? Has anyone researched what is available?

Roger Harris, Ashfield, MA



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WARM UP REGULATOR SWITCH HELPS 99 PERF.

1976 to 1980 Saab 99's can be given new life with a simple switch in warm up regulators. By exchanging your warm up regulator (also called the control pressure regulator) with that of a Mercedes Benz 450SL, your two-liter motor gets enrichment under high load situations.

The warm up regulator from the Mercedes senses manifold pressure by way of a vacuum line and reduces the control pressure when it sees a high load, (manifold pressure approaching atmospheric pressure). This reduction in control pressure reduces the force against the air flow metering arm, allowing it to raise higher, enriching the mixture.

This temporary mixture enrichment gives the 99 more zip on acceleration, though I have noticed a small sacrifice in fuel economy, mainly because it is so fun to really step on it now!

This change has also reduced my hot start problems as the warm up regulator can be a source of rest pressure leakdown.

Installation is quite simple requiring only a few modifications. First, slightly longer 6 mm screws or bolts must be used (2 required) to attach the unit to the thermostat housing due to the depth of the new unit. Next, a vacuum line must be run to the new regulator. I chose to take a tee off of the line running to the pressure impulse contact switch mounted next to the ignition coil. Connect the vacuum line to the brass nipple on the side of the new unit.

I used VW-type, small diameter plastic vacuum line with rubber end pieces for this application because of its excellent strength and durability. The Bosch part number for the regulator is 0 438 140 015. Ram Products, Inc. makes a very good rebuilt unit with a part number RWR-015.

John P. Barron, St. Louis Park, MN

900 WETS SEAT BELTS IN RAIN--WHAT TO DO?

I drive a '79 900 EMS 3 door and whenever it rains my shoulder harness (driver's side) becomes wet. The part that gets wet is the portion of the harness which retracts into the rear side panel and wraps around the take-up spool.

Does anyone have an idea as to how the water is getting in? I can find no openings above the take-up spool area where water might drip in. I did think that water was splashed up into that area while driving, but the belt gets wet when the car is just sitting overnight in the driveway during the rain.

Walter Holt, Moylan, PA



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KEEPING YOUR 99 COOL BY MARGRIT ADLER

With the hot weather, 99 owners are focusing on their temperature gauge again. One cause for running hot seems to be that some of the current 88°C thermostats are opening too slowly. After removing some of these from the car, we've found they are covered with a sludge which is apparently a reaction of chemicals and metals. Even if your thermostat is only a few months old, it could be faulty. Mine was installed in October 1982, but had to be replaced in May.

Saab has a hot start kit which is supposed to take care of the poor warm starting on some 99's. Dean Katsaros solved the warm start problem on my 99 by installing a manual fan switch which still lets the automatic thermostat function. I have found that when the gauge reads normal, I turn on the fan for a while when I park the car between runs. So far it has cured the hot start problem.

Dean also changed the check valve in the fuel pump on his '78 99 and this has fixed the warm start problem his car had.

Margrit Adler, Champaign, IL

75 WT VS. 10W40 IN 99'S; ONE (?) MORE TIME

The transmission gear oil controversy is starting to get out of hand. The people I have talked to at Saab and various Saab mechanics assure me that 10W30 (and 10W40) motor oil will be suitable for my 1980 99GLi. However, all of the rallyists and racers I have talked to swear by the 75 EP transmission oil. I talked to a Castrol engineer who informed me that they make 75 EP under special contract with Saab to meet their particular transmission requirements. Also your Castrol representative will not be able to order Castrol's 75 EP for you because of that special arrangement (*But you should be able to get Castrol 75 EP from Saab. Ed.*).

The 75 wt. EP oil has some characteristics that set it apart from other gear box oils. Its 75 weight is a little lighter than most gear box oils. It has a very low sulfur content. Sulfur is a corrosive element but apparently it has some lubrication qualities, though Saab must have felt low sulfur was appropriate since Castrol is making this oil to Saab's specs. You can tell the difference by the smell of 80W90 oil compared to the 75 wt. The 80W90 has more sulfur and smells of it.

Finally, most transmission oils are API rated and claim to have extreme pressure properties. The "EP" designation means that the extreme pressure additives are actually in the oil. According to the engineer I spoke with this is a significant difference.

The controversy seems to boil down to this: is the 75 EP oil better than other transmission oils in Saab gearboxes? I guess the Saab Club will have to hire some engineers and buy some gearboxes and start testing. Since this is what Saab has done we should probably follow their recommendation. As for me, my 99 is going Showroom Stock racing this July and will have 75W EP oil in its gearbox.

Please note: The information herein was obtained from sources which I believe to be reliable, but I do not guarantee its accuracy. Neither the information, nor any opinion expressed constitutes a solicitation.

Erick R. Zanner, Cleveland, OH

SAAB SERVICE TIPS

SAAB SERVICE TIPS--JUNE 1983

Gasohol--Last month we mentioned that gasohol (10% ethanol blended with gasoline) may contribute to sticking fuel level sender floats on 1981-82 models. We have since found out that Arco unleaded fuel sold in Pennsylvania and parts of New York contains 4.5% methanol. Apparently the methanol content is not presently disclosed on the pump. Methanol in this concentration may harm the 1981-82 sending units and may also contribute to lean running after a cold start and hot restart problems on CIS equipped cars in general. If so, use of such fuel should be discontinued. The materials in the injection system are able to withstand up to 15% ethanol or 8% methanol, but driveability problems may become noticeable at half of those levels, respectively.

ASBESTOS BRAKE DUST A SERIOUS HAZARD

Saab Service Info: Airborne asbestos dust is now recognized as a hazard to humans. Prolonged exposure may lead to serious lung disease depending on the individual's resistance and smoking habits. Automobile brake systems are a minor source of asbestos dust but one that is sufficiently significant to warrant precautions for those who service brakes. Never blow the dust off brake assemblies, backing plates or wheels using compressed air. Brushing off the powder is not recommended either. The dust clouds that these methods will raise contain up to 70 percent asbestos, including microscopic particles which can be trapped in the body's respiratory system, according to medical authorities.

When working on brakes it is advisable to dampen dust coated components with atomized water sprayed from a dispenser bottle. To clean dust coated parts, scrub them with household detergent and water using a soft bristle paint brush. Catch the wash water in a pan and flush it down the drain. Light coatings of dust may be wiped off with a damp cloth which should be discarded immediately after use.

Saab introduced asbestos-free brake pads on all of its 1983 900 models and asbestos-free pads are recommended for service work on earlier models as well. See Service Information 01/83-609 (March '83 Newsletter, p. 6-7) for measures which must be taken when changing to asbestos-free pads on 1975-82 99 and 900 models.

EDITOR'S NOTE: I was all set to write a warning about the hazards of asbestos dust while doing brake work when this Service Bulletin arrived. I strongly agree with the above recommendations. The precautions necessary to mitigate this hazard are so minor compared to the danger that the choice is clear. If you cannot wash off the dust with water, at least use a protective mask designed to filter out asbestos fibers, not just a hardware store dust mask. 3M, for one, makes a light-duty, disposable mask that will work for asbestos fibers, as well as toxic paint fumes. I purchased one for about \$6 at an industrial safety equipment supply house, but they may also be available at auto paint supply outlets.

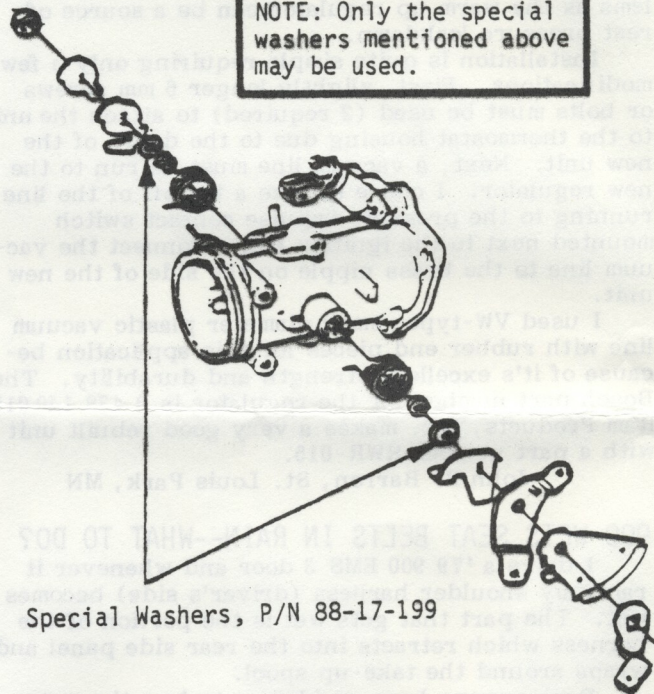
WHISTLING SOUND FROM TURBO THROTTLE HOUSING

Saab Service Info 06/83-633: A high frequency whistling sound from the engine may occur just when the turbocharger starts developing boost. This is caused by vibration of the throttle plate shaft seals. The sound is independent of the engine speed and is at a constant level.

Check that the shaft seals are in good condition. Change the seals if necessary. Take care when fitting the new seals, since they can be easily damaged by the threads on the shaft. If the sound persists after the seals have been changed, install two washers, p/n 88-17-199. Check that the return travel time of the throttle open to closed has not been affected.

Also check that the O-ring of the cold start valve is in good condition.

NOTE: Only the special washers mentioned above may be used.



Special Washers, P/N 88-17-199

CHECKING BRAKE LIGHT SWITCH ADJUSTMENT

Occasionally a new car may be found with a mis-adjusted brake light switch.

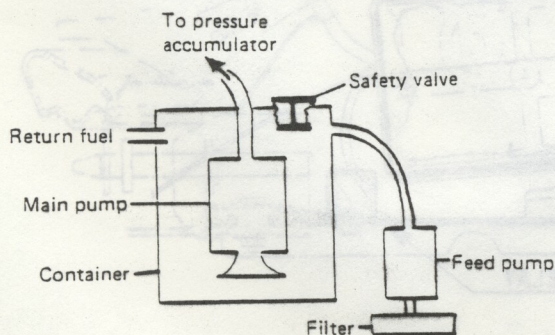
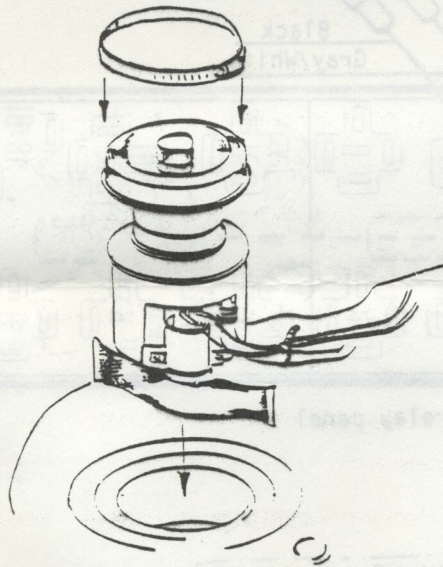
Brake light function is to be checked as part of the PDI procedure and subsequent routine maintenance. If you notice that the brake lights do not come on until full brake is applied (or do not come on at all) adjust the brake light switch away from the pedal check that the switch releases properly as the brake pedal rod acts on the master cylinder.

NOTE! The brake light switch can be wrongly adjusted to the point where it takes up the pedal free play and prevents complete return of the brake pedal which could result in some brake dragging. Care should therefore be taken when adjusting this switch. You should normally be able to feel some free play at the pedal which indicates that there is no load on the push rod of the master cylinder when the pedal is at rest.

NEW FUEL DELIVERY SYSTEM FOR MID-'83 ON

Saab Service Information 06/83-635: A new fuel delivery system has been introduced from VIN Serial Nos. D1025853 and D2009881. This system was also batch tested in production on vehicles between VIN Serial Nos. D1014784 and D1018706. The new design places the fuel pump in a pressurized container which has a feed pump. This makes it unnecessary to pressurize the entire fuel tank, thereby eliminating the pressure valve which was formerly in the vapor line at the charcoal canister inlet.

Description--The main fuel pump is unchanged from that used in the previous version but it has a new inlet strainer. It is located in the same part of the fuel tank suspended by a redesigned mounting collar. A container is joined to the main pump with an o-ring seal. The container has a safety valve in the top and a connection for the fuel return line at the side. A feed pump with a "bow-tie" filter is fitted externally to the container. The electrical harness from the feed pump has connection plug which is sealed with a grommet in the top of the tank behind the pump assembly mounting flange.



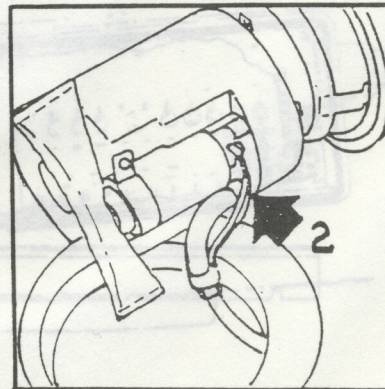
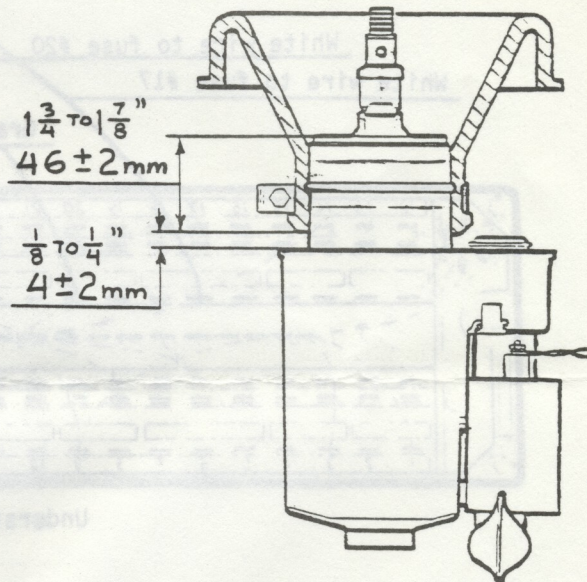
Function--The feed pump delivers fuel from the tank to the container surrounding the main pump. When the container is full, a pressure will be built up which prevents vapor bubbles in the fuel from entering the main pump. The safety valve opens at 0.1 bar (1.4 psi). The return line empties directly into the container to ensure continuous fuel delivery when the fuel level in the tank is very low. Note, however, that if the car is run out of fuel, the en-

gine may be hard to start without adding sufficient fuel. If two gallons of fuel or less is put into the tank the car must be level or the system will not re-prime itself.

Service--Removal is carried out in the same manner as on the earlier version except that the connector to the feed pump and the hose clip for the return line must also be loosened.

Replacing the Main Pump:

1. Withdraw the pump from the container. Remove the rubber mounting collar.
2. Measure a distance of $46 \pm 2\text{mm}$ ($1\frac{3}{4}$ to $1\frac{7}{8}$ in.) from the top of the pump body and scribe a line at this distance.
3. Fit the mounting collar and press it down to the scribed line. Tighten the clamp.
4. Fit the pump into the container. Press the pump down far enough so that the distance between the edge of the rubber collar and the top of the container is $4 \pm 2\text{mm}$ ($\frac{1}{8}$ to $\frac{1}{4}$ in.)



Installing the Pump Assembly:

1. Connect the fuel return line.
2. Connect the feed pump harness.
3. Lower the assembly into the tank with the feed pump facing directly towards the rear.
4. Tighten the mounting collar clamp and connect the high pressure fuel line and harness to the main pump in the same way as the previous design.

HEAVY DUTY IGNITION LOCK RELAY, '79-80 900

Saab Service Info 06/83-630 (Supersedes S.I. 10/81-511): The possibility of overloading the ignition lock relay exists on vehicles equipped with a large number of electrical accessories when they are operated simultaneously during hot weather.

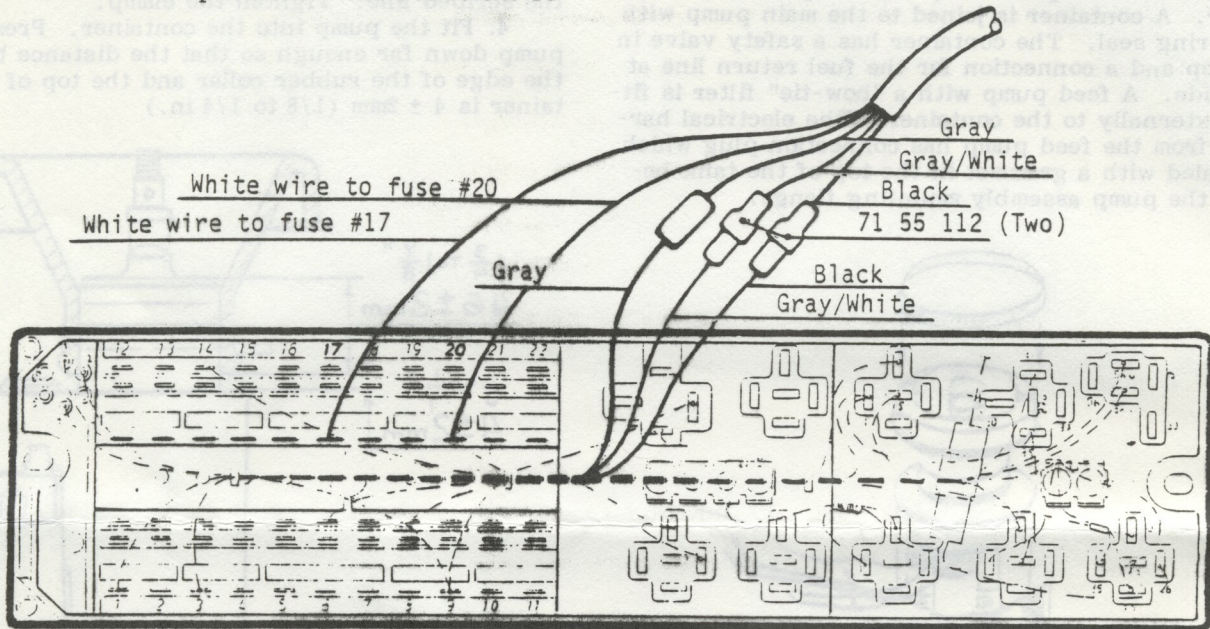
A new, heavy duty relay and wiring harness is now available in Service Kit, p/n 85-85-572 which effectively handles the electrical load.

Installation:

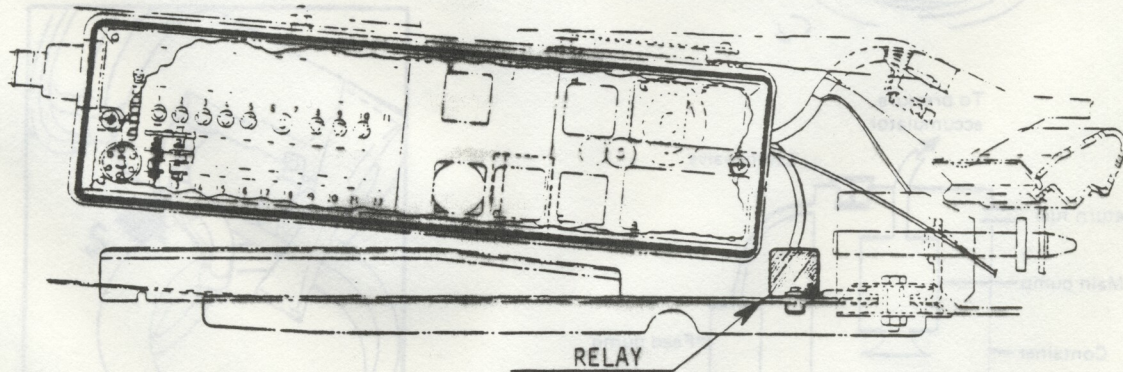
1. Disconnect negative battery cable
2. Unfasten and lift the fuse/relay panel out of the fuse box to gain access to the wiring underneath.
3. Remove existing ignition lock relay.
4. Bend lock tab and push the wires out of the re-

lay socket.

5. Remove the large white wire (from terminal 87 to fuse 17) from the harness.
6. Feed the new harness through the grommet in the bottom of the fuse box.
7. Connect the harness to the relay and mount the relay using an existing bolt hole in the hood guide (see drawing).
8. Connect the harness to the wires removed from the original relay socket (follow the color coding). Connect the two white wires to fuses 17 and 20 (see drawing).
9. Reinstall the fuse/relay panel.
10. Reconnect the battery ground, check all accessory functions.



Underside of fuse/relay panel



The five-speed transmission pinion bearing housing has recently been changed from a gray, smooth finish casting to a bright aluminum (initially a brownish color) sand finish casting with machined mating surfaces. Only the later type should be used for repair work. The later version has part number 87-20-732.

The Club thanks Mr. Daniel L. David, Manager Technical Services Dept., and Mr. Robert J. Sinclair, President, at Saab-Scania of America for their continued assistance in providing Saab Service Bulletins to the Club.

SAAB-SCANIA TO BUILD ORANGE, CT BUS PLANT

Saab Press Info: Saab-Scania AB has decided to start manufacturing Scania city buses in a plant in Orange, Connecticut. When expanded to full capacity, the plant will represent a \$7-million investment and, in the first stage, will produce 250 buses annually. The plant will employ 250 persons.

Fitting-out of the plant will start this fall. The first series of buses is scheduled for delivery to customers during the second half of next year.

The chassis of the buses will be manufactured by the Scania Division of Saab-Scania in Sweden and will be shipped to Connecticut. Since the bodies will be manufactured locally and since the parts and components for the bodies will be purchased from domestic suppliers, the new Scania buses will comfortably conform to the requirement that at least 50 percent of the finished bus should be of domestic origin.

The bus type that will now be produced for the American market is the Scania 112. The engine is mounted in a sound-insulated engine compartment at the extreme rear of the bus. The external sound level emitted by the bus is about 71 decibels.

The body that will be produced in the U.S. was developed by Scania on the basis of many years of experience in the production of city buses for European and non-European countries. The Scania 112 is very similar in styling to the Scania transit bus manufactured in Sweden. The body that will be produced in the U.S., however, incorporates many design modifications so that it conforms to American regulations and requirements.

MORE 99 IGNITION LOCK TIPS; USE TWO SPRINGS

If you have to work on the 99 transmission/ignition lock, put in two hairsprings instead of one. It is cheap insurance.

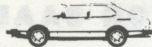
The microswitch which is screwed into the side of the lock cylinder (at least on my '74 it is) and activates the key warning light and buzzer, sometimes hangs up mechanically and prevents the lock cylinder from rotating into the fully locked position. Unscrew the microswitch, tape any exposed wires and put it all back together leaving the switch lie in a natural location inside the cover. Of course the key warning light and buzzer don't work now, but who needs them. This fix restored my transmission lock to 100% operation.

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(213) 450-5506

10% Discount to the members of the club.

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 August Newsletter will be August 3 and the deadline for the September issue will be Sept. 6. All classified ads and club news should arrive on or before those dates.

SONETTS FOR SALE

Rare 1966 Sonett prototype, ser. no. 00025, two-stroke Monte Carlo engine, electronic ignition, ext. & int. excel., a show car, chromed axles, springs, roll bar etc. Also incl. new MC engine still in crate: \$5000 firm. Max Guiley, 220 Sunrise Ave, Medford, OR 97504, 503-772-4432.

1968 Sonett V-4, #001022, only 66,000 mi., 8000 on engine, new red paint, tires, brakes, battery; original & beautiful. asking \$3800, incl. some spares & manuals. Dale Deratany, 602-634-2347 (Arizona)

1973 Sonett, 83,000 mi., new paint, radiator, carb kit, rocker panels; louvers, sunroof, Koni's, Pirelli's, am-fm cass. stereo: \$3200. Pete Royer, 1319 Third St, Brookings, SD 57006, 605-692-6475.

1973 Sonett III, very good cond., freewheel A-OK; stored last 3 yrs, never hit, 68,000 mi.: \$3995 Also have parts car. Sheldon Van Sluys, 1215 Lakefield Rd, Grafton, WI 53024, 414-377-3402.

1974 Sonett III, 52,000 mi., exc. cond, no rust, all fact. options, body & int. exc., A/C, fog lights, recent valve job, brakes, new dual Ansa exhaust, tinted windows, pictures avail: \$4500. Phil A. Criscenzo, 165 Flomich Ave, Holly Hill, FL 32017, 904-677-0102.

1974 Sonett III, basket case, 100% complete in good running order before start of restoration, low miles, incl. \$1000 of NOS parts: \$2800. Steve Bruinsma, 814-587-6139 eve's, near Erie, PA

1974 Sonett III, bright orange; exc. cond. in & out; all original, no rust on frame, new battery & clutch, nearly new exh. & tires, runs well, never wrecked, alloy wheels, 64,000 mi.: \$3400. Rex Easley 4067 N. Central, Indpls, IN 46205, 317-283-2712.

95's and 96's FOR SALE

1963 (64?) 96 two-stroke, short nose w/sunroof; body in good cond., int. fair, engine needs rod bearing: \$195.00 Bowie Gray, 919-243-3174 wk; 919-243-2397 home, Wilson, NC

MORE CLASSIFIED ADS ON NEXT PAGE.....

95's and 96's FOR SALE, continued

1967 95 two-stroke, good runner, but funky, spare engines, many extras, radials, good body: \$650
Barbara Anger, PO Box 94, West Danby, NY 14896
607-564-3527.

1968 95 V-4, lots of new parts, new rear shocks, re-upolstered seats, am-fm cass., well-maintained, eng. rebilt at 106,000, freewheel works, needs new rear trans. mount; new paint 1980, Cal. car, no rust: \$1500. Doug Goldie, 415-582-9629 days, 415-588-0978 eve's.

1969 96 V-4, good engine, interior, freewheel; no radio; slight fender ding, runs fine, well maint. by senior citiz for 8 yrs; speedo needs work: \$1200.
C. Frost, PO Box 744, Boulder City, NV 89005

California (rust free) 96 in Indiana; Bilsteins, Sonett wheels, Weber, exc. int., minor dents: \$1700.
Fred Sisson, Box 218, Nashville, IN 47448

1969 95, body threatening to split in half; trans, etc. in good shape; unique dashboard, bucket seats and wood steering wheel from '67 Monte Carlo in exc. shape: \$500. J.J. Galanti, 538 West Cornelia, Chicago, IL 60657, 312-528-5711.

Turbocharged 96, Sheel seats, Imron, Cibies, Aero-quip hoses, oil cooler, Trac ign., Sonett wheels, new radials, full instruments, rebilt bumper to bumper: \$4500. Fred Sisson, Box 218, Nashville, IN 47448, 812-988-6215.

95, 96 and SONETT PARTS FOR SALE

1972 Sonett parts car (towable) minus bonnet, wheels, short block, rear glass; plus all the new and spare parts I have: \$500 obo. Sheldon Van Sluys, 1215 Lakefield Rd, Grafton, WI 53024, 414-277-3402.

1973 Sonett rear body piece, incl. windshield: \$500; four Gislaved Frost 165SR15 tires on steel wheels (Sonett or 96), under 1000 mi.: \$100. Tom Salander 22 Meadowlark Rd, Ithaca, NY 14850, 607-257-1816.

Completely rebuilt transmission for 95/96, web case good ring & pinion: \$495 plus ship. Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804, 218-525-3253

96 V-4 A/C unit, exc. cond, taken from low mileage '73 96: asking \$150. David S. Lewis, call after 7 pm 914-373-8474.

Parts book for 95/96, '65-'72, especially for two-stroke models. Frank Townsend, Rt. 2, box 72, Ninety-Six, SC 29666, 803-227-2004.

Parting out 1970 96, no body parts exc. trunk lid; wheels: \$10 ea; starter, alt.: \$20 ea; engine & trans (sick but running): best offer. Mike Chapman 2611 South St., Rolling Meadows, IL 60008, 312-394-0656.

1973 Sonett parts car, engine, trans, doors, body, suspension, wiring harness, RF corner of nose crunched: \$500; '73 V-4 tranny, used \$100; '72 V-4 tranny, dealer rebilt: \$300; V-4 alt. & misc '65 Sport two-stroke engine parts. Jim Smart, Box 409 Centre Hall, PA 16828, 814-364-9426, after 7 pm.

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

Parting out two 96 V-4's, 1968 & 1971. If you are interested in prying off the parts yourself, call Wayne O. Hadland, 415-728-7932 (near Half Moon Bay, CA)

95 parts from '69 low mileage wreck: rear shocks: \$50 ea; rear door: \$65, plus UPS; many more parts, send SASE for list. B. Wassertzug, 11825 Enid Dr. Potomac, MD 20854.

Mini-hoarde of 95/96 & some 93 & 99 parts; doors: \$40; ft. fenders: \$30; hoods: \$50; A/C condensers: \$10; early 96 front sheets: \$40; head restraint: \$20; send inquiries to M. Tarr, Rt. 1, Box 385, Catlin, IL 61871 or M. Vernon, 311 E. White #15, Champaign, IL 61801.

1970 95 V-4, decent engine, good trans., body shot also '71 Sonett III, hit on driver's side, no engine; Silver V-4 engine, new crank, balance shaft, cam, tappeds, rods, heads w/ valves, etc. plus numerous used parts, trannies, engines, etc and some two-stroke parts: \$500 obo. Marc Aroner, PO Box 81, Conway, MA 01341, 413-369-4053.

Sonett parts--Parting out several Sonetts, send SASE for parts list. Randy Cook, 1877 Oak Ridge Lane, Lawrenceville, GA 30245

J.C. Whitney exhaust pipe between the mufflers for 3 cylinder 96, never used: \$10; '67 3 cyl. air conditioner, everything but double crank pulley: \$50. Robert W. Andrews, RR, Box 143, Pennock, MN 56279, 612-599-4489.

Rear Clip from door striker back for a '68 Sonett V-4 (no window) but otherwise complete: \$190. John Mahey, 351 N. 73rd St, Harrisburg, PA 17111

95, 96, and SONETT WANTEDS

Wanted: seats or seat covers for '68 96; interior for '73 2 dr. 99; also clutch shaft & primary gear for 99. Dale Kunkel, 233 N. 8, Lehighton, PA 18235 215-377-2650.

Wanted: injection oil tank and heater fan and motor for '67 two-stroke Sonett. Need before winter. Nick Wilson, 520 N. Hancock, Colorado Springs, CO 80903, 303-473-6935 before 10 pm MDT.

Wanted: for '74 Sonett III, Center dash insert, dash name plate, also Sonett III floor pan. Larry Melinsky, Box 186, Howard Lake, MN 55349, 612-286-5298.

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.

99's and 900's FOR SALE

1972 99E, 4 dr., 4 spd., tach, Koni's, AC, am-fm cass; very clean, service records avail.; 76,500 mi, one owner: \$1850. J.G. Vaughter, 1900 M St. NW, #800, Wash., D.C. 20036, 202-363-3389 eve's.

1972 99E, 2 dr., 4 spd, am-fm, 115,000 mi., clean tight car never in accident, no rust, no dents, very good paint and int., recent clutch, brakes, exhaust; only problem is water pump seal leak: \$850 Ron Meyers, 201-763-9182.

1975 99EMS, 75,000 mi., interior & mechanically good, left rear body damage: \$1150 obo. Dan Spann 2275 Floral Hill, Eugene, OR 97403, 503-683-4157.

1976 99GL, 3 dr., auto, AC, power steering, am-fm sunroof, 68,000 mi: \$2300. Bruce Alexander, 218-525-2884.

1978 99EMS, 4 spd, sunroof, alpine st. cass., alloy wheels, new paint, non-working AC; needs minor work, make offer over \$4200; Also have a '71 99 w/ very good body & int., 1.85 eng. & '73 trans, have \$1900 in it, make offer. Dwight Diget, Battle Creek MI, 616-963-2263.

1979 99GL Showroom Stock or Pro Rally car, Safety Devices roll cage, harness, Bilsteins, recent valve job, water pump, CV joint, etc. 80% sorted & built, have parts to complete for rallying or go SSB as is. \$4750 as a racer, \$3750 w/out cage et.al. Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804, 218-525-3253 before 8 pm CDT.

99 and 900 PARTS FOR SALE

Engine block, head & trans. from '79 900 Turbo: \$1300, still in car, no booster; one 1980 5 spd. trans w/ broken primary drive; several rear clips for parts, many misc. mechanical & body parts. Dwight Diget, Battle Creek, MI 616-963-2263.

Two doors from 2 dr. '72 99, trunk from same, all in exc. shape. Rebuildable 2 liter engine block, rebuildable type 35 automatic trans. from '73; any one item \$50. Also other misc. parts avail. Ron Meyers 201-763-9182, S. Orange, NJ

Vinyl bra fits all 900 models, '79-83, with Saab logo; purchased direct from Saab, used only 3 times: \$29 plus \$3 ship. H. Berger, 4 Demarest Mill Court, West Nyack, NY 10994, 914-623-0022.

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.

'74 EFI system, manifold & all injectors, air cleaner, all sensors, thermo. housing, "black box" & wiring all complete & labelled: \$150 for all incl. ship., or best offer. Ben Millard, 1501 Montgomery St., Ft. Worth, TX 76107, 817-731-8056 (leave message)

Saab Parts for Canada at considerable savings. Many parts OEM. Send for free price list. Saab Specialties, 8930 Shaughnessy St., Vancouver, BC V6P 3Y5.

Used TRX tires, good for "Travel Spares" \$15 plus UPS. Bob Mitchell, 609-641-4460.

99 and 900 PARTS FOR SALE, continued

Parting out '74 4 dr. 99LE; professionally rebilt auto trans: \$350; Power Steering: \$150; starter, rust free body parts, windows, wheels, etc. all cheap. Thom Reinsel, 12110 Georgian Trail, St. Louis, MO 63131, 314-965-6278.

Four Pirelli P-6's, less than 10,000 miles: \$300 or offers. Bill Dudek, 1628 Becker St., Schenectady, NY 12304, 518-393-9036.

Auto trans. from '75, only 42,000 miles, no fluid transfer between sections, very good cond.: \$450. Tom Wydeven, 414-725-7709

Parts from '78 99GL: front turn signals & rear lights \$40; starter: \$45; alt.: \$45; Red front seats, good cond.: \$150; rear seats: \$50; fuel pump: \$40, plus misc elect. parts, no reas. offers refused. Tim Rourke, 58104 County Line, Three Rivers, MI 49093 616-244-8501

Four EMS wheels with 185/70x15 Pirelli's. Complete with lug nuts: \$400. Tom Low, 815-385-0700 days.

99 and 900 WANTEDS

Wanted: Factory service manual for early model 99; Saab clutch tool 879058: \$25 ea or ?; Also wanted exhaust header, price negotiable. Chris Kurkjian, 130 Old Graves Mill Rd, Lynchburg, VA 24502, 804-239-8687.

Wanted: for '79 99 with A/C, front ashtray that goes in radio box under radio, will pay up to \$10 plus postage. Mike Poskus, 90 Day St., Granby, CT 06035, 203-653-4756.

Wanted: for '78 99 Turbo, radiator cooling fan, center a/c panel (holds radio); left a/c panel (fits under steering column); wiper/washer relay. Claude Airall, 48 Bayham Dr., Cincinatti, OH 45218, 513-851-3776 (home) or 513-627-5136 (work)

MISCELLANEOUS ADS

New club decals available from the New England Sonett Club. 2½"x6" yellow and black depicting both style Sonetts. Send \$1.00 for each with a stamped, self-addressed envelope to: NESCC, 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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JUL 1983

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Rich Kushner and Jim Seiple of Marietta, PA at a recent Pro Rally in their '76 EMS. The next Pro Rally is the Manistee Trail Pro Rally, Sept. 10-11, headquartered in Cadillac, MI.

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