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DRIVE CLUB
of AMERICA

AUG '83

DEDICATED TO SMALL-
ENGINED SMALL CARS &
ENERGY CONSERVATION

Saab Clubs of North America

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MEMBERSHIP/SUBSCRIPTION

Dues for membership/subscription are as follows:

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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.

MINNESOTA SAAB CLUB-- Saab-Scania's Arsey Miller and Allen Johnson spoke at our well-attended July meeting. In addition to speaking on Saab-Scania: past, present, and future, Arsey brought along films on rallying and Pirelli tires. Questions and discussion lasted well into the night.

On July 30 we held a fix-in at Andrew's Auto Rebuilding in Princeton, MN. New wheel alignment equipment was demonstrated along with general repairs. Dick Wagenknecht's 900 was stripped of all body hardware, trim, glass and interior in preparation for repainting. Andy Federowski drove up from Chicago for the event.

Our monthly meetings are the first Thursday of the month, 8 pm, at Shakey's Pizza, Larpenteur and Snelling.

GREATER NEW YORK AREA SAAB CLUB-- next meeting will be September 18, Sunday at 10:30 am at Floyd Bennett Field, Building #272. The topic will be understanding clutches in Saabs. For more info contact Marc Frank, 212-438-2022.

ROCKY MOUNTAIN SAAB CLUB--will have our next meeting on October 11, Tuesday, at 7:30 pm at Deane Buick-Saab, 1080 So. Broadway. Jim Addison, long-time club member and owner of The Saab Center, will present How to Get More Performance Out of Your Saab. In addition we expect to attend a special showing of '84 Saabs at that meeting.

Over 30 people came in June to hear Mark Kline talk about the CIS fuel injection system and examine a Custom Saab that Mark's shop is preparing for an article in Motor Trend magazine.

All interested people are invited to our meetings without charge. For more information, call Stan Beitscher, 424-4876 or 497-2680 or Denny Reul 238-5696 or 340-8750.

CENTRAL ILLIANA SAAB CLUB-- will have no meeting in August so that members may attend the National Convention in Galena. For more information on future meetings, contact Margrit Adler, 217-356-9244.

SAAB CLUB NATIONAL CAPITAL AREA-- will have their next meeting Wednesday, September 14 at the Silver Spring Public Library. The parking lot meeting begins at 7:30 pm with the indoor meeting beginning at 8 pm.

On June 24-25 International Motors was host for a factory-supervised clinic which covered a 32-point check list, including under the engine hood, under-carriage check on a hoist, equipment check, and road test. Emissions checks were made as well with each inspection taking about half an hour. There was also an accessories sale with special prices. The Saab representatives present were: John Stanley, District Service Manager; John Zimmerman, District Parts Manager; and Jay Flagge, District Technical Instructor.

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.

MTD-HUDSON SAAB CLUB-- We would like to form a Mid-Hudson, NY (Rockland, Westchester, North Bergen) Saab Club. For further information, call Lewis Eig at 914-352-6124.

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TWO-STROKE INJECTOR OIL PROBLEMS FROM HEAT?

I am suffering a problem with what I think is hot injector oil in my '67 Sonett II. When the engine gets hot (180-195°) for a long time the oil light comes on if you are below 2500 rpm. It does not do this in cooler weather, even when the engine temperature is high. I am planning on rerouting the oil hose as it touches the radiator hose at one point.

Could this problem also be a weak pump? How can one tell if a pump needs rebuilding or is weak? I am using up the oil in the reservoir and making blue smoke so I assume the oil is getting to the engine. Help from any other members would be appreciated.

The Sonett took first in class at my first autocross at the Pueblo Motor Sports park two weeks ago (without much help from me). The competition was not too brilliant, however. The car performed well even in 105° weather with overheating problems being solved by venting heater air into the engine compartment as an auxiliary radiator. I had a blast
Nicholas Wilson, Colorado Springs, CO

KEEPING SONETT III FENDERS ATTACHED

This tip is for Sonett III owners who have lost or ruined Wellnuts. These are the odd rubber plugs that hold the rear part of the front fenders, inside the wheel wells on either side. I had gone crazy trying to get them myself and finally settled for a less mutilated used one.

It turns out that these are common fasteners at marine supply stores. I've seen them (in assorted and Sonett-size) in several boat supply stores.

Well-nuts (brass threaded insert): size 1/4-20x.630, part # WN4-1-468M are 3 for \$1.39 from Handiman Marine Ind., Inc., Newark, NJ 07112.

Bob Allen, Hamden, CT

DAY/NIGHT REAR VIEW MIRROR FOR SONETTS

Due to the low height of the Sonett, I was constantly annoyed by headlights of cars behind me at night. I have found that the day/night mirror used on the 99 can be fitted to the Sonett. Unscrew the phillips (pozi-drive) screw holding the mirror to the bracket and install on yours. A simple cure and much more effective than squinting.

Sonett III rear window gasket: is now available from Saab at a reasonable cost. Before Saab dropped their prices a gasket cost approximately \$70. It now costs about \$29 which is much closer to what it is worth. The p/n is 74 18 916.

Jeff Schille, So. St. Paul, MN

(reprinted from Minn. Sonett Club NL)

SOLEX CARB FLOAT CURE NEEDS FINE TUNING

My article in the April '83 Newsletter (p. 2) described a cure for a right-turn stumble in a Solex carb for a V-4. This involved grinding away part of the bowl vent so the float could be raised since the cause of the stumble was fuel starvation due to the fuel being thrown away from the main jet. This has proved effective.

However, I now occasionally get the carb to flood when making left turns. This is caused, evidently, by the higher float level, and the cure is probably a "fine tune" of the float level. This problem is most noticeable on very hot days and with a thoroughly warm engine, like when you make back to back autocross runs. I'm using a 160°F thermostat which helps. I haven't tried fine tuning the float level yet due to laziness mostly and somewhat because of the cost of gasket sets.

Steve Parsons, Washington, IL

INSTALLING AUX. DRIVING LIGHTS IN SONETT

(Reprinted from Minn. Sonett Club Newsletter)

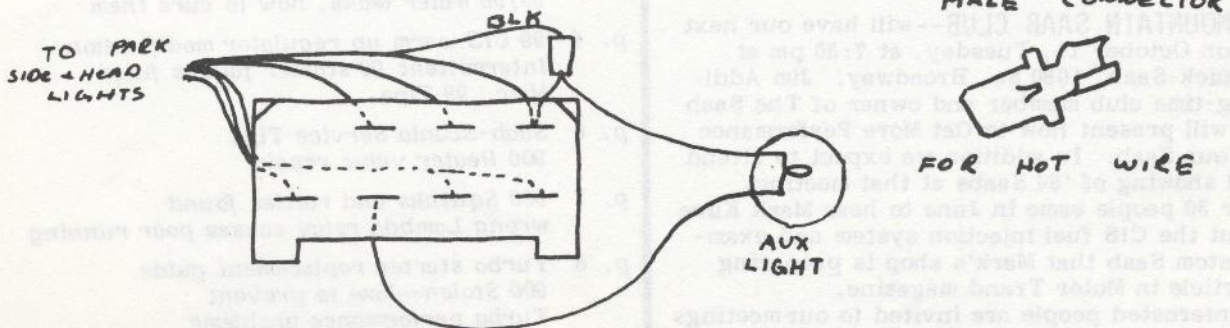
This modification is easily accomplished by anyone who works on their own car and will improve the looks and night visibility of your Sonett III.

First, go to the local junkyard and find a 1970-71 Mercury Capri. This model has individual headlight buckets that are identical to the original Saab auxiliary buckets. Later model Capri's have a stamped steel bucket that houses two lights and cannot be used.

Remove the two inner buckets, leaving as much wire as possible so you won't have to splice wires later. Install the buckets in your Sonett using the nuts and bolts from the Capri. I think that the

housings are designed so that they cannot be installed upside down. Connect the wires as shown, using a male connector for the hot wire, and splicing into the ground as shown (or run separate ground). The male connectors can be purchased at any good auto parts store. They must have the small tang on them so that they lock into the canon plug. If you do not have a pair of electrical crimping pliers, get one. I have used all manner of pliers and the connections just will not last without the correct tool.

The Saab factory wiring does the rest. With the main lights down, and the "aux" switch on, the auxiliary lights will flash when you pull the dimmer switch. When the main lights are up, the auxiliary lights will go on with the high beams.





Arne Gunnarsson of Upland, CA "yumps" his 96 during the San Felipe 250.

96 TIRE, FAN BEARING, & BRAKE HOSE TIPS

My '73 96 steered like a 1947 two-ton truck until I swapped the old Michelins for some 165-15 Good-year Arriva's at about \$50 each. A soft vinyl steering wheel cover also helped.

The V-4 fan bearing is very expensive, but this is also a common type of water pump bearing available from bearing stores for about \$9. The trouble is, most have shafts that are too long and a hacksaw won't even scratch it; neither will a carbide lathe tool. The best solution is to find a bearing store that has a New Departure #88P165 NDH. This one has one shaft end flush with the housing, like Saab's, and the other end less than one inch longer than Saab's, which is no trouble.

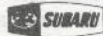
I removed the old bearing and installed the new one by heating the engine cover with a propane torch, but I found I still needed a slide hammer to get it out.

The front brake caliper hoses are indeed the same as Beck-Arnley #073-0143 (\$11), but still better they are also the same as World Parts # W79-195 (\$8). These hoses are listed for the rear of an MGB. I've been finding, at least in my area, that World Parts are generally cheaper and have better availability than Beck-Arnley.

My hard shifting problems were mostly taken care of by adjusting the steering column. The Haynes manual has good instructions on this.

Ken Ingle, Evansville, IN

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PROBLEMS WITH 95/96 WATER LEAKS & SUN ROT

In California, sun, not salt, is the killer, along with smog. What happens to all or most older Saabs is that the windshield seals shrink and crack and the sealer dries out. The result is that water leaks in on the left and right sides of the floor. These puddles are often found after the car has been sitting in the rain, etc.

To cure this problem purchase some silicone and find yourself a smooth-edged dull, flat old screwdriver to use to gently pry up the rubber seal, then move the screwdriver along and gently feed silicone into the crack. Sometimes the only answer is to replace the rubber and trim insert piece or have it done by a glass shop. Remember a little silicone goes a long way. If you apply too much, use a clean rag to remove at once.

Another area of leaks is from the floor plugs found under the mats. To locate the plugs, look under the car or remove all the floor pieces, a simple task that you should do at least once a year to check for rust. Clean plugs and floor holes with wire brush and apply silicone to the edge of the hole and gently hammer the plugs back into place. Wire brush the floor if need be and paint with rust-tempered paint.

Sometimes when a transmission has been pulled the rubber trans plug is left out or the hole is butchered so that it will not seal. Check this when the floor pieces are removed.

For those folks attempting first time V-4 transmission removal, it is sometimes easier to remove two lower A-frame arm bolts and pop the axle out from the hubs on the transmission. If the rear trans' mount will not release, use a long punch at an angle through the small plug hole above the main access hole and strike the steel sleeve in the mount. DO NOT strike the rear "nose" of the trans' as it is soft and will be damaged.

Paul Florance, Belmont Shore, CA

SAAB-SCANIA AB EARNINGS UP 26 PERCENT

Saab Press Info: The Saab-Scania interim report issued by the Swedish industrial group's board of directors shows sales up 13 percent to 6.6 billion Swedish kronor for the first four months this year. Earnings before extra-ordinary income and expenses were up 26 percent to 505 million SKr.

According to the board report, the bulk of the sales increase came from the Saab Passenger Car Division, up 44 percent worldwide. Exports accounted for 57 percent of sales.

The development for Saab cars in the United States was especially good. The sales volume increased 60 percent while a greater percentage of more exclusive cars and a favorable exchange rate helped boost profits considerably, the report says. The best selling Saab is a high-performance model, the 900 Turbo.

The Scania Division saw sales decrease 11 percent due to a depressed worldwide market for trucks and buses, but generally maintained its market share. The Scania Division exports 90 percent of production and has announced plans to open a bus assembly plant in the U.S.

The Saab Aerospace Division reported a sales increase of 54 percent.

The group's number of employees at the end of the period was 40,500.



CORRECTION TO 99 CIS WARM UP REG. MOD' & WATER LEAKS INTO 99 TRUNK THRU TAILLIGHT

When modifying Saab 2 liter motors with the vacuum sensing warm up regulator, as described in the July '83 Newsletter (p. 5) the following changes should be noted.

The vacuum line should be attached to the cast-in nipple on the face of the new unit. The brass nipple should be fitted with a line leading to constant atmospheric pressure, (e.g. charcoal canister line) or no line at all. If no line is used, be sure that no dirt gets into this fitting.

Greater fuel economy is realized with this arrangement because the control pressure is reduced only under high load situations. With the set up described in my original letter, (vacuum line to brass nipple, atmospheric to cast-in nipple) the cast-in nipple sees atmospheric pressure all the time. This consequently reduces control pressure over the entire load band, enriching the mixture at all times. While this may be desirable in some applications, mixture enrichment under light load is rarely necessary.

My thanks to Ron Meyers, Saab Club member from South Orange, NJ for his technical assistance.

Occasionally, water will find its way into the trunk of '78 and newer 99's with the new large taillight assembly. Chances are that it is not the trunk lid sealing surfaces. The cause is probably the gasket between the taillight lens base and the body of the car. Sometimes a simple tightening of the lens base to the car will cure the problem. More often than not, however, this will only distort the gasket more.

An easy cure then is to apply a clear, silicone bathtub-type caulk to the top edge of the lens base where it meets the body. It is also important to check the rubber drainage outlet (underneath the car on the right side of the trunk) to make sure it is free of obstructions like sand or undercoating. A flick with your finger should clear it out.

John P. Barron, St. Louis Park, MN

INTERMITTENT STARTER FAILURE IN '76 99GL

I have had problems with at least two different starters in my '76 99GL; the symptom was absolutely no response when the key was turned to the start position. The problem generally occurred when the car had been sitting for 20-30 min. after running. Any attempt to measure voltage at the solenoid caused the problem to disappear. My alternate cure was to keep a pair of rubber gloves under the front seat, to avoid accidentally touching the exhaust manifold, and then just wiggle the yellow wire going to the solenoid.

After much head scratching and frustration, I came to the conclusion that a possible explanation was a cold solder joint that was affected by temperature. I finally took out the starter and took apart the solenoid using some of the tips in the Newsletter and proceeded to make absolutely sure that I did a good job of resoldering the leads to the solenoid terminals. I did this a couple of months ago and it has yet to fail.

Recovering headliner: Last fall I attempted to recover the headliner in my '73 99 with robe velour and spray adhesive. Well, it worked well for several months but then it began to sag. I plan to try regluing it again, but haven't gotten around to it yet. I think if I could come up with a more substantial adhesive that it would work.

Keep up the good work on the Newsletter; I certainly have benefitted many times from the good information.

R. Lynn Warren, Bellevue, WA

99 SUSPENSION, WATER PUMP & FUEL INJ. TIPS

My '76 99 now has 111,000 miles on it. I just replaced the ball joints and tie rod ends. J.C. Whitney's fit fine at a reasonable savings. I changed the shocks also, which were in surprisingly good shape except for the covers rusting off. This time I went with KYB gas shocks which are terrific.

Water pump: Saab p/n 83 89 058 is a water pump repair kit listed for 1.85 L engines and costs about \$29. It will fit 2.0L engines thru '78 perfectly and save about \$100.

Clutch hydraulics fix: I have made what I thought was a temporary repair to troublesome leaky clutch slave cylinders with long range success. I just pull the cylinder off, fill it with "STP," reinstall and bleed. The STP never leaves the cylinder and is apparently too thick to leak out. This might help out in a pinch when rebuild parts are not available.

Fuel Distributor freeze up: My CIS fuel distributor used to freeze in a rich position when the temperature dropped to -15° F or lower. The fix was to remove the breather hose that attaches directly under the fuel distributor and block that tap. Re-route this hose and tee into the carbon canister line at the front side of the air filter with 1/2" pvc fittings. The only real trick here is that a restrictor must be installed in this beather line before connecting to the tee. The restrictor hole should be the same size as the tap under the fuel distributor. Apparently there is too much humidity coming out of this breather line which freezes the distributor plunger.

Rick Jordan, Punxsutawney, PA



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SAAB CLUB GOES TO COMPUTER MAILING LIST

At long last we have purchased a micro-computer to handle our mailing list chores. We bought an Epson QX-10 which has 256K of memory which is about the minimum needed to handle our list with its 3300 names, plus some room for expansion. I am sure there will be other applications for the computer that will arise in the future as well, but the critical need now was to get a handle on the mailing list monster. The old arrangement of the list had one set in a format to xerox onto adhesive labels (arranged only roughly geographically) and another set alphabetically on index cards. It was very time consuming, especially finding people to change addresses, update memberships, etc., and doing it in two places.

I hope the reduced time load will allow me to work on some special projects that have been on the "back burner" for a long time. I plan to work on the reprint for 1979-80 Newsletters which are now out of print. Dick did this for the '75-78 years and it makes more sense to compile a reprint of the most useful articles, cutting out the club news, want ads, and other information that loses its value with time. Another project I want to do is a tech' sheet on valve adjustment and if I get really ambitious I may get to a series of articles on understanding fuel injection.

For those of you who have joined since my last job description, or have forgotten, I think it time for a repeat. The Newsletter is my full time occupation, 50-60 hours some weeks. It is not a part-time hobby I do after my "real" job. The Newsletter now has grown beyond what someone can do in their spare time in evenings and weekends or can be passed around every year or two to different club members as interest waxes and wanes. We get 20-30 letters a day, every day and just answering correspondence would use up all the free time a normal person would have, not to mention producing the Newsletter, folding, labelling, answering the phone.

Speaking of the phone: since I do not have a secretary, I cannot be in the office all day, every day. I do try to keep "office hours" from 9 am to noon weekdays when I can usually be reached, but I am often available in the afternoons as well when I am not running errands. Evenings are okay too, though since the office is in our home, 8 pm (Central time for those of you on either coast with a poor sense of interior geography) is about the limit. Saturday if fine too, though I'm often gone to rallies, autocrosses, races, etc--Sunday is our day off from the phone.



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We have had a few summer visitors again this year. Steve Anderson from Des Moines made his now annual trip into town while on vacation, this time with a dazzling red 95 fresh from the body shop. Phil Zarrow from the Sonett Club of Southern California stopped in while in Duluth for an electronics exposition and presented me with one of their club hats, for which I am grateful.

PRO Rally Schedule Correction--Richard Miller of Dallas called to correctly point out that the next PRO Rally on the schedule is the Dallas International on Sept. 2-3. He says he will be running the "sweep" vehicle which is perhaps the only International Scout in the US with a Saab Club emblem on it. I do plan to be at the Manistee Trail PRO Rally Sept. 10-11 entering my 99 under Saab Club colors. The Rally is headquartered in Manistee, MI and gets under way at 3:30 pm with a rally car parade to the Industrial Park where a spectator stage will begin the rally.

In closing, I want to thank all those club members who in the past have offered their advice, encouragement, and monetary assistance towards a Club computer. Now that we finally have it, we may need even more help.

Jeff Delahorne, Editor

SONETT III MANUALS AVAILABLE--ALSO HAYNES

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

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

WEBER CARBS ON SPECIAL--The price has gone up on the Weber 34ICH carb for V-4's. The new price will be \$125 each, including UPS, but I managed to get a few at the old price before the increase, so while they last, still \$110. Send check or money order, or I will ship COD if you're in a rush.

Jeff Delahorne, Saab Club

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SAAB SERVICE TIPS

SAAB SERVICE TIPS--JULY 1983

Oil filter replacement on all 1983 900's can be made easier. Simply remove the oil filler cap which is now located on the left side of the engine and the small clip that holds the filler tube to the intake manifold. The filler tube can now be moved aside to gain more access to the oil filter. Re-attach the tube before refilling with oil.

Less pressure to close doors: Car doors can be made to close easier by simply applying silicone stick grease to the rubber trim on the door itself. As the doors close, this rubber is actually trying to slide against the metal of the door frame. The silicone stick allows the rubber to slide more easily and the door to close with less effort.

Undercoat overspray: On the Predelivery Inspection we have found that a paint prep such as "Acryli-Clean" can be used to remove overspray from the wheels, body panels and plastic without causing any damage to these surfaces. Simply apply a little to a soft cloth and gently rub areas that have been affected by overspray. **DO NOT USE LACQUER THINNER!** It is too harsh a chemical to use for cleaning paint or vinyl and will harm the surface of the material.

APC Turbos: Non-APC turbochargers are not to be mounted on APC-equipped cars. We have had reports of this and the result will be decreased performance and possible over-revving of the turbo. There is a difference between APC and non-APC turbochargers. The unit can easily be identified by part number and the mounting of the wastegate actuator. APC turbos have the wastegate actuator spot welded to the mounting arm while non-APC turbos have the wastegate actuator bolted to its mounting arm.

1981 and early 1982 non-APC turbocharger assemblies have p/n 02 09 544 while '82 and '83 APC turbochargers have p/n 02 09 627.

Sodium-filled valves must never be scrapped with ordinary scrap metal. When discarding sodium filled exhaust valves found in all Lambda equipped cars since 1977, use the following procedure:

1. Drill a hole through the valve disc as far as the sodium content.

2. Drill another hole through the shaft or saw off the shaft about 1 in. (25mm) from the end.

WARNING: During drilling, sawing, or other action which will expose the sodium, employ the utmost care to ensure that no water is allowed to come in contact with the sodium. Failure to observe this may result in an explosion.

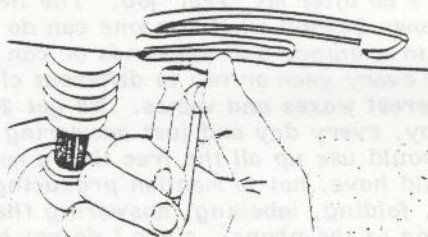
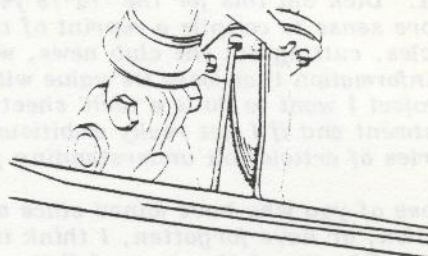
3. Throw the valve into a bucket of water. This will cause a powerful and explosive reaction. The manufacturer recommends personnel to stand at least 3.5 yards (3 meters) away from the bucket. The reaction will terminate after one or two minutes and the valves may then be mixed with other scrap goods.

900 HEATER VALVE REPAIR METHODS, M80 ON

Saab Service Info 07/83-636: There is a new method for replacing heater or water valve using a new Saab tool.

Replacing heater valve, Saab 900 as from M80 (applies to heater valve with sheet metal capillary loop but not earlier thermostatic valve).

1. Remove the lower knee pad. If the car is equipped with Factory speed control do not remove the lower knee pad. The valve can be more easily removed through the speaker grille opening.
2. Remove the left-hand speaker grille.
3. Loosen the two hoses from the valve on the engine compartment side--about 1½ cups of coolant will run out.
4. Remove the heater valve screws with the aid of screwdriver 84-71-054 (hex screwdriver 4mm with ball-form point, blade length 190mm).



5. Disconnect the valve from control rod.
 6. Replace the heater valve, or, if the control rod connection stem is broken, as an alternative replace the stem as in the second part of the Service Info.
 7. Place the O-rings on the heater valve and secure them with the aid of a dab of adhesive.
 8. Refit the valve. At the same time fit the control rod in its correct position on the stem.
 9. Reconnect the hoses to the valve in the engine compartment.
 10. Fill with coolant, pressure-test and bleed the system. Check for leakage.
 11. Reinstall the speaker grille (take care to position defroster duct correctly) and the knee pad section to the instrument panel.
- NOTE!** If the valve was repaired because of corrosion, be sure to replace engine coolant. The engine coolant should be changed every two years as the anti-corrosion additives are gradually used up in the system.

Replacing broken control rod connection stem on heater valve. The connection stem is now available as a separate spare part.

1. Remove the stem from the valve actuator with the aid of a grinding disc or drill out the rivets.
2. Pop-rivet a new stem to the valve. The stem is designed so it can only be fitted one way. The p/n for the stem is 94 80 401.

900 SQUEAK AND RATTLE CURES FROM CANADA

Buzzing rattles from behind the temperature control on the dash can be traced to black insulators on spade connectors. I solved mine by cutting off the hard plastic insulators and replacing them with electrical tape or heat shrink sleeves.

Rattles behind rear doors can be traced to unrestrained hoses in panels to the left and right of the rear window. The hoses can be fixed in place, after removing the interior panel, by packing with foam rubber padding. Again, spade connector insulators on the rear window heating grid are noise makers.

Front seat belt anchor points on the top can be shimmed with rubber garden hose washers after removing plastic cover and removing bolts. Put rubber washers on both sides of the seat belt anchor and replace bolt and cover.

The front seat belt inertial reel cover will squeak where it rubs against the front seat backs on four-door 900s. A little silicone-based spray lubricant clears the problem. Careful of where the spray is directed!

If the front stereo speaker/air outlet cover on dash is warped slightly and does not fit flush a hair dryer on the hottest setting directed on the cover while holding it down will remedy the problem. Be careful with the amount of heat and continue to hold the cover in place until it cools and takes a set.

Some wind noise can be eliminated by careful use of clear silicone sealer, particularly where trim or moulding around windows meet.

I would like to extend my appreciation and thanks to those contributing the information pertaining to fixing the buzz in the heater control knob with the addition of an O-ring. My car already had an O-ring, so I replaced it with one of larger cross-section. It seems to have cured the problem. Also, the info on padding the rear parcel shelf support rod to clear up rattles in this area was useful. I used a length of 1/2" pipe insulation to completely cover the bar.

Warm start problem cured: Several weeks ago I wrote asking for solutions to a warm start problem I was having with my '81 Turbo. I came up with a solution which will possibly help other Canadian owners, and U.S. owners as well if the U.S. cars are set up the same.

Underneath the thermostat housing is a thermo-contact switch activated by coolant temperature. This switch over rides the time relay for enrichment on start up when the engine is over a certain temperature. By disconnecting the wires to the switch, (white power and black ground) the switch function is eliminated and so are the warm start problems.

I have a couple of requests for information from other members:

1. Information from anyone successful at eliminating rattles in the sunroof, particularly when it is open.

2. What are the tricks regarding sunroof removal?

Ian G. Duthie, Calgary, Alberta, Canada

CANADIAN MEMBER FINDS NEWSLETTER USEFUL

I have found the Newsletter to be most informative and useful. For example, shortly after I experienced a problem with the door fit in my 1980 EMS, a solution was outlined in the Newsletter. I was also most interested in the article on removing the automatic wipe feature when using the windshield washer. This had been driving me crazy.

I found a pair of EMS wheels from a 99, but in order to put them on a 900, you need to have a machine shop remove the small shoulder of metal on the hub which enables the wheel to fit flat ('78 and earlier 99's have a smaller center hole than '79 and later 99's and 900's).

The cost of parts in Canada is atrocious, both original equipment and aftermarket. For instance I was quoted \$139 for a sunroof wind deflector, which I later bought from a dealer in the U.S. for \$60. While our dollar is worth 20% less than yours, this is still ridiculous and Canadians should act accordingly.

I bought the '80 EMS on word of mouth advice from a relative and in the last two years I've had it I have been very favorable impressed. I drove Volvo's for ten years, but the Saab is what a Volvo used to be. The Saab is comfortable, powerful, cheaper to buy and only marginally more expensive to maintain. As a matter of fact, I like the '80 so much that I've purchased a '75 as a second car.

David R. Mills, Sharon, Ont., Canada

WRONG LAMBDA RELAY CAUSES POOR RUNNING

This past weekend I was replacing the ignition lock relay in my 1980 900 EMS (per the July Newsletter) when I discovered what seemed to be the wrong relay in the "Lambda" (relay D) position. Sure enough, it was a five pin relay, but with the wrong internal electrical contacts (SPDT instead of DPST).

I replaced the relay and my car now accelerates like it never has before. Evidently only half of the lambda control system had been getting the necessary 12-14 volts when the key was switched on and the engine was running.

The symptoms of an incorrect lambda relay include very poor acceleration (except at full throttle) and general lack of power, hot or cold, in mid throttle normal driving.

Perhaps this is a problem being experienced by other Midwest or West Coast Saab owners. If so, I hope this information helps.

Mac Steiger, Vallejo, CA

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TIPS ON TURBO STARTER REPLACEMENT

Disconnect battery (no need to remove). Remove turbo suction tube, which is the lower metal tube without turbo logo. Remove preheater tube. Remove three 13mm bolts that secure plastic trans cover and push cover back and away to reveal two 17mm starter bolts. Jack up front of car, secure with jack stands and crawl under. Remove lower two 17mm exhaust manifold-to-turbo bolts and two 13mm bolts that secure brace from turbo to trans. Remove two 13mm oil line nuts, one of which is rather hard to get at and can be removed by using a distributor wrench (1/2") or crows foot wrench from the top of the car.

Also remove the nut holding the oil dipstick tube and pull dipstick assembly out. On the back of the starter are two 13mm bolts hold the starter to the engine. Remove these and two 10mm nuts on the back of the starter. To remove the heat shield use box end 8mm to pull one screwnut. Crawl back under and pull oil off studs and push to the side. Starter comes out towards the front of the car. Lower starter and remove 13mm nut securing wires to starter. Have starter rebuilt or replace.

This is also a good time to check all exhaust bolts and nuts and retorque if need be. Manifolds are very expensive but cracks are free. Reinstall in reverse. Remember not to tighten nuts and bolts on starter until you are sure that all are lined up. Especially the nuts on the rear of the starter that also secure heat shield. Last to go on is the oil line so that you can see just what the heck you're doing. Button up braces and check for no left over parts and/or pieces.

Paul Florance, Belmont Shore, CA

REMOVING BUMPER STICKER GOO FROM 99/900's

One tip I would like to pass along to other members is the removal of the gum left behind by bumper stickers on the rubber bumper covers. The most effective and easy way to take off that gum is by using undiluted ammonia. After scrubbing the area, I found an application of "Armorall" or similar protectant restores the black lustre of the bumper.

I would also like to tell you how much I enjoy being a member of the Saab Club and how much I enjoy the Saab. At 20 years old, I am working on my third Saab, a '79 900 GLi.

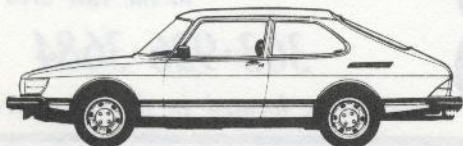
Kurt Krauss, Boonton Township, NJ

80/100 BULBS IN BOBI'S WITH NO PROBLEMS

In regards to the Editor's comments in the June issue, p. 8, I have been using Cibie Bobi headlights for over two years without problems. Bulb life is about 11 months, but that is a small price to pay for safer night driving. 100/130 watt bulbs have recently come on the market but are not yet generally available.

80/100 watt H-4 bulbs are available at \$11.50 from J.C. Whitney in Chicago, p. 101 of cat. 437B, p/n 14-2879R.

John Navas II, San Mateo, CA



900 STOLEN TO GET AT RADIO--SOME ADVICE

My 900 Turbo five-door was recovered last week about 48 hours after being stolen. The car was taken from the parking lot at work around 11 in the morning. To my great surprise, the only thing they were after was the radio (a Blaupunkt) which was removed neatly, also to my surprise.

What was most startling, aside from the fact that it was stolen in broad daylight, was the apparent ease with which it was done. The door was unlocked by a screwdriver stuck into the door just under the door lock. The lock cylinders for both the ignition and the Chapman lock were removed with a lock puller. I doubt if they were in the parking lot for much more than a minute.

That they were after the radio is certain. When I retrieved the car it had been driven less than seven miles! My Escort radar detector on top of the dash was untouched, but a pair of Nikon binoculars from the glove box was taken. A number of people have expressed surprise that someone would steal a car just for the radio, but that's the way it is in Massachusetts. I am simply thankful that so little was damaged.

Basic rules that I've learned:

1. A Chapman lock won't even slow down a pro.
2. Have an undesirable radio, preferably one without a cassette player. (I have a friend who had an am-only radio visible in the dash of his Datsun and a Blaupunkt hidden in the glove compartment. The car was stolen anyway.)
3. If you have something like a Chapman, add the alarm system. That noise probably would have saved my car in this case.
4. Alternatively, have a concealed switch to disconnect the ignition or fuel pump as well as something visible, like the Chapman.

The only amusing part of the whole affair was the radio itself. I was never pleased with it and was about to replace it!

Mark Saklad, Lexington, MA

PERFORMANCE WOES WITH 100,000 MI. TURBO

I have a '78 99 Turbo with close to 100,000 miles. My problem is inadequate performance, and I hope that some owners of a similar car has solved problems like mine.

When the turbocharger began making odd noises a couple of months ago, I inspected and found play in the shaft, and had it rebuilt by a Rotomaster dealer. He bead blasted the waste gate as well as the turbo unit, but did not rebuild the wastegate. I adjusted the wastegate to put the boost into the highest safe zone on the gauge, experiencing only an occasional, slight engine knock, but greatly improved acceleration.

My problem is now that I have great first gear performance, the safety switch causes the fuel pump to cut off in high, but safe boost. I would prefer a source for another (not too expensive) safety switch, but I am considering reducing boost, adding water injection and advancing the timing a couple of degrees. I need to know how to best improve the performance of the car without the jerky on again-off again problem I have now that is so annoying when passing.

Basil McNeely, Mobile, AL

900 NON-TURBO VS. 2.0L 99 POWER COMPARISON

Here is an interesting comparison for those who are wondering "where the power went" in their non-Turbo 900's compared to 2 liter 99's. The graphs were taken from the 1977 99 manual the the 1981 manual. It isn't just a matter of losing five horsepower, but a loss of horsepower at all engine speeds above 3800 rpm. This is in the same range that you would be running in whenever you want maximum acceleration, so naturally the acceleration is going to suffer. The drop in torque occurs virtually throughout the rpm range and this will affect how responsive the car feels, especially in the upper gears. When I look at the 119 ft. lbs of torque of the non-Turbo 900, I become very envious of the Turbo's 160 ft. lbs!

Fuel pump connections: In my article on the fuel odor from the fuel level sensor (April '83, p. 6) I mentioned that poor connections at the sensor's electrical terminals could cause intermittent operation of the fuel gauge. This is true, but loose connections can also cause intermittent operation of the fuel pump, which can be quite a pain! Make sure all connections are electrically and mechanically tight.

Steve Parsons, Washington, IL

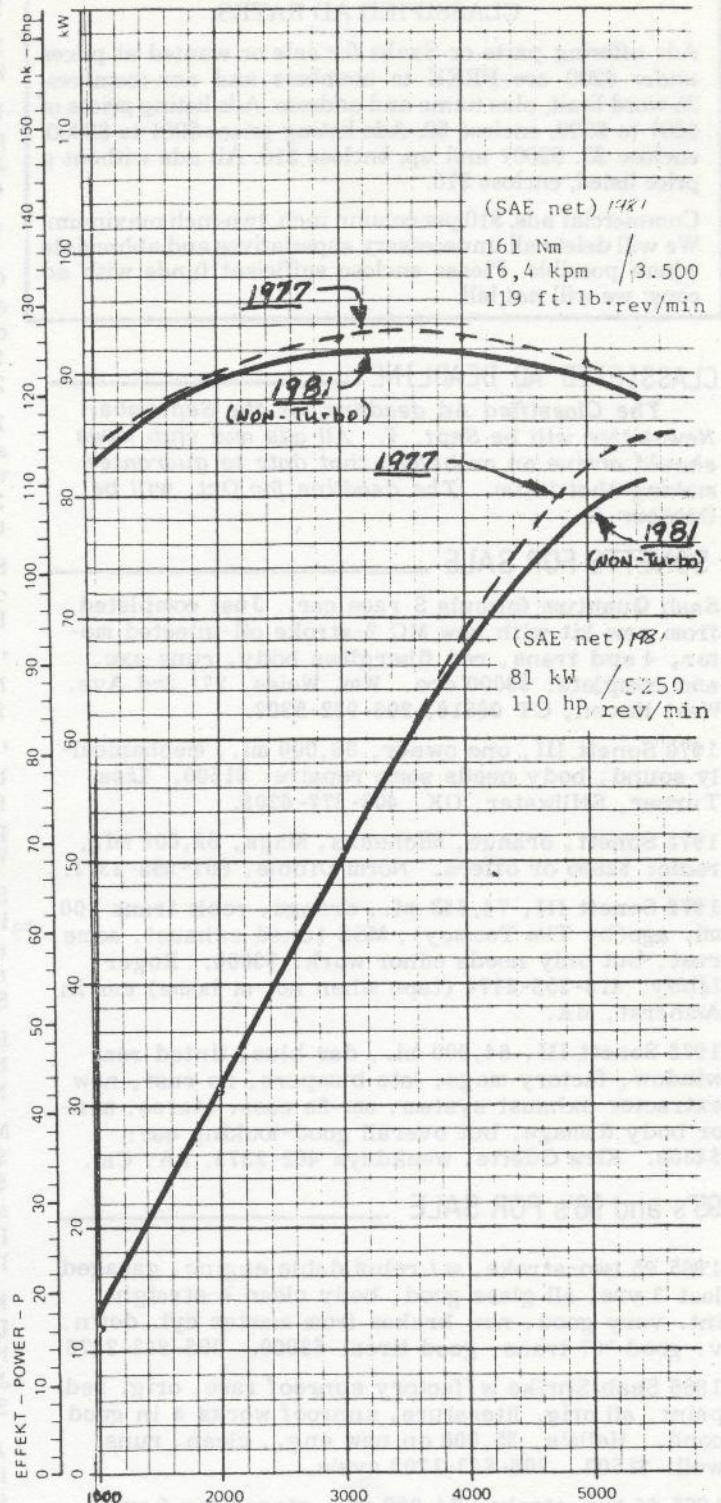
HEADLAMP WIPERS FOR 900'S--LEGAL OR NOT?

I want to ask a question about headlamp wipers for 900's with European headlamps. There are ads in the Newsletter for kits. Has anyone had any experience with them? I have a Bosch distributor who suggested if I could get a Bosch p/n they could order this item. So far no luck. I wrote to Saab, but received a polite reply that European lamps are illegal, so Saab can't help. Of course there are similar ads in the Newsletter for protective headlamp covers that simulate European lamps and are legal.

I have seen some autos on the streets of New York with these wipers (Mercedes).

Michael Goldin, Wayne, NJ

Ed. Reply: Headlight wipers themselves are not, to my knowledge, illegal, but the European headlights they work on are illegal. Also any covers over headlights are also illegal according to Federal law. Some Saab dealers are importing the Euro-headlamp wipers, but as I understand it, the whole wiper and washer assembly is quite expensive. Maybe some members have some experience to share about headlamp wipers for 900's.



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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 September Newsletter will be Sept. 7. All ads and club news should arrive on or before that date to guarantee making that issue. The deadline for Oct. will be October 6.

SONETTS FOR SALE

Saab Quantum formula S race car. Just completed from new kit with new MC 2-stroke oil-injected motor, 4 spd trans, red fiberglass body, runs exc. and complete: \$3000 obo. Wm. Weiss, 271 3rd Ave. West Haven, CT 06516, 203-932-5302.

1970 Sonett III, one owner, 66,000 mi., mechanically sound, body needs some repairs: \$1500. Lisa Turner, Stillwater, OK, 405-377-6208.

1972 Sonett, orange, Michelins, Mags, 62,000 mi., radio: \$2695 or offers. Norm Dibble, 607-655-2371.

1972 Sonett III, 74,643 mi., orange, rebilt trans 100 mi. ago (by Tim Toomey), MSS tuned exhaust, some rust, but only needs minor work: \$3000. Roger Libby, 413-253-2174 (tape when not at home) car in Amherst, MA.

1973 Sonett III, 64,000 mi., dar blue, tinted rear window, factory mags, late bumpers, no rust, new extractor exhaust system, am-fm cass. stereo, minor body damage, but overall good-looking car: \$4000. Kira Odette, weekdays 462-2373. LA, Cal.

95's and 96's FOR SALE

1965 95 two-stroke, w/ rebuildable engine, garaged last 3 yrs, all glass good, body clean & straight, int. very good, new brakes from master cyl. down, v. good '67 trans, good tires: \$2000. 206-843-2476

1966 Saab Shrike w/factory sunroof rare, orig. red paint, all orig. literature, sunroof works & in good cond., Hella's, 35,000 on new eng., clean, runs well: \$1500. 206-843-1703 eve's.

1966 96 two-stroke, 74,000 mi., stored for 3 yrs, very little rust, some dents, perfect grill, all new brakes & S.S. exh., Semperit radials, some spare parts: \$350. J.R. Weiss, Apt. #5, 5539 Columbo St. Pittsburgh, PA 15206, or Nick Solic, 621-9430.

1968 96, very good cond., only 44,000 mi., stored last 6 yrs, \$1900 w/ eng. & trans, \$1500 without. Consider trade for '76 to '80 Nova-sized sedan. Bill Cook, 616-784-6497.

1969 96 w/ '71 black engine, exc. trans, new exh. sys., body good, int. exc, extra eng., carb, dist., starter, & wheels. Runs well: \$1000. James Tandlich

95's and 96's FOR SALE, continued

35 Haendel St., Binghamton, NY 13905, 798-1045 home, 785-3772 work.

1970 96, restored, this is a showroom vehicle in perfect condition, serious inquiries only: \$4600. Jim Carlson, 46 Inez St., Narragansett, RI 02882, 401-789-6794 after 6:00, 203-446-2052 weekdays.

95, 96 and SONETT PARTS FOR SALE

Complete '59 93B rust out free engine must be trailered or parted out on location or '68 96 delux rust out nearly complete, one car must go, either car \$199.95. 45 mi. SE of Albany, NY. Bob Allen, 203-248-8798.

1969 Hood: \$25; Complete black padded dash w/ tach speedo, gauges & most switches, ? yr.: \$90; '72 wheel: \$10; shipping or postage extra. Tom Franko 3512 Mayfair St, McKeesport, PA 15132, 412-672-6622 eve's, no collect calls.

Set of 4 Bilstein shocks to fit Sonett or 96, exc. cond, very few miles, asking \$30 each. Richard E. Hoagberg, 612-571-6096.

'68 V-4 trans, rebilt: \$200; many other 95 & 96 parts Nicholas Hayden, 3385 W. 86th, Cleveland, OH 44102 216-281-9823 or 431-9413.

'68 96 parts: rear fenders: \$15; rear bumper, MC back seat, MC pocketed gray side panels, MC V-4 fender emblem, exc. exh. manifold: \$30 ea. obo, plus ship. Lee Butters, E. 2006 64th Ave, Spokane, WA 99203, 509-448-9688.

Sev. exc. V-4 ft. fenders & doors: \$60 ea; Complete int. for '71 96 beige, exc. cond.: \$125; 95 tail-light ass'y's & lenses: \$15 ea. Many other 95/96 parts, new & used. Quantum Mechanics, 45 Huntington Av. S. Yarmouth, MA 02664, 617-394-5193.

Engine from '70 96, runs well, out of car: \$150; also body & trans., will part out or sell whole. Bill Nyhan, 312-637-7149 eve's.

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 restraints: \$20 send inquiries to M. Tarr, Rt. 1, Box 385, Catlin, IL 61817 or M. Vernon, 311 E. White #15, Champaign IL 61801.

KYB gas shocks for 96's, new: \$24 ea. plus ship. Lots of 96 body parts, doors, hoods, fenders, etc. haul them away free (will not ship body parts). Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804 218-525-3253.

Addco rear 5/8" anti-sway bar, used only a month, all inst. incl.: \$60 incl. ship. Tom Ledsam, 11600 Washington Pl., #107, LA, CA 90066, 213-391-7168

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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 Joe Bonner 215-886-8660.

95, 96, and SONETT WANTEDS

Wanted: Saab sales literature, posters, etc. models 92-97, or persons interested in collecting & trading same: Also need Sonett 2 stroke owner's manual; one blue '71 front seat cover, one red '72 ft. seat cover. Bob Allen, 203-248-8798.

Wanted: for '70-72, left & right front seat assemblies, dark green vinyl, must be very good cond, no tears or open seams: \$30 ea. Tom Franko, see address above.

Wanted: set of sidedraft Solex carburetors with inlet manifold for Sonett two-stroke. will pay up to \$100. Arne Gunnarsson, 1439 W. 8th St, Upland, CA 91786, 714-981-3165.

Wanted: front grill for '68 Sonett V-4: \$25 or ? Also glove box lid for same car. Seth Bengelsdorf, 914-769-9254 6-10 pm or 558 Sherman Ave, Thornwood, NY 10594.

99's and 900's FOR SALE

1973 99L 4 dr., 4 spd. red, 98,000 mi., good eng. & trans., new exh. manifold, ft. discs & pkg. brakes, fuel pump, mast. cyl., etc., spare unused alter.; needs cosmetics & suspension work: \$1000 Bob Rand, 376 Bair Rd., Berwyn, PA 19312, 215-644-4161.

1975 99LE, 2 dr., 44,000 mi., auto, door rust repaired & new paint: \$1700. M. Davidson, Salem, OH, 216-337-9260

1977 99 GLE, 4 dr., 70,000 mi., auto, PS, air, radio, alloy wheels, minor rust, extra parts worth \$300 incl.: \$3200. M. Davidson, Salem, OH, 216-337-9260.

1978 Turbo 99, anthracite, red int. in perfect cond. lots of extras, Pirelli P-6's, Pioneer am-fm. M.L. Freuer, PO Box 648, Huntington, IN 46750, 219-468-2509.

1979 99GL PRO Rally car, Safety Devices cage, Bilsteins, Terratrip dual odo, recent radiator, brakes, clutch, valve job, water pump, etc.; extra wheels: ready to go: \$4600. Jeff Delahorne, 5805 Oneida, Duluth, MN 55804, 218-525-3253.

99 and 900 PARTS FOR SALE

Parts from '75 wagonback: doors: \$35 ea; alt.: \$25; gauges: \$25; center dash section: \$10, tail lights: \$15 ea; lower A-arms: \$10ea; steering wheel: \$10 and more parts, all plus ship. Alex J. Gentile, 528 Circle Dr., Bridgeville, PA 15017, 412-941-5320.

900 dashboard: \$200; '75 EMS tach: \$35; two used Bosch alternators for 2.0 L 99: \$65 ea; '75 99 3 dr body parts, any and all, breaking up complete car; lots of other 99 stuff avail. Quantum Mechanics, 45 Huntington Ave., S. Yarmouth, MA 02664, 617-394-5193.

Complete gasket set for 1.7 eng.: \$40; complete rings & bearing set for std pistons & crank: \$125 or best offer. Bernard TenCate, 4020 Allen Rd, Tecumseh, MI 49286.

Brake master cyl. from '76 99, needs rebuilding: \$20 or best offer plus ship. Pat Gaffney, 11 Sharon Ave, E. Setauket, NY 11733, 516-751-8573.

99 and 900 PARTS FOR SALE, continued

1979-80 Automatic trans. service manual, new: \$6 Clark Webster, 712 E. 4th St., Northfield, MN 55057, 507-645-5412.

"Round hole" wheel from '70 99, with Allmac 165.15 s.b.r. tire; unused spare until '78, little used since: \$40 plus ship. Bob Rand, 376 Bair Rd, Berwyn, PA 19312, 215-644-4161.

Two rear headrest cushions, blue, from '79: \$25 Also instrument cluster from '79 900, slightly bent: \$30. Alexandre Barbier, The Palmer House, Waverly, NY 14892.

Four Gislaved 165-15 snows mounted on Saab rims with hub caps, less than 3000 miles: \$280. Two '83 front lights with auxiliary lenses: \$110. M. Cabanela, 1100 Greenbriar Rd. SW, Rochester, MN 55902 507-285-1045 after 6 pm CST.

One pair front shocks for 99, oem Saab, used only 1 month: \$25 incl. ship; KYB gas shocks for 99's, \$24 ea plus ship. Jeff Delahorne, 5805 Oneida, Duluth, MN 55804, 218-525-3253.

Four Michelin XM+S 165SR15 snows, never used, mounted, spin-balanced & studded on EMS alloy wheels: \$120 ea or 4/\$425 or trade for Inca wheels. Dave Nichols, 3017 Oxbow Rd, Evergreen, CO 80439 303-674-0159 or 985-3332.

99 and 900 WANTEDS

Wanted: one shift linkage shaft and gear selector finger (detent) for early 99 trans; offer \$15. B. TenCate, 4020 Allen Rd, Tecumseh, MI 49286.

Wanted: 1979 900 GLE hub cap: \$10? Alex J. Gentile 528 Circle Dr., Bridgeville, PA 15017, 412-941-5320

Wanted: right rear parking light lens w/ silver plastic trim for '76 99 2 dr. Also need interior door handle to fit same. Pat Gaffney, 11 Sharon Ave, E. Setauket, NY 11733, 516-751-8573.

MISCELLANEOUS ADS

For Sale or Wanted: one Pirelli CF67 165SR15 tube type, very little wear \$30 plus ship. Ray Rosene, Star Rt., Box 2322, Lead, SD 57754, 605-584-1072

Escort Radar detector; works exc., is in like-new cond., easily pays for itself: \$190/bo, incl. UPS Jon Cole, 752 Boylston Ave East, Seattle, WA 98102 206-323-3889.

96-99 Transaxle parts, used or reconditioned 1/2 to 1.3 new price; most parts available, ring & pinions too. Gear & shaft repair; oversize bearings installed. Bob Hearst, 8520 NE Bothell Way, Bothell, WA 98011

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: NESCL, 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

