

For MoCo carb fix

THE SAAB CLUB

OCTOBER 1983, Newsletter #120



'84 SAABS: 'INVISIBLE' CHANGES & PRICES UP 2%

Saab Press Info: Prices for Saab automobiles will increase by two percent across the line for 1984, plus marginal increases for added content, said Saab-Scania of America president Robert J. Sinclair. Suggested list prices for 1984 Saabs will range from \$11,110 to \$17,790.

On the lowest-priced Saab 900 series, the price increase reflects the addition of heated front seats and halogen headlights to the list of standard equipment. The Saab 900 three-door hatchback for 1984 carries a suggested list price of \$11,110, up from \$10,750 in 1983.

Prices for the upscale 900S are increased for the addition of electric rear windows (on four-door models) and halogen headlights. The price of the four-door 900S rises from \$13,950 in 1983 to \$14,310 in 1984.

The top-selling Turbo gets a center console, contour seats, and, on four-door models, electric rear windows. For the three-door hatchback Turbo, the price goes up from \$16,510 in 1983 to \$16,940 in 1984, while the four-door version price does from \$16,910 to \$17,400.

1984 Changes: Specification changes for '84 range from the new alternator driven by two belts for increased reliability, to the interior lighting's new time-delay switch that keeps the lights on fifteen seconds after the last door is closed.

Most of the changes for 1984 are invisible to the casual observer: things like a revised Lambda emissions control system to improve drivability after cold starts, and a cut-out switch for the air conditioner during wide-open acceleration.

The 1984 Turbo gets a completely new exhaust system for increased durability and engine performance. The engine breathes better, and the characteristic turbo note is more distinctive with a deeper tone. The new system is identified by an oval tailpipe.

The 1984 Saabs are recognized by a redesigned grille with smooth lines more in harmony with the rounded shape of the car. Other visible changes are the new bumper extensions that help protect the fenders.



The 1984 Saabs have a few color and trim changes, including deep-contour seats and a three-spoke steering wheel for the Turbo, and new metallic colors. But in general, Saab refuses to give in to short-sighted fashion trends. According to Saab's head of design, Bjorn Envall, the Swedish firm believes it is important to develop a good product from a well-founded basic concept rather than jump all the time from one project to another.

EDITOR'S REPORT AFTER 3 YRS AT THE HELM

It doesn't seem that long ago that I took over from Dick Grossman and moved the Saab Club HQ north to the frozen tundra of Minnesota. I was not sure what to expect that fall in 1980, and with my enthusiasm for a new challenge, I tended to discount much of the advice that Dick gave me.

Now, three years later, I see that Dick was right about much of the drudgery, the annoying phone calls, the never ending stream of busy work arriving in the mail. But, while I'm not getting rich doing this (not yet, anyway) I am still enjoying it. As I told one member on the phone last week, I don't dread getting up in the morning because I'll have to go to a job I hate.

The job does have its advantages. If you're lonely, the mailbox is never empty and the phone is rarely silent very long. If you enjoy challenges, there are frequent cries for help with new and different Saab mechanical gremlins. And for the Saab fanatic, you get to live and breathe Saabs all day long and share the enthusiasm of thousands of kindred spirits all over the country.

So I am looking forward to the next three years even more than I did at the beginning of

Continued at bottom of p. 7

Saab Clubs of North America
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CLUB NEWS

CENTRAL ILLIANA CLUB-- met Sept. 25 at Margrit Adler's house. Eleven members were present, including a red two-stroke and two V-4's. Pictures of the Galena meeting, press releases and photo's of the '84's were viewed, and we diagnosed a bad enrichment (high speed) valve, a windshield washer nozzle was replaced and injectors cleaned.

The October meeting will be at 2 pm, Oct. 23rd at Ray Heimerger's house in Tolono. Call for directions. Randy Rigg will be there to help with problems and cures. The November date is uncertain. Call Margrit Adler (217-356-9244) for specifics. Monty Tarr will lecture and explain the workings of hydraulic disc brake systems. The meeting will probably be at Monty's house.

There will be no meeting in December and January in deference to the holidays and everyone leaving town for same.

SAAB CLUB NATIONAL CAPITAL AREA--will have their next meeting on Wednesday, Nov. 14, at 8 pm at the Silver Spring Public Library. The SCNCA will be holding their annual autocross on October 30 at the Hoffman Building parking lot in Alexandria. Call DeWitt Boyd (703-536-5358) for more information.

GREATER NEW YORK AREA SAAB CLUB--will have their next meeting November 20, Sunday, at 7:00 pm at Northeastern Tires, 451 Dahill Road, Boro Park, Brooklyn. Store owner Benni Jakubovic will answer questions about tires. For more information, contact Marc Frank, 212-438-2022.

MID-HUDSON SAAB CLUB--will have a meeting Nov. 17 with the topic being preparing your Saab for winter. The Club is actively seeking new members, and for more information, contact Lewis Eig, 914-352-6124.

MODIFYING FOMOCO CARB IMPROVES V-4 MPG

My '71 96 was getting very bad mileage which I thought was because it needed a valve job. After the head work, however, the mileage was even worse. I never did like the Fomoco carb, and had long suspected it, so I decided I had nothing to lose by modifying it. The result: my mileage went from less than 20 to around 31.

My diagnosis was that the mixture enrichment needle valve (located next to the main jet) was staying open all the time due to wear on the vacuum piston (which couldn't be fixed). The treatment was to close the valve permanently by placing a spacer between the valve body and the actuating plunger (which looks like a nail with a spring around it, sticking out of the carb top). For a spacer I used a slightly cut-off, threaded end cap from a spark plug. The procedure was to push the spring-loaded plunger up toward the carb top (after removing the carb top of course), measure the distance from the needle valve body to the plunger, push out the pin securing the needle valve and remove the valve assembly from the main jet tube. Now cut a spacer the length of the distance you measured earlier and slip it over the protruding needle valve tip. While holding the plunger up, reinstall the valve and securing pin. My car runs fine except for a bit rougher cold idle. Bill Stalker, Butte, MT

SAAB UNVEILS CONVERTIBLE AT FRANKFURT SHOW

Saab Press Info: Saab-Scania AB presented a convertible version of the Saab 900 at the Frankfurt International Motor Show in West Germany last month. Called the Turbo Cabriolet, this prototype Saab is based on the two-door 900, a new model also unveiled in Frankfurt (see photo p. 11).

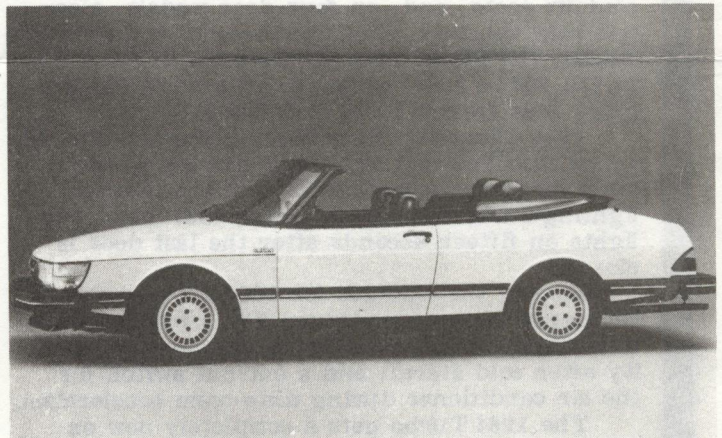
The Saab Turbo Cabriolet was conceived by Saab Design Chief Bjorn Envall. "It is a design study that explores the development potential of the Saab 900," Envall said.

So far, the prototype displayed in Frankfurt is the only Saab Turbo Cabriolet built. No decision has yet been made about production.

"Over the past few years convertibles have made a strong comeback in the United States," said Robert J. Sinclair, present of Saab-Scania of America. "We estimate that some 100,000 soft-tops will be sold in the United States this year. So it's interesting for us to test the reaction to a convertible version of our new two-door sedan."

The Cabriolet prototype is fully operational and is powered by Saab's high-performance third generation turbocharged engine, a 16-valve unit with APC and intercooler. The 2.0 liter engine develops 175 horsepower (DIN) and gives the Cabriolet a top speed in excess of 125 mph. This new powerplant is currently being field-tested in Europe and the United States.

The show car was built in the U.S. in cooperation with ASC Inc. of Southgate, MI, a major producer of convertibles for American automakers.



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.

A BODYWORK 'PRIMER' FOR RECLAIMING 96's

by Peter McLaughlin, Evanston, IL

Having just finished (almost) "reclaiming" a '71 96, I thought I'd pass on some tips to help others avoid some of the mistakes I made along the way. I call this a reclamation rather than a restoration because I'll assume you like to drive the 96, and are not entering it in a *concours d'elegance*. Restoration implies things like removing and refinishing parts such as suspension members and engine blocks. Perhaps some day the collector's value of a 96 will warrant such work, and perhaps your pocketbook will allow you to. But this piece is aimed at the do-it-yourself 96 die-hard who is still using the car as basic transportation, and wants it to look good. You can't argue with the car's uniqueness; I can drive around Chicago for a week and not see another one, while going through relative hordes of BMW 2002's. If you want another argument for doing the car yourself, just drive it into any reputable body shop and see what they want to smooth out all the dings, repair the rust and paint the car. A good local shop gave me a detailed estimate that came to \$2400, which is more than the car cost new! (Admittedly those are 1983 dollars, not 1971 dollars.) That figure did include \$350 for straightening the front end and welding a couple of rust holes, work that I did have them do. But even \$2000 is a bit much. I've seen supposedly clean California 96's in the Newsletter for that much.

Assuming you do not have that much in the family budget, here is a way you can do it for about half the cost. This assumes you are going to have someone else do the painting. I had Maaco do mine. They use an enamel paint with a polyurethane "kick," or hardener, which supposedly makes the paint more durable. For \$160 they do what they call "straight paint," that is, no body work, and they won't guarantee the paint job from peeling, etc., because that's your bondo underneath it, not theirs.

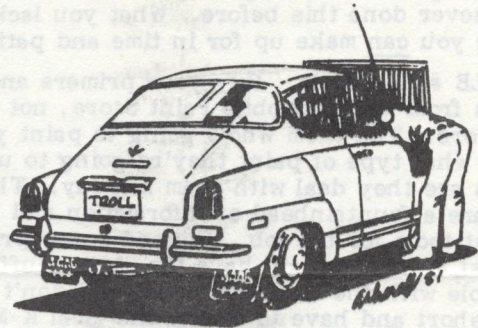
You could have the car painted with "Imron," which is a pure polyurethane paint by Dupont. It is supposedly hard as nails, but at \$100 a gallon, it was a bit rich for my blood. (Ed. Note: My body shop friends tell me that Imron is being phased out. Apparently the fumes are quite hazardous to the health of the person doing the painting, so much so that an outside air supply is recommended.)

You may be able to do a 96 for much less than I did, because I ended up replacing all my fenders and one of the doors. When I compared my budget with what the body shop wanted per fender, per door, and so on, I found it was actually cheaper to simply replace them than to have them filled with the shop's bondo. Plus it will force you to remove your old fenders, which I recommend you do whether you replace them or not. More on that later.

RULE #1: Make certain your basic platform is worth it before you spend gobs of money and time trying to rebuild it. I've had two 96's dissolve underneath me, after lavishing tons of time and money on all kinds of engine rebuilds, fancy exhausts, brake rebuilds, etc. I think I've learned my lesson. Once, while driving with the parcel shelf removed, I hit a pothole and had one of the rear coil springs break through the rotted wheel-well and bounce off the window, landing in the back seat. This was right after I had foolishly done a complete rebuild on the engine.

Your best bet is to check the entire underside of the car, then remove all the seats, carpets, and interior side pieces and scrutinize everything. On my last retired 96 the rot where the floor joins the firewall got so bad that I could almost get started like Fred Flintstone. Fortunately all the money I had spent on that car was bolt-on stuff, which is now all resting comfortably on my newly reclaimed \$150 96, which was originally purchased as a parts car (ah, the irony of it all). The parts car was from South Dakota, where I assume they don't have the population density to afford a lot of salt, and therefore not a lot of rust. (Ed. Note: South Dakota has a state policy against using any road salt, as do some of the other western and mountain states. Certainly a more enlightened way of handling road clearing than here in the Midwest.)

If you find your baby does have a rust problem, find a good auto body welder who knows Saabs, and get a quote on repairs. I like to use fiberglass on small holes that are non-structural, but be sure to clean the surrounding area of all paint and rust before you glass it, otherwise the 'glass repair will only be as strong as the paint it's stuck to.



Part of your "soundness diagnosis" should include the engine compartment. I believe the rust at the floor-to-firewall junction is in large part caused by water and salt that hangs out at the back of the engine compartment. Go to your local do-it-yourself carwash and blast out all the gunk and dirt that lives back there, then have a good look with your flashlight. If you see any rust starting back there, now is a good time to contemplate pulling your engine/trans' unit to do that nice clutch job, rear engine mount, etc. Murphy's law forced me to do it the week after the car was painted, when Murphy decided my engine should eat the balance shaft gear for breakfast. If you pull the engine before you go to the paint shop, then you might consider having the car towed there and back, and spending an extra \$30 or so to have the engine compartment painted. It was easier than I thought it would be to get the wiring harness, etc., out of the way, and it sure would have been nice to have the color match the car.

RULE #2: is Timing. If you do not have a heated or heatable garage to do most of your work in, and you live where they have real winters, (where many 96's were sold, I imagine), then schedule your body work for the months when the mercury is above 55 or 60 degrees. Below that and things like paint and fiberglass take exponentially

CONTINUED ON NEXT PAGE...

96 BODYWORK RECLAMATION, continued

longer to dry. Also, wet-sanding with sanding block in one hand and the garden hose in the other is something less than fun when your hands and nose are turning blue. Anyway, those final moments when you are imparting that last coat of filler and primer, and those last few passes with the 600 grit are what is going to determine the outcome of all your hard work. I am very disappointed with how my finish joy came out. Everyone tells me it looks great, but I know every spot that wasn't sanded and filled properly like the back of my hand. Which brings me to...

RULE #3: Do all your final finishing and sanding and priming in DAYLIGHT! My biggest mistake was doing all the final work under a few bulbs, and does it show! If you must work at night, use lots of light, and double check your work in daylight if you can. Anything that you can see or feel through the primer is going to show through the final coat of paint, and you won't have anyone to thank for the flaws but yourself. There are a number of good books and guides on doing body work. Read them if you've never done this before. What you lack in experience you can make up for in time and patience.

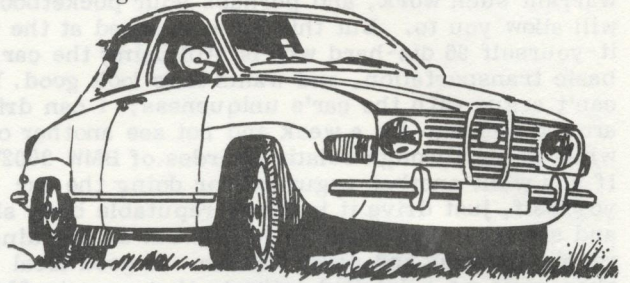
RULE #4 is simple. Buy your primers and body supplies from an Automobile Paint Store, not a car parts store. Tell them who's going to paint your car and what type of paint they're going to use. Chances are they deal with them anyway. These people are a fountainhead of information and have the right tools for the job. Canned spray primer is fine, just make sure you have the right stuff so it's compatible with the final paint job, and don't get caught short and have to run to the local K-Mart on a Sunday when you run out of primer. Now for a few specifics:

Fenders: Fenders (and doors) are as easy as pie to remove. I heard that Saab designed them that way to insure easy repair and replacement (and assembly?). You can take advantage of that by taking them off and working on them in the comfort and warmth of your home. Again, time and patience are on your side here. Do your fenders and doors in the cold months, and schedule the final bodywork, that is anything that cannot be removed, for the warm months.

Note that all those Phillips-like screws that hold the fenders on are really the dreaded "Pozi-drive" screws you've read so much about. They also hold on the door handles, window crank mechanism, dash board, grill trim and on and on. About the only ones I've found that might be true Phillips are the Hella taillight screws, and the adjustment screws on the outside rear-view mirrors. You might as well bite the bullet and get a set of #1, #2 and #3 size Pozi-drive screwdrivers before you start, or else the first time you try to remove a slightly rusted Pozi with a Phillips it is going to be stripville, and then the fun begins (hello vise-grips). Besides Snap-On, Stanley shows Pozi-drives in their catalog. Naturally, Stanley is a little cheaper than Snap-On, but if time is of the essence, Snap-On will provide curb service with their nice trucks, and our local Snap-On vendor said he always carries a couple sets in his truck.

To remove the rear fenders, first remove the bumper, which is held on by four bolts of 1/2" sock-

et size located in the spare tire well. Pry off the rubber trim around the gas fill pipe to remove the screw (#2 Pozi) holding the "clamp flange" to the fender. Mark or note the colors of the taillight wires and gently pull them through the fender. To actually unbolt the fenders, you need to remove the rear wheels to get access to the 1/2" socket-sized bolts underneath. The screws along the trunk/fender edge are #3 Pozi. After removing the last bolt, gently separate the fender from the car, taking care not to break the plastic fender welts, as they get brittle with age.

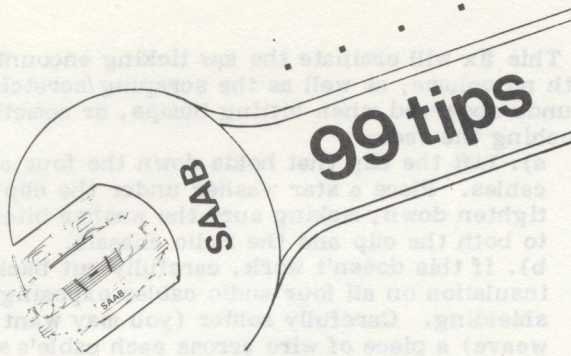


This brings me to the question of why remove the fenders, especially the rear ones, at all? One reason is rust. The seam where the welting lies is a classic spot for water and salt to hang out. You'll probably find some rust there, and it needs to be removed, treated, and painted. The other reason is vanity. At the 1982 Chicago Club picnic, I heard one person make an aside about a newly painted 96 which had the paint right over the welting. The man said, "When I painted my 96 I removed the fenders and painted them off the car, not like these guys."

Although I'm not advocating a *concours* quality job, I do like some measure of authenticity. You can always tell a quick 'el cheapo' paint job on half the VW beetles running around by the painted-over welting. The paint shop wouldn't agree to paint my fenders off the car for the \$160 price, so I reattached the fenders without the welting, and of course a good deal of paint did make its way into the eighth inch gap left there. Eight weeks after the paint job (the recommended time for not waxing or washing the car), I put the welts back on. The effect is quite good. I didn't bother to do this on the front fenders, as only a few inches of welting shows there. On one nice job I saw at the club convention (the red 95), they must have used an artist's brush to paint that little strip of front fender welt, a good idea.

I removed all the paint and undercoating from the "new" used fenders I installed. You would be amazed at the amount of "beginning" rust that can hide under the most innocent looking finish. The undercoating will come off with a stiff putty knife and about an hour's work. I used a 95% zink spray on all the bare metal. It didn't seem to interfere with the regular primer and should provide an extra measure of protection against rust. Removing the front fenders was made easier by removing the doors first, otherwise the screws are a bear to get at. To remove the doors you need a small pin punch to drift out the little splined pins that hold the travel limit arm to the door jam. The two nuts inside the door that attach to the hinges are 15/16" size.

Next month's Newsletter will contain the conclusion to Peter McLaughlin's guide to do-it-yourself body repair.



HEADLIGHT SHORTS, TIRES, & SOME QUESTIONS

I have recently joined the club and I am very impressed so far. I would like to put in my "two-cents worth" regarding experiences I have had in owning a '67 95 850, a '69 95 V-4, and currently a '76 EMS and a '78 99 Turbo.

HEADLIGHTS--I have the Cibie European 5-3/4" quad set up in my 99's. I use 55/60 H-4 low beams and H-1 100 watt high beams, a system which is very effective. I did experience a significant problem which others should be aware of. While travelling the interstate, I happened upon quite a rainstorm. I switched on the wipers and lights and the car shuddered, sputtered and died. I smelled burning electricals and by the time I got pulled over and raised the hodd, the harness running over the right fenderwell was burning from the headlights to the headlight relay.

Needless to say, any wires close to the headlight wires also were melted. It appeared that one of my lights had been shattered (by a rock probably) allowing water to short out the quartz bulb. What really surprised me was there are NO fuses in the headlight system. The relay was fried, along with just about every wire in the harness. The repairs took me 18 hours, 100 feet of wire, and considerable patience. I installed an inline fuse in the hot lead to each headlight to prevent this from happening again, and I suggest that anyone running halogen headlights do the same. (Ed. Note: If you use 100 watt bulbs, you should probably use a separate relay for the high beams. The headlight relay is designed to handle the 230 watt load of all lights on high beam, but with 100 watt bulbs, that load goes to 320 watts, almost 50% greater. I don't know what the design load for that relay is, but using a separate fused relay (or a relay and a fuse) for the high beams with 100 watt bulbs probably isn't a bad idea. Marchal makes a nifty fused relay, the 514, that makes a neat installation.)

TIRES--I have read a lot about Pirelli's and I have 195/60HR15 P-6's on my EMS. They are a fine tire, but not up to my liking on wet pavement. I use 195/60HR15 Firestone S660 on my Turbo and enjoy them immensely. They have very good grip in both wet and dry, never squeal, and show respectable wear. I expect to get 35-40,000 miles out of them, and at \$79 ea from Mathis Marketing (4328 Rider Trail, Earth City, MO 63045, 800-325-0610) I feel they are a very good value.

The Turbo is also used for autocrossing and does quite well. I have an extra set of rims with Goodyear Eagle GT 195/50's shaved to 5/32" tread depth. These tires are medium price and when shaved handle very well, although too harsh for highway use. I also dial in 2° negative camber for racing which also greatly enhances the handling of the car (I recommend this to rallyists also).

For winter use I like the Gislaved Frost. Although a bit noisy, I like them better than the Continental or Vredestein. The car is extremely sure-footed on the Gislaveds, and at \$44 each from Tire America (One Bryan Dr., Wheeling, WV 26003, 800-624-6932) they are a steal.

MAINTENANCE TIPS--I have had very good service from Nippondenso W20EXU plugs and recommend them over Bosch or NGK.

Beck Arnley "Super Deluxe" non-asbestos brake pads do a fine job as I have experienced no fade, even autocrossing on hot days, and there is very little brake dust. The cost is in the medium range, about \$11.00 a set.

QUESTIONS--I saw in one of the Newsletters that DOT 5 Silicone brake fluid should not be used in Saabs. I have Dow Corning DOT 5 in all my vehicles and have had no hydraulic failures. Is there something I should be wary of?

Since no dipstick is provided on the '78 Turbo gearbox, is there any way to determine if the oil level is OK? I have been changing it every 2-3,000 miles with the engine oil to be sure there are three quarts in it. I also got the recall notice on the differential cover leak problem, which increase my concern over gearbox oil level. (Ed. Note: The gearbox oil level should be right at the bottom of the fill plug opening, i.e. the fill plug also serves as a oil level check.)

Koni has recently come out with an adjustable gas shock for the 99. Has anyone had any experience with it? The Bilsteins are fine, but something stiffer for autocrossing would be nice.

I hope someone benefits from my experiences; thanks for the very informative newsletter.

Tom Parker, Midland, MI



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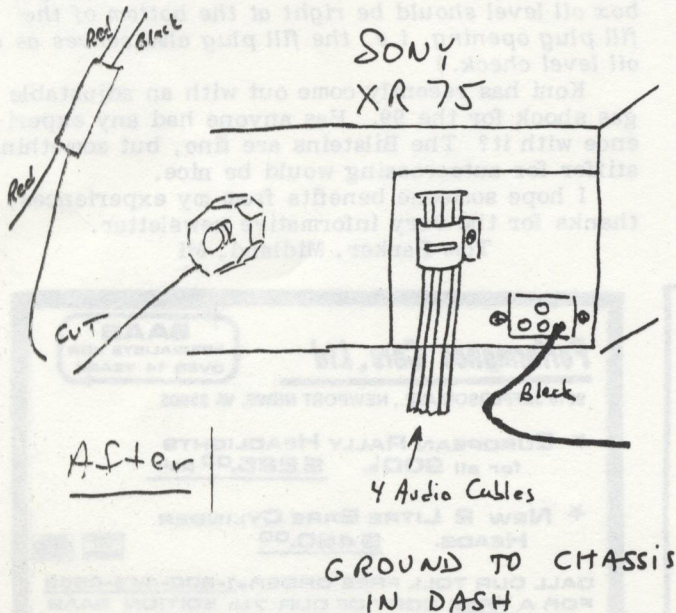
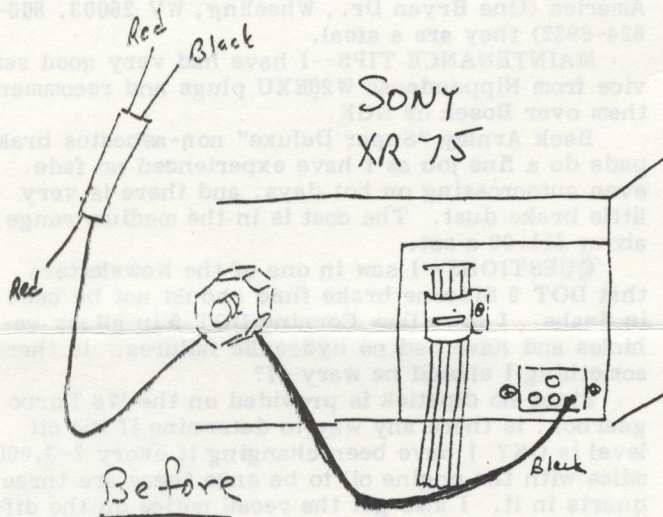
CURING NOISE AND STATIC IN SONY XR-75

These modifications eliminate virtually all the static encountered on the Sony XR-75 radio. Do both steps as each will eliminate part of the static, and hopefully you'll be as successful as I have been.

1. On early '83 models, the black wire coming out of the power plug was bolted to the large stud on the rear of the radio. From the stud another black wire went to a two-wire in-line plug (red/black) and then went into never-never land in a harness.

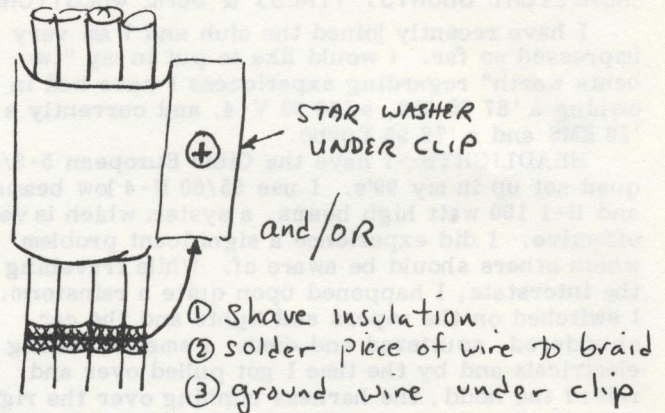
- a). Remove both black wires from the stud
- b). Ground the black wire coming from the radio power plug. A good point is on the large phillips-head screw on the rail used to guide the radio into the dash.
- c). Cut/tape the other black wire going to the in-line connector; you don't need it.

In later models, Saab did this modification but used a poor clip for grounding. Use a good ground by screwing the wire down.



2. This fix will eliminate the low ticking encountered with no volume, as well as the scraping/scratching sounds observed when hitting bumps, or sometimes touching the radio.

- a). Lift the clip that holds down the four audio cables. Place a star washer under the clip and tighten down, making sure the washer bites into both the clip and the radio chassis.
- b). If this doesn't work, carefully cut back the insulation on all four audio cables exposing the shielding. Carefully solder (you may want to weave) a piece of wire across each cable's shield, and then bolt the wire under the clip.



For some reason the four audio cables running under the clip are not grounded well to the chassis.

To date several friends, plus my dealer have been successful in eliminating noises in XR-75's using the above methods. Good Luck.

Art Chapman, Old Bridge, NJ

CALIF. MEMBER PREFER'S DUNLOP'S TO P-8'S

I have been utterly impressed with the Pirelli P-8's on wet surfaces, both rain and snow, in the last year I have had them. They are bad when a little rain falls on the freeways out here and not particularly good in the snow in the mountains. They are very good on dry surfaces.

Without a doubt the best tire I have found for my '79 900 EMS is one that has never been mentioned in the Newsletter. Dunlop's 185/70HR15 is the best all around tire in Chicago or L.A. on snow, rain or dry surfaces. They may wear a bit fast, but I think I will get a full 40,000 miles out of them with no trouble.

Howard Ehrman, Los Angeles, CA

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ANOTHER CASE OF TURBO HIGHWAY HESITATION

Regarding Russ Grobe's letter in the September '83 Newsletter (p. 4), I too have the exact same problem with my '82 900 Turbo. That is, at freeway speeds on hot summer days after a couple of hours, the car inexplicably starts bucking and hesitating intermittently. Pulling over under an overpass to let things cool down only helps for five minutes or so after restarting, then the same problem occurs.

I have determined that the problem is completely, though temporarily solved simply by filling the fuel tank with fresh, cool, fuel. I originally suspected water or contaminants in the tank, but I am now almost certain it is a fuel temperature or vaporization problem. Just putting a few gallons of new fuel in the car totally eliminates the problem for a couple of hours, or until things heat up again. Once evening arrives or even some cloud cover to eliminate the intense heat of the sun, the problem disappears completely. I have had no problems with the car other than this one and I have 40,000 miles on the car.

Bill Atherholt, Sweetwater, NJ

FUEL LINE REROUTE CURES TURBO HESITATION

Regarding "High Speed Hesitation Plagues '80 Turbo" on page four of the September '83 Newsletter, I have a '81 Turbo that was doing the same thing. At above 90°F, steady cruise, and 1/2 hour to an hour of running it would miss, or what I called a hiccup would occur. Sometimes it felt like all four pistons stopped at once and sometimes a mild hiccup on one piston.

The cause was fuel returning from the engine to the tank is hot and boiling. The fuel return line deposits right at the suction area of the fuel pump. Thus the pump is at times pumping air back to the engine causing a miss.

The cure was to reroute the fuel return line in the tank away from the pump. Along with this I got an 82°C thermostat which is standard equipment on late '83 production Saabs. The "hiccup" has stopped at temperatures above 90°F, but I have not had the opportunity to try it above 100°F which will be the real test. It is my opinion that Saab fixed this problem in the late '83 production (See "Saab Service Tips" July '83, p. 7).

L. Holman, Crownpoint, NM

WHAT'S WRONG WITH SILICONE BRAKE FLUID?

Would it be possible to find out from Saab the technical rationale behind their prohibition of silicone brake fluid? (See "Saab Service Tips" Mar. '83 Newsletter)

I have used silicone fluid in the clutch system of both my 99's for 20,000 miles with no ill effects. In fact, my 1975 has never before exceeded 10,000 miles without a slave cylinder rebuild. Based upon the success in the clutch systems, I recently completely overhauled both brake systems and switched to silicone fluid. So far brake performance has been excellent. Overhaul of the brakes was required because the indirect pistons were seized due to corrosion, despite changing fluid every year.

Needless to say, brake parts are expensive and silicone fluid represents a way to minimize such expenditures.

L.A. Blakely, Issaquah, WA



WV MEMBER FINDS SUCCESS AUTOCROSSING 900

I run my 900 in Southern West Virginia SCCA Autocrosses in H Stock class. We have a very active chapter in autocrossing with approximately 50 to 70 participants at each event with about 5-7 in H/S.

The SWV/SCCA runs 11 autocrosses a year and ten of these count toward a year-end championship. As of the events run through August, the 900 and I have a comfortable lead in the year-end championship for H Stock.

The 900 (an '83 with 22,000 miles) is being run totally stock except for 5 1/2 x a 5J Mag-Alloy Cosmic Wheels in place of the stock steel issue. The P-8's run well at 52 psi front and 45 psi rear, although my next set of tires will probably be Phoenix 3011's (205/50x15) in order to lower the 900's center of gravity.

I have found the 900 to be very satisfactory in day to day driving. We average about 1000 miles a week. I have not been disappointed by the 900's performance at autocrosses, and most of my success must be attributed to the car since I just started autocrossing in January of '83.

E.C. Borchert, Charleston, WV

EDITOR'S REPORT--continued from page 1

the last three. I hope that with everyone's help, the Newsletter will continue to improve and evolve. I think people often give me more credit than I am due for the Newsletter. Without the contributions of so many different members, it would be very dull and not nearly so useful.

The new front page this month is courtesy of Jack Ashcraft, who also did the "Parts Mart" heading for the Classified Ad section. Jack has also done some new artwork for more T-shirts, this time with a 900 Turbo and a rally 99 as the subjects. These should be available next month and I will have prices, etc. in the next issue. Remember also that there is no separate December issue. The Nov/Dec issue that will come out in late November will be the last one before Jan. '84 when the deadline will also move up to the first of the month.

Last month we mailed out about 3260 newsletters, and expect over 3300 this month. This month's issue should hit the mails about the 20th of October.

96,000 ON '78 EMS--ALSO SAAB/LOTUS FREAK

Our 1978 99EMS was purchased new and has been a great car. It has been our first Saab and has 96,000+ miles. Our only real problem was a rear window that kept burning through the defroster grid wires which eventually required replacement of the window. I maintain the car myself using a Saab factory service manual, except that I change the oil(s) more often than specified. I have found the members' comments of interest as far as oil, tires, and other service tips. I use 10-40 oil in the transmission as well as in the engine. The car is on its third set of Pirelli CN-36 tires which were original equipment. We get roughly 40,000 miles to a set of tires and have found them quite acceptable in any California driving we have done including some snow and Northern California rain.

I found out that the later style 30,000 mile Lambda oxygen sensor is interchangeable with the earlier (15,000 mile) unit that came on my car. My car seems to run fine with the new sensor although I have not had a chance yet to really test it and check the fuel usage.

One item of interest is that Saab valve shims are interchangeable with my Lotus Europa Twin Cam engine. I thought Satch Carlson was the only other Saab/Lotus freak in the world until I read in a back issue of the Newsletter (Phil Connaught of NJ, Sept. '82, p. 3) of another member with the above affliction.

Byron Lowry, Mill Valley, CA

FLUID CHANGE & FILTER CLEAN FIXES 99 AUTO.

In June I drove my 1974 99LE automatic across the country from Connecticut to Seattle. It now has over 150,000 miles on it. There were no problems until I reached Seattle, when I found reverse gear slipped when backing up hills. Manually-engaged first gear was OK, which is significant as only reverse and manual first use the rear band.

The service manager at Alan BMW/Saab in Edmonds suggested changing the oil and cleaning the wire mesh oil filter. This I did, and now reverse works fine. As the car has so many miles on it, the alternative course could have been to put in a new transmission, at considerable cost.

The solution worked probably because oil pressure was increased (the filter was originally quite clogged with metal particles) and the valve gear was cleared of very fine particles in the old oil. The new oil would have a higher viscosity as well.

Richard Granshaw, Mercer Island, WA

A/C FAST IDLE SOLENOID PROBLEMS ON '80 900

I am having trouble solving a fairly minor problem with the air conditioner in my '80 900 EMS. The air conditioner works fine, but the fast idle solenoid refuses to pull open most of the time (to make the engine idle faster to compensate for the extra load of the compressor) when the engine is idling. The result is that the engine really strains at about 500 rpm's until I step on the gas and let it up quickly (reducing the manifold vacuum) allowing the fast idle solenoid to pop (pull) open. The engine will then idle normally again, until the compressor cycles off and back on, then I get the same slow idle.

I have replaced the solenoid (\$54.00) and checked both the supply and ground wires to the solenoid to make sure it is getting proper voltage and current, which it is. I have called several Saab service departments, and no one is aware of a problem or has any suggestions. If any fellow Saab owners have an idea how I can either reduce the vacuum at the valve or increase the pulling power of the solenoid, I would sure appreciate some advice.

Mac Steiger, Vallejo, CA

FOMOCO CARB FLOAT VENT CAN CAUSE PROBLEMS

I have two quick tips to pass on regarding the '71 and later Fomoco carb for V-4's. First, a frequent cause of carb (and sometimes engine) fires upon trying to start the car is the combination of a little back puff and a missing rubber bellows that connects the brass pipe on top of the carb to the bottom of the air cleaner (this is the float vent).

Second, another common problem is intermittent fuel failure causing bucking and jerking, or simply greatly reduced power on occasion, which is very aggravating. This is occasionally caused by a foreign object in the gas tank (usually rubber or plastic), but more often it is black flakes in the carb bowl. Where do these flakes come from? Paint flaking off the air cleaner base and falling down the little rubber bellows into the bowl. To avoid this simply inspect the area around the small vent hole in the bottom of the air cleaner base, and scrape all loose paint and rust off the inside and outside, and clean the bellows.

Bert Gunn, Chaplin, CT

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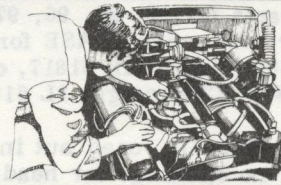
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CLASSIFIED AD RATES

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 November/December issue will be November 11, and the deadline for the January '84 issue will be Jan. 2.

SONETTS FOR SALE

1971 Sonett III Turbo, Med. Green, ext. & int. very good orig. cond., mechanically very good, in-dash am-fm cass., 50,000 mi.: \$5,500. Diane Hill, Vienna, VA, 703-938-9826 eve's & wkends, 703-356-0079 days.

1971 Sonett III, good body & motor, needs work on frame, 88,400 mi.: \$2000. Paul L. Hull, RD #1, Marianna, PA 15345, 412-267-3861 after 7 pm.

1972 Sonett, low mileage, engine sound, needs clutch work, but is driveable: \$2000 or best offer. Larry Rosser, 214-783-0158

1972 Sonett, runs good, some rust, restorable: \$1700 or best offer. L. Iskerka, 312-377-3727.

1973 Sonett, needs paint and minor int. work, very minor rear pan rust, strong engine & trans.: \$1850 Randy Cook, 1877 Oak Ridge Lane, Lawrenceville, GA 30245, 404-962-0528.

1974 Sonett III, good cond., 10,000 mi. on engine, good body, exc. stereo: \$3200 or best offer. 513-233-9565. Mark Bradach, Dayton, OH

1974 Sonett, orig. orange paint, good body, excel. interior, 29,000 mi., one owner: #3600. B.G. Campbell, Des Moines, IA, 515-255-6707.

95's and 96's FOR SALE

1967 95, grey, new valves, needs rings, life exh., spare body, doors, etc., 130,000 mi.: \$325. Rich Galante, Woodstock, CT 203-974-0313.

1968 95 wagon, plus many spare parts: \$300 takes all. John Taylor, Lexington Park, MD, 301-862-4654 or 301-373-2192.

1972 96, body in excel. cond., engine good, trans. just replaced, asking \$1600. Anne Garfield, 825 13th Ave, Seattle, WA 98122, 206-324-0704.

95's and 96's FOR SALE, continued

1972 96, 1500 w/Solex, new: clutch, brakes, green paint; tan int. perfect, floor mats, gauges, halogens MSS exh., am-fm cass., overall v.g. cond., extra eng., trans., etc: \$2150/offer. Marc Vernon, 311 E. White, #15, Champaign, IL 61820, 217-398-4161.

1973 95, dark reen, 106,000 mi., eng. & trans. rebt paint & bodywork excep. cond.: \$1950. Tony Atkin 372 Lorraine Rd, Glen Ellyn, IL 60137, 312-469-1569

95, 96 and SONETT PARTS FOR SALE

One black foam headrest insert; set of gauges from early 96 V-4: \$5 ea. plus UPS. Steve Harper, 1624 Secrest Rd, Wooster, OH 44691, 216-264-3534.

Five aluminum wheels for Sonett, early style: \$40 ea. plus ship.; Four Michelin XZX new 145SR15 tires \$25 ea plus ship. Bruce MacLean, 21 Park Ave, Venice, CA 90291, 213-392-4308.

1968 95 wagon body, most parts avail., some may need rework: \$75; 1972 99 4dr. auto., needs ring gear & pinion, some parts missing or need work: \$200. Frank L. Hoehn, 38226 Delacour Dr., Palm-dale, CA 93550, 805-947-7378.

V-4 engine from '70, needs some work: \$150; also rib case trans. in exc. cond.: \$300. Sig Almquist, Rt. 1, Box 620, Lot 423, Clermont, FL 32711.

Parts cars: '68 V-4 Deluxe, red, separation in uni-body behind rear axle; exc. drivetrain & int.; '71 white 96, was v.g; Mss exh; front ended, seized engine. Farrell Sacks, 73-22 171 St., Flushing, NY 11366, 212-461-5030.

Monte Carlo instr. cluster (speedo-tach-temp-fuel) \$75; 95 taillight ass'y's & lenses: \$15; Many other 95/96 parts, new & used. Quantum Mechanics, 45 Huntington Ave, S. Yarmouth, MA 02664, 617-394-5193.

Complete factory A/C kit for '71-73 95/96. Incl. new compressor mounting bracket, receiver-dryer, & break-down of all A/C components w/ p/n's. Asking \$175 plus freight. Dave Williams, 528 S. Drexel Ave, Bexley, OH 43209, 614-231-8211.

More classified ads on next page.....

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

N.O.S. and used parts for 93, 95, 96, 97; e.g. NOS 95 fuel tank sender: \$25. Send SASE for list. M. Tarr, Rt. 1, Box 385, Catlin, IL 61817, or M. Ver-non, 311 E. White #15, Champaign, IL 61820.

Complete nose for Sonett III, used but in good cond. has flared fenders, no openings for headlight buck-ets. Dave Nagel, 213-537-3901 weekdays.

Sonett III inst. clusters, ign. lock, carbs, coils, eng. parts, all new, much more. Send SASE for list. David Osborne, 10041 Odessa Ave., Sepulveda CA 91343.

Tons of 93, 95, 96 & 97 parts, too long to list here, no reasonable offer refused; what isn't sold goes to the dump. Send SASE for list or write/call for needs. Scott Anderson, 411 W. Birch #2, Flagstaff AZ 86001, 602-779-0561.

Sonett III hood, no headlight buckets or hatch: \$500 rear body, no glass: \$500; doors, compl.: \$100 ea; some int. parts, all for \$1000, delivery poss. w/in 200 mi.; also parting out '71 96, no eng. or trans. Chuck Royalty, 4605 130th Ave. SE, Bellevue, WA 98006, 206-643-0935.

Tow bar for 95/96's in v.g. cond.; can be adapted for Sonetts: \$25 + ship. 750GT engine, complete but seized: \$100 + ship or will part out. Jeff Delahorne 5805 Oneida, Duluth, MN 55804, 218-525-3253.

95, 96, and SONETT WANTEDS

Wanted: 93 parts: temp gauge, taillight lens, rear bumper ends w/ good chrome; door handle w/ lock & key; trunk handle w/ lock & key; 93 or 96 door

95, 96, and SONETT WANTEDS, continued

rubbers in good cond; any old 2-stroke racing equip or specs--Also elect. temp sender for 2-stroke. Sandy Fotter, Fairfield, ME, 207-453-7849.

99's and 900's FOR SALE

1970 99 2 dr., red, 4 spd, EMS wheels w/ new Mich-elins, good cond: \$800. Bill Magi, 203-259-4542.

1970 99C, 2 dr., tan, 130,000 mi, no accidents, Zie-barted; eng., timing chain, clutch, trans. replaced at 100,000; ft. seat covers, stainless exh., recent CV joints, body nice, runs well: \$650 incl. spares Bernie TenCate, 4020 Allen Rd, Tecumseh, MI 49286 517-423-6155.

1972 99, auto., needs paint, roadable: \$500; extra 1.85 eng.: \$150; '75 2.0L eng.: \$250; '75 hood, trunk, doors: \$50 ea; '75 F.I. sys: \$100; '75 elec. fuel pump: \$75, plus many other '72 parts. A.B. Maccarone, 946 N. 1st Rd, Hammonton, NJ 08037, 609-561-0946

1972 99E, 2 dr, 4 spd, tan, 106,000, body & int. v. good, 8 yrs in Cal--slight rust, recent valve job, new muffler, clutch hydraulics, oil pump, 2 Miche-lins: \$1500. John Maier, 37 Elm St, Milford, CT 06460, 203-877-9401.

1974 99LE, smashed front end, broken window, needs valve guide, rblt auto. trans., no rust, AZ car, towable: \$750/negotiate. Lloyd Husband, 124 Paseo del Flag, Flagstaff, AZ 86001, 602-774-7294.

1976 99GL, 4 dr., am-fm, looks and runs good: \$2000. Tom Fox, Cincinnati, OH 513-481-9850.

Dear Saab Clubbers,

We are happy to announce that we have added a mechanic - Doug Vedders - to our operation. Now we not only handle all alignment and auto body problems, but mechanical as well. This month our ser-vice special is a clutch job for 99-900 4 speed. This will include new pressure plate, disc, pilot bearing, throw out bearing, rear main oil seal and clutch shaft oil seal, installed for \$159.95, plus tax.

Our new computer should arrive in the next couple of days and should make phone orders much quick-er. We have daily UPS service and all in-stock orders are processed the same day. If you aren't on our mailing list and would like to be, just call or drop us a card, so you can keep up on the lates parts prices. Saab 99/900's are our ONLY business. We care about your car. Phone parts orders from 8 am to 8 pm Mon.-Fri.--- 8 am to noon Sat. (CST)

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Bosch Fuel Filters:		Bosch W7D Plugs	.89
69 - 74 99	8.50	Brake Pads:	
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80 - 83 99/900	11.00	RCP Dual Compound	
Plug Wire Sets:		69 - 82 99/900	7.50
73 - 83 99/900	6.75	RGP Rear	
78 - 83 Turbo	8.25	73 - 80 99/900 4spd	60.00
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99's and 900's FOR SALE, continued

1980 99GLi, 37,000 mi., only 400 mi. on rblt engine; new brakes & fluid, new steel radials: \$4900. Vic Pardo, 517-393-2766, 3715 Pleasant Grove Rd, Lansing, MI 48910.

1977 99 5 dr, auto., factory moon roof, 56,000 on '79 eng. power steering, new brakes & fluid, Mich-elins, new upholstery: \$3700. Vic Pardo, 517-393-2766 (see address above).

1981 900 Turbo, 3 dr, 5 spd, beautiful red paint, should go to a good home. Ms. Cathy L. Briel, 500 E. 22nd Terr., Lawrence, KS 66044, 913-841-9543.

99 and 900 PARTS FOR SALE

N.O.S. and used parts for 99's; e.g. NOS pistons for 1.7L: \$7.50 ea; send SASE for complete list. M. Tarr, Rt. 1, Box 385, Catlin, IL 61817 or M. Vernon, 311 E. White #15, Champaign, IL 61820.

2.0L cyl. head, new: \$550; '74 99 grill, perfect: \$45 5 EMS mags, good cond.: \$75 ea; 900 dashboard: \$195; 99 lenses & ass'y's. Quantum Mechanics, 45 Huntington Ave, S. Yarmouth, MA 02664, 617-394-5193.

Rebuilt auto. trans. from '77 99: \$550; '78 & 79 fuel distributor: \$45 ea.; 5 dr. hatchback w/ glass: \$125 '78 5 dr. parking lights & rear tail lights: \$40 ea. Vic Pardo, 3715 Pleasant Grove Rd, Lansing, MI 48910, 517-393-2766.

1971 1.7L engine & 4 spd trans., runs good: \$100; Also one custom exh. header for '73-74 2.0L: \$75 or will trade for stock exh. manifold (no cracks) for same year. Brian Harris, Rt. 8, Box 56, Abingdon, VA 24210, 703-628-3794.

Koni shocks, new still in box, for front of all 99's exc. Turbo: \$45 for the pair; Trailer hitch, custom made by Dalan with removable draw bar, fits all notchback 99's: \$50. Reid Pepin, 75 Arcand Dr, Lowell, MA 01852, 617-454-9332

Front & rear sway bars for 99, used, all hardware incl.: \$60 plus ship. Gary Zaidenweber, 1519 Sherburne, St. Paul, MN 55104, 612-644-7396.

Two '83 900 headlight ass'y's with auxiliary lenses: \$100; '83 85 mph speedo: \$40. M. Cabanela, 1100 Greenbriar Rd SW, Rochester, MN 55902, 507-285-1045 after 6 pm CST

Bra for 900, black w/ white Saab letters: \$40. Michael Corder, Dept. of Med., Kern Medical Center, 1830 Flower St, Bakersfield, CA 93305, 805-872-2169 805-326-2210

Parting out '74 99LE 4dr; prof. rebt auto. trans: \$350; power-steering: \$150; eng. parts, fuel-inj., rust-free body parts, etc. Tom Reinsel, 12110 Georgian Trail, St. Louis, MO 63131, 314-965-6278

Autocross tires (or spare tires?), Uniroyal-Europe Rallye 180's, 175/70SR15, shaved showroom stock tires, have four: \$15 ea plus UPS. Jeff Delahorne 5805 Oneida, Duluth, MN 55804, 218-525-3253.

Good used CIS fuel injection system from '75 99, incl. fuel distributor & intake manifold: \$100. Bruce Alexander, Duluth, MN, 218-525-2884.

99 and 900 WANTEDS

Wanted: Hatchback trunk lid for '78, must be rust free, '78-80 will fit, under \$200. Don Prizler, 103 E. Dixon, Dayton, OH 45419, or call collect, days 513-293-2844.

Wanted: for '78 99, center grill & headlight bezels. Matt Merrens, 73 Beekman St., Plattsburgh, NY 12901, 518-563-5694 after 6.

Need clock/tach or just tach for '76 99; also 4 spd. trans for same and shop manual. Elliott Wolk, 92 No Haledon Ave, No. Haledon, NJ 07508, 201-423-1823.

MISCELLANEOUS ADS

Wanted: Old binder with issues Club Newsletters from 1980 back to 1976, with 95-96 V-4 tech sheets & info; offering \$10 or ? Peter Patson, 48 Sussex St., Rehoboth Beach, DE 19971, 302-227-8683.



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P165/70R365	\$76.95	220/55HR390	96.95
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Michelin:

P185/75-14	\$65.95	P205/75-14	\$72.95
P195/75-14	\$68.95	P205/75-15	\$74.95

Cooper Steel-belted:

P175/80R13	\$43.95	P185/75R14	\$46.95
P185/75R13	\$43.95	P205/75R15	\$49.95
P175/75R14	\$45.95		

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P175/80R13	\$46.95	P205/70R14	\$62.95
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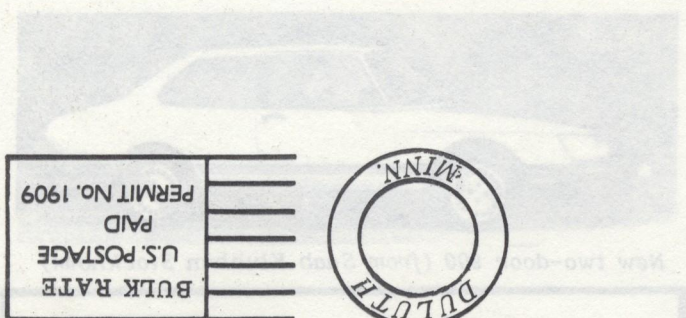
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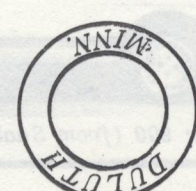
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MISCELLANEOUS ADS
 Wanted: Old binder with issues Club Newsletters from 1980 back to 1976, with 98-98 V-4 tech sheets & info; offering \$10 or 7 Peter Falcon, 48 Sussex St., Rahoboth Beach, DE 19871, 302-222-8883.



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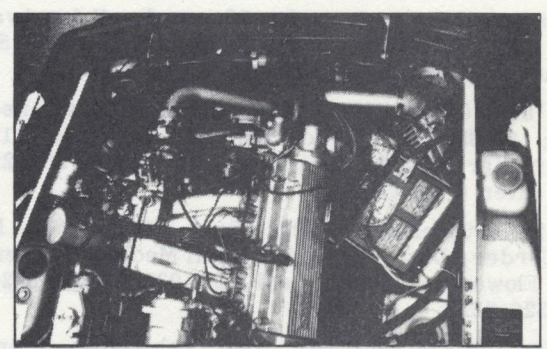
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Contact the Distributor in your area:

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- Midwest:** Jon Petersen, Petersen Automotive Systems, PO Box 453, Des Plaines, IL 60016, 312-640-0503
- California:** Chadco Distributing, PO Box 10437, Zephyrcove, NV 89448, 916-541-5012

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