



THE SAAB CLUB

Feb. JANUARY 1984, NEWSLETTER # 122 123

MINNESOTA SAAB CLUB-- will have a fix-in on Saturday, March 31 at Gary Zaidenweber's house in St. Paul, starting at 9:30 am. Contact Gary, 644-7396 or Bob Swinehart 774-4873 for details. Disassembly and adjustment of the 99/900 gear shift lever and ignition switch housing, as well as a possible 99 cylinder head removal will be featured. This will be your chance to repair all those nagging problems built up over the winter months.

Our meetings continue to be the first Thursday of every month, 8 pm, at Shakey's Pizza, Larpenteur and Snelling in St. Paul.

SOUTHERN CALIFORNIA SAAB CLUB-- There will be a parts picnic Feb. 25 and 26 at John's Saab, 1836 Washington Way in Venice. The regular meeting is Feb. 21 at Antique and Classic, 1815 Mt. Baldy Circle, Fountain Valley.

MORE CLUB NEWS ON PAGE 2

SAAB UNVEILS AERODYNAMIC 16-VALVE TURBO

Saab Press Info: Saab-Scania has unveiled at the 1984 Brussels Motor Show the Saab Turbo 16 Aero, a car with improved aerodynamics and powered by Saab's 16-valve, third generation turbocharged engine with intercooler. It is already in production for selected European markets and is expected to be available in the United States during the 1985 model year.

The Saab Turbo 16 Aero is based on the three-door Saab Turbo. The body has been given a sportier look with side skirts and an integrated front air dam that significantly improves the car's aerodynamics. The front spoiler and the side skirts form a continuous line along the lower body. The net result is a five-percent lower aerodynamic drag coefficient and better high-speed stability.

At the heart of the new Saab is the most powerful Saab production engine to date. It develops 175 horsepower in European trim, an increase of 20 percent over the 8-valve turbo-

continued on page 2



Saab Clubs of North America
Editor and publisher: Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804
(218) 525-3253 9 a.m.-8 p.m. except Sunday

Consultants: Dick Grossman, Jack Ashcraft, Carolanne Curtis, Andy Buc, Ted Tucker

SAAB TURBO 16 AERO, continued from page 1

charged engine, while fuel consumption is 10 percent lower. The engine is equipped with hydraulic valve lifters, eliminating the need for valve adjustments.

Intercooler equipped--Saab's third generation turbo engine features an intercooler which cools the combustion air supplied to the cylinders. This further reduces the risk of knocking, while increasing the mass of air that is forced into the combustion chambers. The Saab intercooler results in higher engine output and at the same time reduces thermal stresses, thereby contributing to increased durability.

The combination of an intercooler and the Saab APC system, means that the engine runs cool and comfortably below the conditions likely to cause knocking. The 16-valve engine was thus designed for a high compression ratio of 9.0 to 1, which leads to lower fuel consumption.

Microprocessor-Controlled Fuel Injection--The Saab Turbo 16 Aero is equipped with a new type of fuel injection system, the microprocessor-based LH electronic system from Bosch. The Bosch LH system offers more accurate metering of the fuel under varying conditions and automatically makes corrections for changes in atmospheric pressure.

The new engine gives the Saab Turbo 16 Aero a top speed of 130 miles per hour and accelerates it from rest to 100 km/h (62 mph) in 8.7 seconds and to 160 km/h (99 mph) in 24.0 seconds.

In order to handle this extra performance with an added safety margin, the Aero is equipped with high-speed VR tires designed for cruising speeds in excess of 130 mph. These Pirelli tires are fitted on aerodynamic three-spoke aluminum wheels.

Stabilizer bars front and rear give the car improved handling by balancing the lateral forces on all four tires. The Saab Turbo 16 Aero comes as a complete luxury package with leather upholstery as standard equipment in most markets. The seat cushions and backrests are heavily padded around the edges to provide good lateral support on cornering.

SONETT TURN SIGNAL SWITCH FIXED & MORE

I have a 1972 97 with 147,000 miles and a few problems, like engine oil leaking on the clutch disc.

In the event the turn signals do not hold in the "on" position, it could be that the switch needs cleaning. I used Gunk brake and electric motor cleaner. The switch works much better now and its non-metal parts did not seem to be affected by the cleaner. Do not use WD-40 or other lubricant since the lever will not hold in place.

Does anyone know of a replacement brake light switch with two terminals, mounted on the master cylinder. I have tried several parts sources and come up empty.

I added four 155SR15 Gislaved Speed 216 tires to replace four Speed 116's. The size was hard to find, but I got them from Tire America for \$38 each. So far, they handle well and are similar to the 116's which lasted about 55,000 miles.

Chris Schmidt, Cincinnati, OH

MILWAUKEE SAAB CLUB-- held a well-attended ice race last month. Special thanks to all club members who volunteered. The next meeting will be Feb. 27 Shakey's Pizza, Hwy 100 and Silver Spring, at 7:30 pm. Mike Etzel and Sam Triscar from the parts department at Tosa Imports will be there to talk about Saab parts and answer questions. A proposed summer rally series will also be discussed.

The March meeting has been tentatively scheduled to include a discussion of radio tape players, alarms, CB's and cruise controls with a representative of an area auto stereo store.

On April 1 a gimmich rally workshop will be given by a local auto club. Area Saab Club members will be able to participate. For more info call Pat Greer, 414-964-7463.

CHARLESTON, S.C. CLUB-- Any Saab Clubbers who would like to form a local chapter in the Charleston area contact Shawn J. Mulvey, 1056 Woodside Dr, Charleston, SC 29412, 803-795-0860.

SAAB CLUB NATIONAL CAPITAL AREA-- will hold their next meeting March 14 at the Silver Spring Public Library, 8 pm. For more info call Toby Turpin, 301-384-6732.

SAAB SONETT CLUB OF SOUTHERN CALIFORNIA-- meets regularly every second Thursday of the month at Antique & Classic, 18315 Mt. Baldy Cir., Fountain Valley, CA. Meetings begin at 8:00 pm.

CENTRAL ILLIANA SAAB CLUB-- will have their next meeting on March 18, 2 pm at 404 W. Green, Urbana. Fred Sanders of Saab's Schiller Park office will be present. The April meeting date will be announced later with the program to be at the Mahomet Seymour School Automotive Lab. The May meeting will be a brake clinic by Monty Tarr. For more info, call Margrit Adler, 217-356-9244.

GREATER NEW YORK AREA SAAB CLUB-- next meeting will be March 18, 10:30 am at Floyd Bennet Field, Building #272. The topic will be Saab's emission controls. For more info call Marc Frank, 212-438-2022.

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.

REAR MOTOR MOUNT REPAIR, SONETT'S & 96'S

One thing that has always bugged me about my '69 Sonett was what appeared to be excessive movement of the gear shift whenever I'd be on and off the throttle, especially in fourth gear. I'd heard that the problem was a bad rear motor mount. I kept looking at mine but could see nothing wrong. Finally I tried it with my eyes open, and wonder of wonders, I did find something wrong.

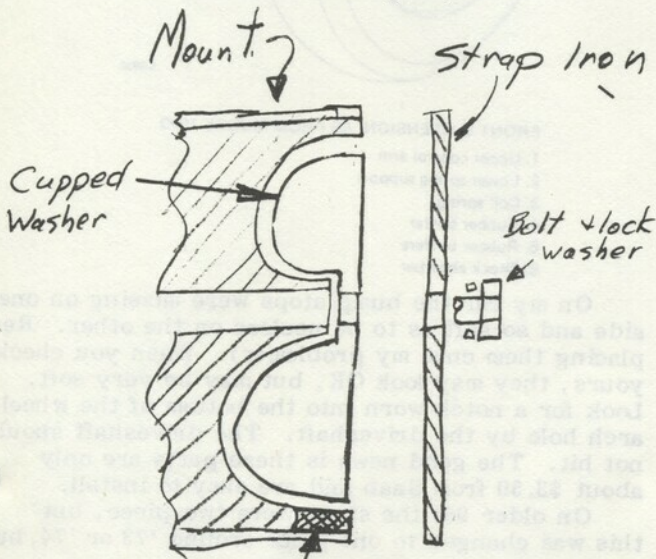
The problem was not with the rubber in the center of the mount, but with that which is around the edges. The rear mount contains a large cupped washer. This washer helps prevent the engine from going too far forward when braking or when in an accident. It also, however, restricts the up and down movement of the rear of the transmission. When you accelerate, the trans. wants to move downward at the rear. This washer restricts the movement by pressing up against the rubber that is around the inner edge of the mount. On my car, this rubber was torn, allowing the washer (and trans.) to move down farther than intended.

Since replacing the mount requires removal of the engine and trans., I decided to try and repair the mount. I cut away the torn portion of the rubber (about 1-1/2" long by 1/2" wide) using some xacto knives and a Dremel grinder (the rubber is fairly hard & stubborn). I then replaced this section with a length of hard rubber of the appropriate thickness. For those wanting to do this repair, a possible source of hard rubber would be conveyor belting, which can often be obtained from farm supply stores. While you're at it, place a length of the rubber above the washer. This will help damp the upward movement of the rear of the trans whenever you let off the throttle.

You can try gluing the rubber in place with contact cement, but if the rubber is stiff enough the glue may not hold. I held the rubber in place by adding a length of 1-1/2x1/8 strap iron (hardware store variety) between the cupped washer and the bolt that holds the transmission to the mount. I cut the strap iron long enough to extend beyond the washer, but short enough that I could still install that cardboard cover over the mount.

The repair has worked quite well.

Steve Parsons, Washington, IL



added section of hard rubber

MEMBER USES CAR TO COMPRESS CLUTCH PLATE

I have a tech tip for those club members who do not own a hydraulic press and are replacing the clutch on those models that have the internal clutch slave cylinder ('76-on). As you know, when the time comes to reinstall the clutch disc, pressure plate, and slave cylinder the fingers on the pressure plate must be depressed so that some ignition wire or fan belt may be installed between the depressed fingers and the housing. This pre-loading of the pressure plate fingers is required so that the slave cylinder will fit back into its proper location.

I recently found myself at this point in the project and was unable to apply enough pressure to adequately and uniformly depress the fingers. Since I do not own a hydraulic press, I used the next best thing--my Saab. I jacked up the front of the Saab (using the front side jack point), placed the pressure plate on a flat piece of wood (to protect the face), placed the throw-out bearing on the pressure plate fingers, and a short piece of 4x4 on top of it--all this was placed under the side of the jacked-up Saab.

With appropriate wood spacers fitted so that this tower of parts was directly flush with the bottom edge of the Saab's floor pan, I lowered the jack and very easily and uniformly depressed the pressure plate fingers so that the ignition wire could be installed. Care must be taken not to apply too much pressure to the pressure plate fingers using this method. This is obviously only one application of the "Saab Press," the possibilities are myriad. I also recommend replacing or rebuilding the slave cylinder whenever the clutch is replaced.

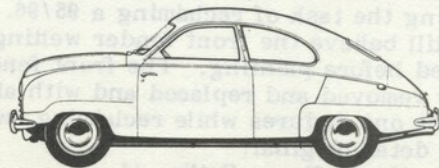
William A. Grace, Colorado Springs, CO

LEAKY V-4 DECEL DIAPHRAGM DIAGNOSED

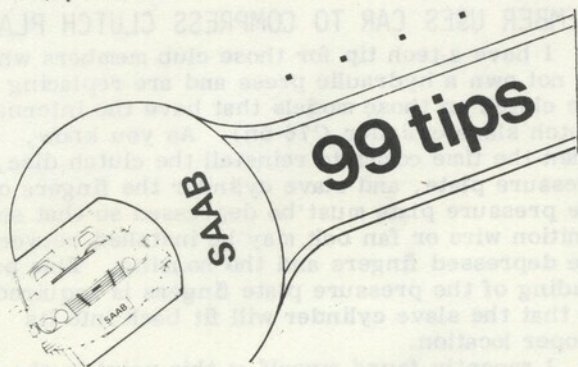
I recently installed a rebuilt engine and carb (late Ford type). After going about 200 miles the car started to sputter and die. After cooling for several minutes (10 or so) it would run fine. It would also idle without any problems until I pulled on the throttle. It would then start to die again. By enriching the air adjustment screw the car would run fine when hot, but poor when 10 minutes cold; when I leaned it out and started the procedure all over again. The diagnosis was a slight vacuum leak which would not appear in a vacuum test. Readjusting the float and checking for warp-page also didn't help.

The problem turned out to be a leaky diaphragm in the decel valve. Since, in the past and this time too, I plugged up the decel valve, I never thought it could be a problem. However, there is an air hole at the bottom of the valve, which draws in air to the diaphragm, so even if disconnected, a leaky diaphragm will affect operation. The diaphragm costs only about \$7 at Saab or your local Ford dealer. At Ford it is from a Pinto, p/n CM-2204.

David Kronen, Woodland Hills, CA



Saab 92 1953



IL MEMBER SUCCESSFULLY FIXES 99 HEADLINER

At the convention in Galena and in the last several Newsletters, the topic of headliner repairs for older 99's keeps coming up. I thought I'd at least pass on what we found to be a successful and permanent repair to our '74 99.

The headlining fabric had separated from its foam backing and was billowing around our heads. After trying the pinning methods and considering spray glues, we took the complete fiberglass board headliner out. (To get the headliner out of a two-door 99, both seats should be reclined all the way back, otherwise it is difficult to get the headliner turned and out the door.) We stripped the old fabric off, which left the crumbling foam backing stuck to the fiberglass board. Coarse sandpaper removed the foam quite easily, leaving a clean fiberglass surface.

We found Riggs Brothers Auto Interiors in Downers Grove, IL carries the velour headlining fabric in an almost-perfect color match, complete with 1/4 inch foam backing, for \$20. It is a single piece, intended for GM cars, and it covered the headlining and the C-pillar covers by the back window.

We used Weldwood acrylic latex contact cement to glue the foam backing to the fiberglass board. A paint roller worked pretty well to apply it evenly to both surfaces. Two coats on both pieces are necessary, since most of the first coat soaks right in. Following the instructions on the glue can, after the glue is completely dry, we covered all but a one-foot wide strip of the fiberglass with paper, set the fabric in place, and began rubbing it down. Slide the paper out carefully and rub the lining smooth. Stretch it around the edges, staple, and it is ready to go back into the car.

Ours has been in for almost a year now and it looks like new.

Sam L. Bidrawn, Naperville, IL

REACTION TO PETER MC LAUGHLIN'S BODYWORK

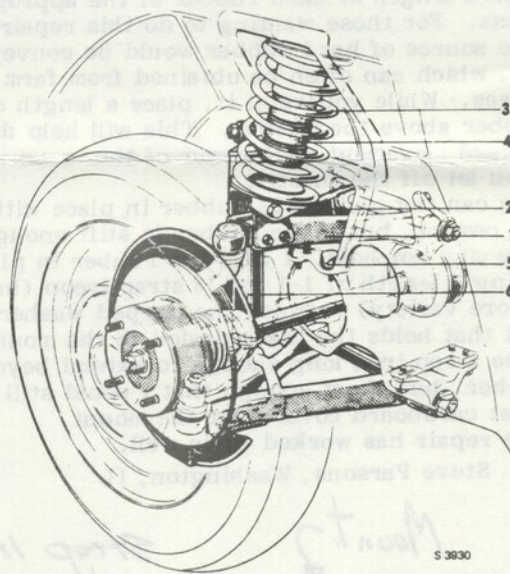
Congratulations to Peter McLaughlin for his excellent article on "reclaiming" his '71 96 (Oct. & Nov/Dec. '83). Having reclaimed a 96 and a 95 during the past five years, I was able to relate to many of Peter's suggestions and comments. I believe his article is an excellent "primer" for anyone undertaking the task of reclaiming a 95/96. However, I still believe the front fender wetting should be removed before painting. The front fenders are easily removed and replaced and with all the other pains one endures while reclaiming, why not keep this detail original?

Monty Tarr, Catlin, IL

UPPER A-ARM BUMP STOPS CAN CAUSE TROUBLE

I'd like to pass on some information about a small part that can, I believe, play a major role in the longevity and reliability of one's Saab: the upper A-arm bump stops. These are small, inexpensive parts which are easily overlooked, and should they deteriorate, their absence can cause a considerable amount of unnecessary wear. When the bump stops are rotted or missing, the front suspension picks up about an extra 1/2 inch of downward travel. This extra travel causes the driveshaft to bottom out in the hole where it passes through the inner wheel arch, and the bottom of this hole then acts as a fulcrum point which exerts pressure in an upward direction on the inner driveshaft.

This upward force can actually lift the engine slightly when the suspension is fully extended or possibly bend a driveshaft or break a U-joint. In my case a loud knock, almost a crash would occur if the car hit a bump or pot hole, or if I drove on a fairly bumpy road. Another symptom was a rapid knock that would occur whenever the car became "light" such as cresting a rise in the road. I assumed this was a U-joint problem until they checked out OK. Apparently this noise was caused by excessive side force on the inner drivers and by the driveshaft itself.



FRONT SUSPENSION, AS FROM MODEL 1973

1. Upper control arm
2. Lower spring support
3. Coil spring
4. Rubber buffer
5. Rubber buffers
6. Shock absorber

On my car the bump stops were missing on one side and so soft as to be useless on the other. Replacing them cure my problem(s). When you check yours, they may look OK, but may be very soft. Look for a notch worn into the bottom of the wheel arch hole by the driveshaft. The driveshaft should not hit. The good news is these parts are only about \$3.50 from Saab and are easy to install.

On older 99s the stops were two-piece, but this was changed to one piece around '73 or '74, but

continued at top of next page

SUSPENSION STOPS REPLACED, continued

I believe the newer one-piece unit can be used on all 99's. The wheels need not be removed to install the stops. First turn the steering all the way to the side on which the new stop is to be installed. Then jack up the opposite rear wheel to compress the front suspension. Cut the nubs off the bottom of the old stop and remove.

Lubricate the new stop with dishwashing liquid and put in place. Lower the back of the car and jack up the front on the side where the new stop is. The pressure from the spring will force the little retainers through the holes in the body and you're done. For a small, inexpensive part, you have quite a few expensive parts depending on it (namely U-joints and transmission), as well as keeping the ride quiet and smooth.

Wheels going out of true--Several friends and I have had a lot of problems with steel Saab wheels going out of true, but I have never heard anyone else mention it in the Newsletter. The rims would cause a shimmy at highway speeds making any long distance trip nearly unbearable. Maybe the roads here in New Hampshire are especially rough. Anyway, after collectively going through about two complete sets of rims we opted for mags. One friend mounted 195/60 Firestone S-660's on EMS rims. They are very square shouldered and look wider than 195's. Putting them on a five-inch rim is a bit of a squeeze, but they seem to be doing all right. They're wearing well and have only rubbed once when the car was fully loaded and was cornering to an extreme. Their price to performance ratio is very good as they are only around \$70 each.

I mounted 205/60 Phoenix 3011's on six-inch Panaspport rims on my '73 99 and contrary to a number of reports I have experienced no rubbing at anytime. Maybe the Panaspports have a different offset. As far as the 3011's are concerned, they are fantastic and worth the price, though I understand that Phoenix has gone out of business and that they are selling from stock only; quite a shame.

Tedd Donlon, Lyndeboro, NH

NATIONAL CONVENTION '84

It is the time of year already to start thinking about this year's Convention. Comments from last year indicate that it should perhaps be about a week earlier (Mid-August) and should be someplace other than Galena for variety. I've had a couple of volunteers, but I'll need more help to carry it through. Send in your suggestions for locations and volunteer for the organizing effort.

Jeff Delahorne



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DRAGGING CLUTCH COULD CAUSE STIFF SHIFTS

Concerning JayVivian, Jr.'s and the Editor's problems with shifting into first gear (p. 6), have you looked into a clutch that is dragging and/or not releasing completely? A good way to do this is to attempt to shift into reverse when you encounter difficulty shifting into first. Do this without first letting up on the clutch and do it gently (chipped gears are expensive!). If the gears grind (by this time the clutch should have been disengaged several seconds), it probably indicates your clutch is dragging. Causes could be that the disc is sticking to the flywheel or the disc could be hanging up on the clutch shaft, or the clutch shaft is dragging in the pilot bearing, or (most likely) some problem with the clutch master or slave cylinder. It could be something as simple as air in the hydraulic fluid.

On my own car, I've detected a dragging clutch on a few instances when first shifting into reverse in the morning. The gears would grind no matter how long I kept the clutch in--and if I was gentle enough; I could hear the gears continue to grind against each other even though the clutch was all the way in. The problem would go away in a couple of blocks of driving. This dragging clutch would also make shifting gears harder.

Unfortunately I haven't done anything about this problem because it has occurred rarely and because it has been so cold since I first detected it last fall. At one time this problem seemed to occur on mornings after I washed the car or on excessively damp mornings. I am not sure now, however, that there is a relationship between the two.

Steve Parsons, Washington, IL

Ed. Note: In my case, I do not think it is the clutch dragging. Shifting into reverse is, and has always been, quite easy. The friction point of the clutch is consistent, and there is no trouble shifting into the other gears once warm. I suspect that the shift linkage needs alignment since it feels like you are pushing the lever between gates, even though the lever is in the correct place. I haven't had a chance to really play with it, and since the radio was stolen from the car last month, fixing the resultant dash damage is first priority.

Incidentally, the same thieves that got my Sony XR-25 also hit three other 900's in town on the same night, as well as a BMW and an Alfa with a Blaupunkt "Berlin." Saab's current popularity can have it's price.

SAAB PARTS, CANADA ONLY

Price special for months of Feb. and March only.
Clutch parts 4 speed only.

Pressure Plate \$47.00

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All parts shipped C.O.D. either First Class (Air) or Parcel Post (Truck). Please specify your choice.

Complete price list free upon request

SAAB SPECIALTIES,

8930 Shaughnessy St, Vancouver, B.C. V6P 3Y5

(604) 321-1049.

EVAPORATOR HOUSING WATER LEAKS '79-ON 900

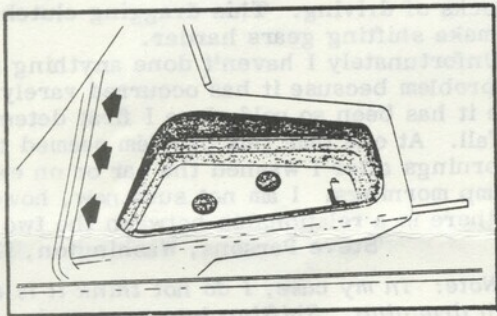
Saab Service Info 81/84-661--Water leakage onto the passenger side carpet may be tracked to AC evaporator/heater housing leakage. The following repair steps are to be taken to eliminate water leaks at this housing. Note: Be sure that water leakage is not an engine coolant leak from the heater valve before you begin repair.

Genuine evaporator housing leaks may be either water entering through the hood vent and/or condensation from the air conditioning evaporator unit.

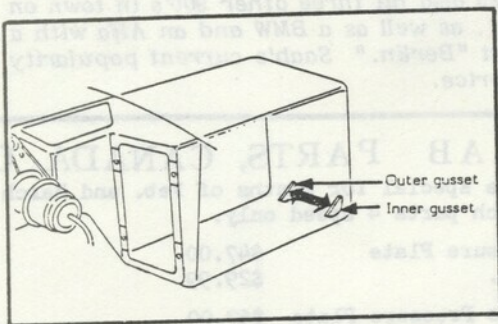
When making seal repairs to the evaporator housing, use a non-silicone sealing agent such as Strip-Caulk by 3M. This is a non-hardening sealer which will not lift away from the plastic housing. Silicone seal tends to lift or separate from the plastic after extended time periods and should not be used.

Repair details:

1. The evaporator housing seals at the firewall by means of a foam gasket. A leak here would be a result of water entering the hood vent. Carefully press Strip-Calk into the joint made by the housing and the firewall.



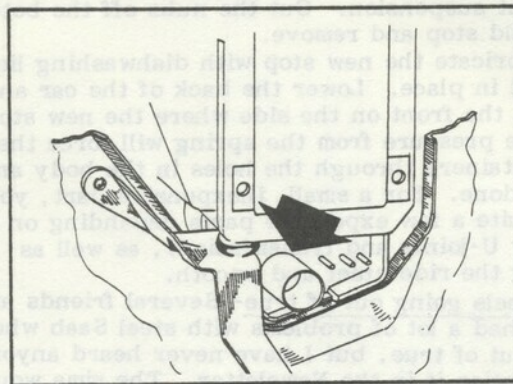
2. The evaporator must fit between the outer and inner gussets of the housing (see diagram). An evaporator that has been incorrectly fitted may spread the halves of the housing apart as the screws are tightened down. The centering of the evaporator can be checked by view through the air intake opening with the aid of a flashlight. NOTE: The inner gusset has been done away with in M84 to lessen the possibility of this happening.



3. If leakage still exists after the evaporator location has been checked, the evaporator must be re-

The Club thanks Mr. Daniel L. David, Manager of Technical Services at Saab-Scania of America, and Mr. Robert J. Sinclair, President of Saab-Scania of America, for continuing to provide Saab Service Information bulletins.

moved and the drain hose fitting and the two halves of the housing must be sealed with Strip-Calk. NOTE: Pay particular attention to the fitting for the drain hose. Movement of this fitting during operation of the vehicle will allow water to leak by, thus it must be sealed well.



SAAB INTRODUCES STAINLESS STEEL EXHAUST

Saab Parts & Accessories Dept.--We are happy to announce the availability of the Grundy Stainless Steel Exhaust system for Saab 99 and 900 models. The systems carry a five year guarantee on all components.

The most common cause of ordinary exhaust failure is attack from rust, both inside and out. Grundy Auto Products Ltd. of Great Britain has worked in cooperation with Saab to combat this problem through the use of stainless steel in the Saab systems. They have also reinforced the areas where heavy corrosion is usually experienced and each system has been performance tested on Grundy's rolling road dynamometer.

Note that only three basic systems are available at this time: 99 "Federal" version 1976-79 (noncatalyst only); 900 "Federal" version 1979 (noncatalyst only); and 900 Turbo 1981-on. These systems should be installed complete. Individual pieces of stainless steel systems for 99 and 900 normally aspirated cars are not compatible with original equipment exhaust systems. There are differences in pipe diameters.

'78 99 NEEDS 16-AMP FUEL PUMP FUSE

In response to Guy Maddox's problem with the fuel pump fuse blowing on cold mornings (Nov/Dec '83 p. 8); many '78 99's were improperly delivered with eight amp fuel pump fuses. A Service Bulletin was subsequently issued stating that a 16 amp fuse should replace the eight amp one.

During cold weather operation the control pressure in the CIS system stays lower longer. The warm-up regulator reduces control pressure by bleeding off fuel from the system and returning it to the fuel tank. In this case the "demand" for fuel to the system is greater, causing a higher load, more current is sent through the fuse increasing it's chance of blowing.

John P. Barron, St. Louis Park, MN

Ed. Note: Thanks to Jim Baldwin of Waltham, MA who also wrote in with the same info about the need for a 16 amp fuse.

SAAB SERVICE TIPS

SAAB SERVICE TIPS---JANUARY 1984.....

When servicing a M81-82 900 don't misplace or forget about the oil filler cap! Failure to replace this cap on the valve cover after changing the oil or topping up of the oil level could result in oil being splashed about the engine compartment. Oil splashed on a hot exhaust system could result in a fire. Be sure that the cap is turned fully clockwise to its stop and that the cap handle is parallel to the ribs in the cover.

A gray coating may be found on brake discs purchased from spare parts. This gray coating or "skin" is a Korrofen anti-corrosion protection coating which was introduced in 1981. It is not necessary to remove this coating before installing the disc on the car. The coating will disappear after the first few applications of the brakes and will not contaminate the brake pads.

Misfiring spark plugs can cause irreparable damage to catalytic converters. Cars that are used in "severe driving conditons" may need to have the spark plus inspected and re-gapped or replaced at each major service, i.e. every 15,000 miles. The normal interval (as from M80) is every 30,000 miles.

Severe driving conditions are described as cars exposed to extensive idling, stop-and-go driving, towing, high speed driving, dusty conditons and driving in cold climates over repeated short trips without sufficient engine warm-up.

Checking the function of the brake lights is a specified operation of the PDI and 1,000-Mile Service. An adjustment to the switch should be made if the brake lights do not come on until full pressure is applied to the brake pedal. An improperly adjusted switch could also take up pedal freeplay and cause a slight brake drag.

Cassette tapes--The sound quality that can be reproduced by a good stereo system varies in direct proportion to the quality of the cassette tapes being used. Economy cassettes general contain lower quality materials and thinner tape. This thinner, low quality tape is more susceptible to changes caused by temperature and humidity than higher quality tapes. Tapes longer than 90 minutes (45 per side) are not recommended because they do contain thinner tape in order to physically fit that much tape into the same size cassette cartridge. Because this tape is thinner, it is more suscpetible to distortion and breakage when running in the fast forward and rewind modes.

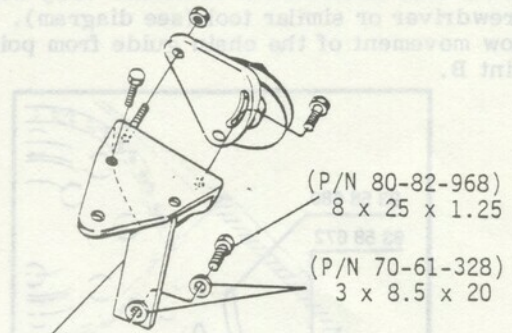
Pre-recorded "store bought" tapes are generally not recorded on high quality tape. Do not condemn your tape player without first doing a thorough head cleaning job and then testing with a high quality (usually more expensive) cassette to see if the drag, slip or other sound distortion still exists.

IMPROVED AC IDLER PULLEY BRACKET, 1984's

Saab Service Info 01/84-665--Introduced during 1984 model production and beginning with VIN serial nos. E1012262 and E2005391, an AC idler pulley with a reinforced mounting bracket was fitted. Through this reinforcement, the idler pulley bracket is now attached and supported at the power steering pump as well as at the engine block.

A Service Campaing will be undertaken to retrofit early 1984 cars with this improved bracket. The Campaign will get underway as soon as sufficient parts are available (estimate: Mid-March). The owners of affected vehicles will be notified by direct mailing to contact their dealer about having a new bracket installed.

In the meantime, we suggest a temporary measure: During the PDI or at the 1000-Mile Service, remove the AC drive V-belt from AC-equipped 1984 models to prevent damage to the unmodified bracket.



Improved Idler Bracket (P/N 75-43-002)

SAAB SALES UP 42 PERCENT IN 1983

Saab Press Info: Sales of Saab cars in the United States climbed to a record high in 1983, with a total of 25,833 cars delivered by American Saab dealers.

The 1983 sales figure represents an increase of 42 percent over the previous record of 18,179 reached by Saab in 1982, and an increase of 78 percent over 1981.

According to Saab-Scania of America President Robert J. Sinclair, the company set sales records every month last year. In December 1983, sales reached 2,383 cars, up 70 percent over 1,405 in December 1982.

Mr. Sinclair is targeting 30,000 sales in 1984 and expects Saab-Scania of America to surpass Sweden as the number one market for Saab cars. This year will also be marked by the start-up of the company's bus-manufacturing plant in Orange, CT.

New York dealer is top Saab seller in 1983--Zumbach Sports Cars with sales of 431 new Saabs was the top-selling dealer for Saab in 1983, according to Sten Helling, vice president of sales and marketing for Saab-Scania of America.

Second place in the 1983 Saab sales race was taken by Heydman Pontiac-Saab of Littleton, CO; while Gaston Andrey of Framingham was third; and B&B Foreign Car Center of Santa Clara, CA placed fourth. Other top selling Saab dealers included Patrick BMW-Saab, Schaumburg, IL; Singleton Buick-Saab, Smyrna, GA; VOB Auto Sales, Rockville, MD; and Clews & Strawbridge of Frazer, PA.

NEW CAM CHAIN TENSIONER SERVICE PROCEDURE

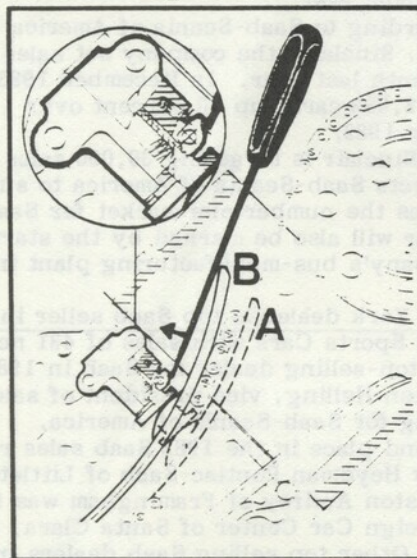
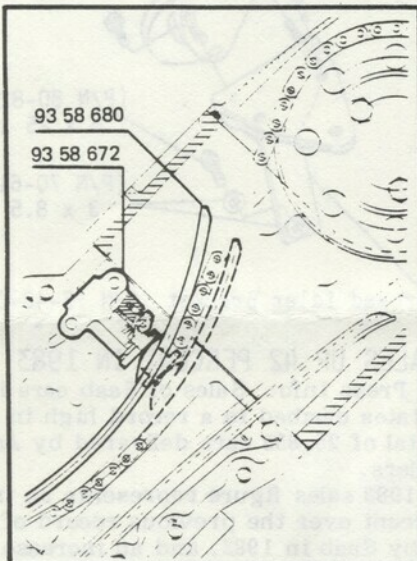
Introduced in mid-M84 production and beginning with engine serial no. E57340, a new cam chain tensioner that requires a new release procedure was introduced.

The new tensioner kit (88-17-405) consists of two spare parts, a tensioner body (93-58-672) and a chain guide (93-58-680). This new tensioner is a direct replacement for the old style and may be used in all "H" engines (1981-). The old style tensioner is no longer available as a spare part. When replacing a new chain tensioner kit, the complete new type must be used.

NOTE: When installing a new chain tensioner kit, be sure to remove and discard the plastic locking tab from behind the reverse latch.

Service Procedure:

1. To release the pressure on the cam chain, pivot the reverse latch on the tensioner body with a screwdriver or similar tool (see diagram). This will allow movement of the chain guide from point A to point B.



2. When reinstalling the cam sprocket to the cam shaft the reverse latch must again be pivoted to release pressure on the chain guide.

ACCESSORY ARMREST ADDS COMFORT TO 900

Among the few items on my "wish list" for my new '84 Turbo was an armrest between the front seats. I missed not having a place to put my right arm while cruising along or stopped in traffic.

I knew such an accessory existed because it was mentioned earlier in the Newsletter (Nov/Dec. p. 7). After inquiring around I finally got the name of a company that manufactured armrests for Audi's. I called them and they also had one designed specifically for Saabs.

Installation was relatively simple. A rugged metal bracket was attached to the metal frame of the driver's seat with two 1/4-20 screws. The armrest slid onto an extended shaft and held securely with a roll pin, all hidden inside the zippered vinyl covering. Locator stops allow the armrest to swing through a 90° arc so it can be parked out of the way between the seats when not in use. It looks professional.

The toughest part of the installation was mustering the courage to drill holes through the seat upholstery and frame. The instructions had a clear drawing showing the bracket position. I first probed the indicated hole locations with an awl to make sure the frame was there, and found an optimum location for the top screw in the trough of a shallow channel in the frame. I had to move the bottom screw to the left slightly to make sure the hole went through the frame. Once the 3/16" holes were drilled, I used a 1/4-20 tap. The instructions call for using the self-tapping phillips-head screws provided, but this required a lot of force. Once tapped, the screws entered cleanly.

I've now used my new armrest daily for over a month and it has worked great. It is very comfortable, especially on the freeways or stopped in traffic. Using the power window switches with the armrest down calls for some wrist contortions, but the skill is easily acquired. There is no interference with the seat belts.

I bought my armrest directly from the manufacturer, (J.J. Design, Inc., 209 Glenridge Ave., Montclair, NJ 07042, 201-783-1660) and the retail price was \$120.

Harv Berger, Redwood City, CA

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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 March Newsletter will be March 1st, and the deadline for the April issue will be April 2nd.

SONETTS FOR SALE

1967 Sonett II, serial # 000232. Not running but in restorable condition; no rust; everything original; two-stroke engine needs crank work. Car is located in Johnson City, TN: \$2000. Phillip D. Jackson 312-844-0083 or 312-892-6844.

1968 Sonett V-4, serial #305, factory wood dash, 120 hp engine, Koni's, Michelin's, Rally brakes, all mechanicals new or rebuilt, custom interior; Also '69 Sonett for parts: both for \$4500. Jack Ashcraft 270 Wilson Road, Central Point, OR 97502, 503-664-5259.

1970 Sonett III, serial # 70500239, complete fact. manual, 3500 miles on rebuilt eng. & trans., late model mag wheels plus steel wheels; orig. paint, garage kept, custom tow bar, many extra spares: \$3250 obo. Mark Gibbs, 1498 Abbot St., Dunnellon, FL 32630, after 6 pm, 904-489-1525.

1972 Sonett III, rust free, rebuilt trans, high perf. carb/exh., Isky cam, lightened flywheel, new cloth interior, superb cond.: \$3250. Robert Kummer, D/FW, TX 817-540-3940.

1974 Sonett III, 50,000 mi., Weber carb, fog lamps, am-fm cass., gas shocks, recent exh., leather seats fresh green lacquer paint, skid plate: \$4250. Richard Greene, 2424 Oregon St., Berkeley, CA 94705, 415-841-9548.

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95's and 96's FOR SALE

1967 two-stroke 96, 108,000 mi., completely rebuilt eng. at 80,000, rebilt trans. at 70,000; minor rust & rear quarter dent: \$400. Coleman Bynum, 9 Grand St., Cornwall, NY 12518, 914-534-7843.

1967 two-stroke 96, no rust, 30,000 mi. on rebilt eng and trans., new brakes & hydraulics, fresh paint, 3 carb; asking \$700. Clayton Culver, 67 River Rd., Flanders, NJ 07836; 201-927-9062 or 212-741-5781.

1967 96 3 cyl, non-injected, good body w/ no rust; fair int., straight bumpers & grille; 10,000 since eng. bored & new Saab pistons & rings; good trans. new brake cyl's; extra distrib. & misc. parts; runs poorly, needs tune-up: \$495. Earl Hall, 25 Cobblestone, Abilene, TX 79606, 915-695-1547.

1968 Deluxe V-4, eng. very good; good for parts or collecting; good cond.; freewheel problems: \$500 or make offer. Anne Yodice, 201-956-0853, Paterson, NJ

1971 96, reconditioned Calif. car, no rust, rebuilt trans., Blaupunkt; New: clutch, rotors, wheel cyls brake & clutch masters, Bilsteins, & more; Custom interior w/Monte Carlo seats: \$3500. Sally Burchell 513 West Smuggler, Aspen, CO 81611, 303-920-1467.

1971 95 grey, '69 96, or '58 93B, one car must go, each virtually complete, need space: \$199.95. Bob Allen, 114 Kimberly Rd., Hamden, CT 06518, 203-248-8798.

1972 95, tan, new eng, clutch, trans., radiator, exh., suspension, starter, etc. Also has a 32/36 Weber carb kit. Driven in Calif. only, no rust: \$2500 obo. Eurotechs Saab repair, 211 Cedar St., Santa Cruz, CA 95060, 408-427-3599.

95, 96 and SONETT PARTS FOR SALE

1965 Monte Carlo, sound body, most running gear, no trans., engine in basket: \$300. Will consider requests for parts. D.M. Rasmussen, 104 Pinecrest Ave., Auburn, CA 95603, 916-823-7460.

1966 95 Body, good condition: \$350. R. Gus Bloch, 134 Park St., Rutland, VT 05701, 802-775-5258.

Full set '69 96 fenders: \$200; hood: \$50; trunk: \$40 bumpers: \$35 ea; full set glass: \$75; interior panels \$35; full set lenses & ass'y's: \$50; gauges: \$25; trans. no freewheel: \$150; '61 96 eng. & trans.: \$150 '61 hood & grille, no dents: \$50, & more. Bibb T. Gault, Frels #268, SHSU, Huntsville, TX 77341, 409-294-4333, call late, 11 pm on.

Set of new +.040 pistons for 850 cc 2 stroke, AE brand, less rings: \$125 obo for the set. Scott Anderson, 411 W. Birch #2, Flagstaff, AZ 86001, 602-779-0561.

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

Four early Sonett (ribbed style) mag wheels with new centers and lug bolts, with Pirelli CN 36 tires, 175/70HR15, both excel. cond., only 7000 on tires: \$400 set or wheels only \$200 set plus ship. 515-255-2433 eve's & weekends. Steve Anderson, 2521 Payne Rd. Des Moines, IA 50310.

V-4 tach: \$35; 2-stroke bulb type temp gauge, comp \$25; 95 tail-light ass'ys & lenses: \$15; Many other 95/96 parts, new & used: Quantum Mechanics, 45 Huntington Ave, S. Yarmouth, MA 02664, 617-394-5193.

Complete V-4 A/C system with spare major components, from '72: \$150 plus ship. Also have a variety of shop and parts manuals & literature. Bob Allen, 114 Kimberly Rd, Hamden, CT 06518, 203-248-8798.

95, 96, and SONETT WANTEDS

Wanted: later style 2-stroke engine only ('65-68) can be mixer or injected, must run: \$200 or? Steve Anderson 2521 Payne Rd, Des Moines, IA 50310, 515-255-2433.

Wanted: Round '68 style 96 fuel gauge; also front '72 96 fenders, in Maine. Frederick Campbell, 36A Logan St., Truro, Nova Scotia, Canada B2N 3Z3, 902-893-9518.

Wanted: Brake disks for '65 Sport (4 bolt type), new or near new: \$80 offered plus ship. Ian Radcliffe, Rowan Ave., Ballaugh, Isle of Man, UK.

Wanted: information regarding the location & condition of a 1967 Sonett, serial 000086. I am interested in purchasing this car for the purpose of restoration. Please send any info to: Dale A. Wennagel, 5205 Apache Lane, Drexel Hill, PA 19026, 215-853-2146 leave message.

Wanted: Saab sale literature, posters & manuals, also correspondence from collectors. Also one set of red/maroon seat covers from '72 V-4; winter rad. covers, & heavy floor mats for '72 V-4. Bob Allen 114 Kimberly Rd, Hamden, CT 06518, 203-248-8798

99's and 900's FOR SALE

1974 99 EMS, 74,000 miles, silver/grey, new head, new tires, excep. clean in & out; no rust--desert climate: \$2375. Bob Paasch, 207 S. 46th, W. Richland, WA 99352, 509-967-2395.

1975 99LE 4 dr, Blue, auto., ps, rebilt eng. ('83) 4 new Michelins, orig. owner, 75,000 mi., good body, trans. kaput. Joe Joyce, Chicago, IL 312-878-7823.

1976 99GL, low miles, nice car, many extras, auto trans. trouble, can't afford to fix. make offer. Stephanie Rencher, 45546 Aladdin, C-106, Indio, CA 92201, 619-342-2807.

1977 99GL, 5 dr., 69,000 miles, 4 spd, dorado browr w/ tan uphol., exc. cond. in and out, garage kept. AC, am-fm cass. stero, console w/ tach/ oil press. etc., low mileage Conti & Semperit tires, foglamps, Ansa exh., CB and other extra's, carefully maintained: \$4100. Call evenings, F. Hunt, Pittsburgh, 412-421-3123

99's and 900's FOR SALE, continued

1978 EMS, 3 dr., superb cond. in cardinal red metallic, well-maintained, 63,000 mi., 29 mpg at 65 mph 4-sprk stereo, fact. sunroof & alloy wheels, as new appearance & performance, all records: \$4950 or ? Dave Ramstad, 1301 Pinkerton Ave, Everett, WA 98203, 206-353-2429.

1978 99L, looks new, 4 spd, AC, 4-sprk stereo, Saab serviced, 99,000 mi., antelope brown: \$2500 Jerry Klein, 5 English Vell, Cranford, NJ 07016, 201-272-6255 eve's and weekends.

1980 Turbo, 3 dr., 5 spd, anthracite grey, Inca wheels, heated pass. seat, '81 Turbo steering wheel Blaupunkt am-fm cass.; locking gas cap, 60,000 mi. Very good cond. and very fast: \$8500. John Christian, 6502 Ridge Dr, Bethesda, MD 20816, H&O 301-986-1243.

1980 900 Turbo, black, 3 dr, 5 spd, AC, sunroof, Pirelli T hidden stereo/amp/eq.: \$8500. S. Heilweil NYC, 212-348-1938.

99 and 900 PARTS FOR SALE

Early 99 EFI fuel pumps: \$15 ea; late 99 2-piece exh manifold: \$75; used 99 trans, '73-74: \$200; '74 grille, perfect: \$45; 99 lenses & ass'ys, 900 dashboard: \$195; 900 fr. bumper cover: \$35. Quantum Mechanics, 45 Huntington Ave, S. Yarmouth, MA 02664, 617-394-5193.

Rare dual Strombergs intake manifold with two carbs fits any 2.0 liter: \$350. R. Gus Bloch, 134 Park St. Rutland, VT 05701, 802-775-5258.

Accessory console for pre-83 900's (pn 0259853), brand new: \$60 shipped. David Brhel, 215-674-9158 nights & weekends, 215-322-5400 x 359 days.

Four TRX wheels from '80 GLE, w/ lug nuts, perf. cond., no damage. #325 + ship. Bob Panella, 412-578-3371 9-5 weekdays.

New brake master cyl: \$80 and new fuel pump: \$25 for 99L 2.0 liter carb engine, ship. incl. F.V. Pumphrey, 40 Chapel Ln., Titusville, FL 32796, 305-267-1663.

Pair of tail lamp assemblies, left & right, perfect cond., fit all hatchbacks up to '79: \$70 (incl. UPS) or \$40 ea J. Maymon, 810 Bellevue Rd, #254, Nashville, TN 37221 or 615-646-1305.

Center console for 900, '79-82, used, has radio space cut--easily covered: \$35 + UPS. Bob Mitchell 609-641-4460.

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99 and 900 PARTS FOR SALE, continued

Front bumper '83 900, 2 inch blem mark, otherwise good: \$195 (incl. ship) Eddy Borchert, 2004 Cloverfield Ln #14, Charleston, WV 25312, 304-747-4535 days, 984-0356 eve.

Body parts from '78 Turbo 99, all complete & in exc cond. Hood: \$100; left door: \$150; hatch: \$150, int. door panels: \$45 ea. Russ Nester, 2857 El Paso Ave Simi Valley, CA 93063, 805-526-6516.

99EMS parts, garage full of 1.7 thru 2.0 eng's, axles, CV joints, seats, wheels, tires, glass, door, etc. Free list avail. Sam Conte, 3922 Turf Lane, Ft. Wayne, IN 46804, 219-484-5511 off., 432-2481 H



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99 75, 76 2.0 L		45.45
99/900 77-80 2.0 L		45.00
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99/900		79.95
CLUTCH SLAVE CYLINDER - NEW		
99 69-74		16.99
BRAKE MASTER CYLINDER - NEW		
99/900 75-84		89.99

Two Pirelli P-6's 195/60HR15, brand new, fully warranted: \$75 ea plus ship. Scott Kennedy, Iowa Veterans Home, Marshalltown, IA 50158, 515-753-5659.

99 and 900 WANTEDS

Wanted: 1976-80 99 4 dr., w/sunroof, (less motor and trans) must be reasonable. Jimmy Henderson, Rt. 1, Box 117-D, Pounding Mill, VA 24637, 703-964-6349.

Wanted: Factory service manual for 99 thru '74. V.A. Alger, 3726 Lakeview Rd., Memphis, TN 38116

Wanted: complete air conditioner system to fit '82 900. Call collect, Duane Ebbert, 714-621-5400 eve's

Wanted: Inca wheel for Saab 900--1980. 317-259-1959 or 317-253-9858 (leave message)

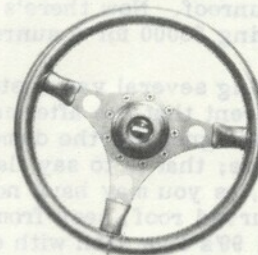
Wanted: one exhaust manifold to fit 2.0 liter eng. on carburetted '73 99: \$20. K.J. Strack, 1976 Berkwood Dr., Pittsburg, PA 15243, 412-221-3252.

MISCELLANEOUS ADS

For sale: complete set of Saab Club Newsletters from July 1974 to present, contained in two hardcover 3-ring binders: \$50. Frederick Katz, 4923 Fox Fire Trail, Middleton, WI 53562, 608-836-8629.

TIRES--I sold out of all the Hakkapeliitta NR-09 snows I could get for this year, but many more wanted tires. This spring I'll order a large quantity for next winter, both 165-15 and the new 185/65-15 size. For those who are sure they want Hakka's next year, I will guarantee last year's price (\$260/set for 165-15) for a deposit (refundable) of \$50. I will also be able to supply small quantities later in the summer for rally needs. Jeff Delahorne, 218-525-3253.

SPECIAL PURCHASE
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SAAB ACCESSORY SUNROOF FITS 900 NICELY

Having purchased a base-model '82 900 I felt that I had the quipment which would be the most functional and cost-effective. The Turbo is beyond my budget restrictions, and the 900S offered accoutrements that I can't really appreciate (e.g. AC, power windows, locks, mirrors, etc.). You may have noticed that the list leaves out one item--the sliding steel sunroof. Now there's something worth-while, but paying \$3000 for a sunroof is exaggerating things.

After visiting several van customizing houses, it became apparent that the aftermarket pop-up sunroof were designed for the domestic and Japanese car roofline; that is to say flat, or practically so. The Saab, as you may have noticed, has a very highly curved roof, seen from front to rear. The occasional 99's I've seen with one of these sunroofs have a rather ugly flattened roof section fore and aft of the installation.

Finally Saab announced an aftermarket sunroof and after a visit to the Schiller Park warehouse (during a Saab club meeting/visit) where I had the opportunity to inspect one of the installation kits (which is manufactured in Finland), I ordered one from the local dealer, Wigglesworth in West Chicago.

It was installed soon afterwards by one of their best mechanics, Bob Peters, who did an excellent job.

No, it does not leak. That was always the foremost dread in my mind before putting the car under the knife (pardon, saw). The instructions are very straightforward, but Bob did modify them (anyone interested can contact him). The whole job, sunroof plus installation ran about \$300. A steel sunroof would have been prettier, but at \$3,000?

Jerry Plotkin, Aurora, IL

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