



THE SAAB CLUB

MAY 1984, NEWSLETTER #126

SAAB SALES UP 33%--BEST MONTH EVER

Saab Press Info: Saab-Scania of America dealers sold a total of 3,648 Saab cars in the United States in April, an increase of 33 percent over April 1983. This was the company's twenty-fifth consecutive record-setting month and the best one-month sales figure ever posted, according to Saab-Scania of America President Robert J. Sinclair.

Saab sales for the first four months this year reached 11,895, an increase of 37 percent over the same period last year.

Sales of Saab cars are climbing in Europe and the Far East as well as in the United States. The company recently undertook an investment program that will increase its automobile production capacity to 120,000 by the end of the year.

Mr. Sinclair cautioned that the unprecedented demand could cause some lean months ahead: "Even with the factory's expansion, we may not be able to get enough cars from Sweden," he said.

"Our 1984 sales target stands at 30,000," Mr. Sinclair said. "The factory is allocating every available car to this market and, with their continued cooperation, we hope to surpass that target."

SAAB TO PRODUCE CONVERTIBLE TURBO MODEL

Saab Press Info: Saab's Turbo Cabriolet, unveiled as a design study at the Frankfurt automobile show last September, has been given the green light for series production, the Swedish automaker announced. It is expected to be ready for delivery late in the 1986 model year.

According to Robert J. Sinclair, president of Saab-Scania of America, Saab's design team had originally created the Cabriolet strictly to explore the development potential of the Saab 900.

"The public's reaction to our prototype was so positive that we immediately began to investigate the feasibility of putting it into production," Mr. Sinclair said. "After exhaustive calculations, we decided to go ahead."

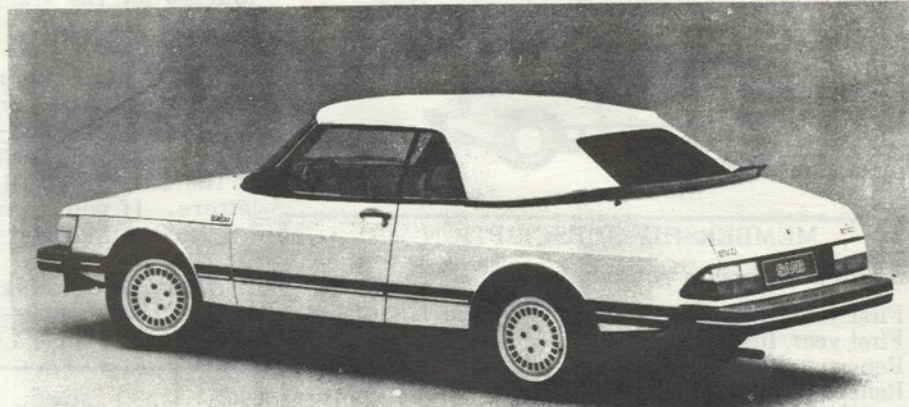
Large Market Potential--According to Saab's survey, the market for convertible cars is substantial. In the United States alone, convertible sales are estimated at roughly 100,000 cars a year.

The Saab Turbo Cabriolet will be assembled at Saab's plant in Uusikaupunki, Finland. The body panels, drivetrain and other chassis components will come from Saab's plants in Sweden. The convertible top will be made in the United States by the American Sunroof Company, Southgate, Michigan.

The Turbo Cabriolet is expected to be powered by Saab's new 16-valve turbocharged engine.

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Saab Clubs of North America

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MORE 95/96/97 HANDBRAKE TIPS

Regarding Paul Florance's 96 handbrake tips (April '84 p. 2): if cables, shoes/linings and drums are OK, be sure to check the adjuster bolt and "tappets" (the two little sliders that make contact with the shoes and adjuster, Saab p/n 71-75-094). On my '73 95, both the adjuster bolt and the tappets were worn to a point where neither adequate nor accurate adjustment could be made. Replacement of these parts is easy and inexpensive.

While replacing or adjusting these items, take Peter McLaughlin's advice and coat them with anti-seize; it make subsequent adjustments much easier. Brake cylinder bleed screws which have had a light coating of anti-seize do not have the habit of rounding off or breaking in the cylinders when turned open, even after several Illinois salt/slush winters.

Monty Tarr, Catlin, IL

HELP FOR MOUNTING SONETT ALUMINUM WHEELS

If you have a Sonett or 95/96 with the Sonett honeycomb aluminum wheels, you know it's a real chore to mount the wheels on the car. You can't see when the holes in the wheel line up with the holes in the hub and the centering flange on the hub is so narrow that the wheels falls off if you don't hold it in place. All in all a very frustrating job. A simple solution is to make up a couple of guide pins from two 9/16" coarse thread bolts. Ones that are about four inches long work very well. Cut off the heads. The bolts can then be screwed into the hubs to act as guiding pins for the wheels. Once you have installed a couple of the regular wheel bolts, these pins can be easily removed by hand. This is the reason for using a four-inch long bolt-it's easy to get a grip on it with your hands.

Now, 9/16" bolts are not usually a standard hardware store item. I found mine at an IH implement dealer. The cost was only 63¢ each. They were fairly hard, however, so cutting the heads off was quite a chore. A cutting torch or cut-off wheel would have been the thing to use.

Steve Parsons, Washington, IL



NATIONAL CONVENTION PLANS PROCEEDING WELL.

Gruetzi! Greetings from the Swiss community of New Glarus, Wisconsin. Plans for the National Convention here continue smoothly. Mark Lundquist, Andy Federowski, and Ian Simpson met with the New Glarus hotel and restaurant owners Saturday, 28 April to discuss the event. Our hosts were most gracious.

Hans Lenzlinger, chef and owner of the New Glarus Hotel, has invited club members to the hotel's new patio garden Friday night, 17 August. Saturday morning, 18 August, members will register at Erwin Huber's Wilhelm Tell Swiss Club two blocks from the New Glarus Hotel. Registration fee is \$15.00 per adult. The fee includes rally registration, convention sticker, dinner on Saturday night, a chance at door prizes and entrance to Saturday and Sunday events. Those people coming for one day only and not staying for dinner pay a \$5.00 per person registration.

All of the activities on Saturday and Sunday, including the rally start, will be at the Wilhelm Tell. Ian Simpson from the Milwaukee Club has again volunteered to set up our rally course. We have a large banquet-sized room at the Wilhelm Tell for club members and dealers to set up parts and accessory sales. Tables will be provided.

Saturday cocktails and dinner begin at 6:00 pm at the New Glarus Hotel. Chef Hans will prepare a special Swiss dinner for our group. Speakers, door prizes and awards will be presented after dinner. Music will be provided by the Roger Bright Polka Band afterwards.

Sunday, 19 August, technical sessions will be held at the Wilhelm Tell. The sessions will cover all levels of complexity.

Many options exist for accommodations: Chalet Landhaus, New Glarus Hotel, Swiss Aire Motel, Town Edge Motel, camping, and private homes. We now have a central telephone number in New Glarus for everyone to call for reservations and information--608-527-2095 and ask for Joyce. Joyce handles all tourism for the village and will book your room at the hotel of your choice or make a selection of accommodations for you.

New Glarus is on Wisc. Route 69 southwest of Madison. Three hundred fifty convention posters will be sent to Saab-Scania, so start looking for them in your Saab dealer's showroom in June. More details of the convention will be supplied in upcoming Newsletters. If you have any questions, please call:

- Mark Lundquist-- 815-226-6030 days
815- 399-6233 eve's
- Andy Federowski-- 312-454-4825 days
- Jeff Delahorne-- 218-525-3253
- Mark Lunquist, Rockford, IL

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.

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CANADIAN MEMBER REPAIRS 99/900 HORN BUTTON

After experiencing difficulty operating the horn on my 1980 900, I decided to remove the signal switch. The problem proved to be the three plastic pins that hold the outer plastic shell to the inner sheet metal. These were broken off. The signal switch without the rubber cover sells for \$60+ at the local dealer. No used ones were available, so I went home with my switch and came up with this.

The four screws at the back of the steering wheel will remove the switch and the rubber cover pulls off. Flare a 1/2-inch long piece of 1/4-inch copper tubing at one end, then drill a 3/32-inch hole in the center of the circles where the pins broke off. Then insert the nonflared end of the tubing through the sheet metal from the inside with the spring in place around the copper tubing on the other side of the sheet metal.

Use a small wood or plastic screw 3/4-inch long, insert it through the copper tubing and secure it to the outer plastic shell. Snip off and file down the ends of the screws on the front of the plastic shell. The plastic "X" structure closing off the back of the shell can be removed and left off to facilitate the operation. Remove it by cutting at the four corners with a soldering gun or a hack saw, then the sheet metal can be wedged out.

My horn has been working fine since this repair. I enjoy the Newsletter very much and have put it to much use. I would like to hear more about rally modifications and driving if possible, also 99 and 900 service tips.

James MacKay, Sillery, Quebec

900 SPEEDO FLUCTUATES--WILL 120 MPH FIT?

I have a 1981 Turbo with an 85 mph speedo that is fluctuating up and down about a range of 30-35 mph. Will a 120 mph speedo from a '79-80 or '84 900 work in my car or will I have to change the gearing of the speedo drive?

Mickey Maddox, Piney Flats, TN

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.

SOUTH FLORIDA SAAB CLUB--All Saab owners interested in forming a South Florida chapter, please contact Dr. Mel Becker, 505 E. 25th St., Hialeah, FL 33013, 696-1911 or eve's 667-5884

SAAB BODY PARTS

96 FRONT FENDERS \$85. EACH

99 FRONT FENDERS 95. EACH

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BOB ROPER

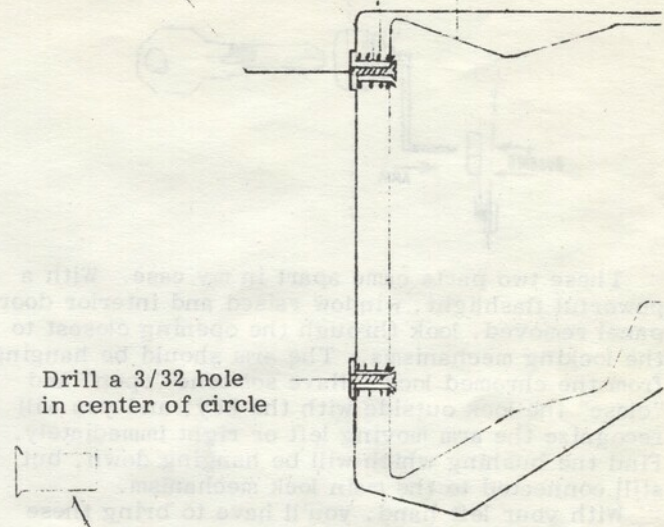
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Drill a 3/32 hole
in center of circle

Pin Replacement: 1/4-inch copper tubing cut at 1/2-inch lengths with pipe cutter and flared at one end with flaring tool.

GROUND CONNECTION CAUSES HARD STARTING 900

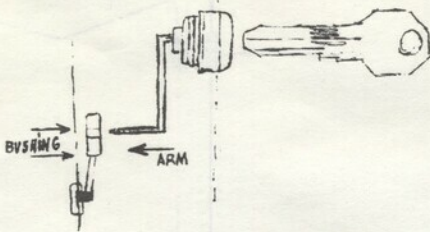
Recently my 1980 900GLi had trouble starting. The solenoid would click, but there would be no movement. This had happened several times during the past year but when I moved the positive battery cable around, it would work fine and I would forget about it. Twice I removed the positive cable to clean the connection. The battery, a Diehard, was fine, as always. I thought that the positive battery cable to the starter might be corroded, and it seemed that the end had pulled slightly out of the battery terminal connector. I picked up a 32" replacement positive cable and installed it. There was no improvement. While puzzling about this situation, I again checked fuses, the positive cable, and other connections. All were fine. At this point I was sure that I needed a new starter, or solenoid.

Since I had read about a grounding problem in the Newsletter, I came up with an idea. I turned on the ignition and connected a jumper cable directly from the engine lifting plate to the negative battery terminal and then tried to start the car. When low voltage sparks were evident in daylight when the connection was made I thought I had discovered something. It started fine with the jumper cable attached. It was really strange since the negative strap was securely attached and looked fine. I cleaned the strap and all connections and the problem was solved. There was a lot of rust between the body ground wires and the bolt and washers. Strangely there was no rust on the transmission bolt terminal and the battery terminal was clean and tight.

Jim Schlueter, Cincinnati, OH

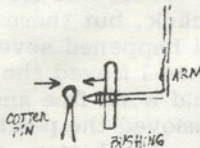
99/900 DOOR LATCH FIX--ALSO CLUTCH PEDAL

James Fulcomer's door latch problems (Apr. '84, p. 4) reminded me of a similar problem with a door lock. The outside door lock has a small, pivoting metal arm which connects it to the actual lock mechanism inside the door. The metal arm mates with a round, beige bushing connected to the actual lock mechanism (see illustration).



These two parts came apart in my case. With a powerful flashlight, window raised and interior door panel removed, look through the opening closest to the locking mechanisms. The arm should be hanging from the chromed lock. Have someone "open" and "close" the lock outside with the key, and you will recognize the arm moving left or right immediately. Find the bushing which will be hanging down, but still connected to the main lock mechanism.

With your left hand, you'll have to bring these two parts to mate again. This is the hardest thing to do, so give it at least 20 minutes. To prevent it from separating again, I used a suitable cotter pin's open hole and used the first notch of the arm to lock these two parts. Note that the arm does not need to go all the way through the bushing, just enough to click itself in place. You will feel it click into place.



Excessive clutch pedal travel fixed--I had the same problem as Merle Janes (April '84, p. 5). For a bushing, I used a spare manifold bolt spacer which I cut in half and which mates perfectly with the factory clevis pin. With a rotary file and the drill, I filed through the center of the "oval" which had formed in the pedal (again using a file the same diameter as the spacer) and tapped the spacer in. The travel disappeared 99.99 percent. Note: if you are using the original clevis pin, you may need a new cotter pin. My five-year old cotter pin could not be reused.

Warm-Up Regulator--I am happy to report that the warm-up regulator tweak (April '84, p. 4) worked extremely well. I followed the instructions given and the change has been dramatic. The engine no longer idles erratically in the first cold start of the day. The stumbling and stalling while the car is moving have disappeared. An added bonus is that the engine fires up on the first contact; something it used to do when new, but that it had lost during five years of use.

Josie Maymon, Nashville, TN

ED. NOTE: I checked the clutch pedal on my '79 99 and it looks like it will need the same kind of attention that Josie Maymon gave his soon. It has

REAR EDGE GUARDS FOR EARLY 900 HOODS & MORE

Up through '81 or '82, the only thing that kept the rear edge of the 900 hood from rubbing against the rear upper lip of the fender was a short length of rubberized 'clip' that was stuck on the hood. Unfortunately, this clip wears through the paint, causing a bare spot to appear, which leads to rust. Starting in '82 or '83, Saab replaced this clip with a pair of plastic slide guards; one for the hood the other for the fender. With this set-up, the plastic guards take all the wear, preventing any paint damage.

You can buy these guards from Saab and install them on your older 900. Some drilling is required (none that will damage your paint finish). The hood guard is pop-riveted to a hood cross brace. The fender guard is located by three holes that you must drill in the fender lip. The guard "snaps" into these holes. I also glued mine in place with Permatex aviation gasket cement because my holes were slightly large. There are four pieces you must get--two for the left and two for the right. Prices are easily affordable. Three of the part numbers are: (I lost the fourth) 92-33-487, 92-33-495, 92-33-511.

Where The Power Went, Part II: Back in August 1983, Jeff published a graph I made up from the power curves Saab shows in their service manuals. This graph showed the difference in power between a 1977 99 and a non-turbo 1981 900. Well, there is a lot more interesting info available from this comparison if you combine it with the road speed/engine rpm specs that Saab also supplies in their manuals. This info is shown below and really shows why the non-turbo 900 is so slow compared to a 2 litre 99. The driveshaft torque values were obtained by multiplying the engine torque by the overall gear reduction (torque is multiplied by a gear reduction, horsepower is not!). Power losses in the drive line were not considered in this comparison. It is torque that pulls you up a hill and gives you that feeling of response when you step on the gas. Horsepower affects how quickly the car accelerates. Note that the 99 should have, at least initially, about the same response in 4th as a Turbo does in 5th, maybe more--no turbo lag.

	77EMS	81 900NA		81 900T	
	4th	4th	5th	4th	5th
Rpm @ 60 mph	3260	3163	2557	3163	2557
O/A gear red.	3.9	3.76	3.04	3.76	3.04
Eng. HP	77.8	72	57	98	77
Eng. torque	122.8	118.3	115.3	160	157
D-shaft torq.	478.5	444.8	350.5	601.6	477.3

Steve Parsons, Washington, IL

about 1 1/2" of slop before it begins to push the rod that actuates the master cylinder. It has also developed a "catch" which prevents it from returning the last half inch or so right away. Then after a minute or two in the "catch" position it flips all the way up with a "thunk." Not good.

Concerning the warm-up regulator modification, see the letter from Daniel L. David of Saab-Scania elsewhere in this issue. It is obvious that there is a problem with cold engine driveability in the later Lambda/CIS 900's, and hopefully the new warm-up regulator and the upcoming "Lambda Lock Kit" will cure the problem.

V-4 BALANCE GEAR REPLACEMENT POSSIBILITIES

A week after I had my 96 painted, the balance shaft gear teeth sheared completely off. I had a spare gear, so I bought the necessary gaskets, got a new shaft pulley seal and thought I was all set. I pulled the bumper, grill, radiator and timing cover and what I assumed was going to be 1-2-3 turned out to be a bummer. As you may well know, the darn gear extends far enough below the top lip of the oil pan as to make pulling the gear with the pan on impossible. That means pulling the engine.

One solution I heard of was to make two cuts down the pan on either side of the gear, bend the resulting flap out of the way, change the gear, bend the flap back and braze the two cuts. It worked for one mechanic, but it asks for a level of skill with a torch beyond me. And most of us don't carry a torch around in our trunks. Yet that solution got a fellow worker and myself to thinking. Why not create an access panel in front of the gear? It assumes some forethought, and having the engine out for whatever reason. Even if you have it out for gear replacement, it would still be a good idea. I read a note from a man in the Newsletter who had the gear go twice, both times far from home. Steel gears are expensive and they don't make them anymore.

The access panel could be made any number of ways, either cutting out the right sized panel and brazing an offset sealing lip to it to accommodate screws, a homemade gasket and/or permatex. Or, you could butcher another oil pan to an oversize panel and then have the edge crimped to an offset for sealing. Since that part of the oil system is not under pressure and just has oil splashed onto it, the seal need not be any better than, say, a valve cover. You could braze nuts to the inside of the existing pan for bolting on the panel, or, use a system of putting in threaded inserts sold as "Nutserts" by Lawson Products. These "Nutserts" are also available from other big-time nut and bolt vendors that deal with garages and maintenance departments of large buildings and plants. I've seen pop-rivet devices that do the same thing, but I don't have any experience with them.

The whole spirit of the idea is to prepare for the worst. With such a panel in place, you could turn a two-day job into a roadside repair. It would mean adding a small pulley or gear puller, gear and gaskets to your tool collection in your trunk, but it could save a vacation. Frankly, I don't use the 96 for long trips anymore for precisely this reason. Good Luck! If I get around to trying it I'll be sure to report the results.

Peter McLaughlin, Evanston, IL

ED. NOTE: My personal experience is that V-4 balance shaft gears seem to last about 100,000 miles, and I've never had one go on me. But others I know have, and they give very little if any warning, other than a subtle "whirring" noise on deceleration as excess backlash due to wear on the fiber teeth make a sound. Of course air conditioning accelerates the wear on this gear, and the steel gear is recommended for A/C-equipped V-4's, if you can still find one. Fortunately, a stripped balance shaft gear is not a catastrophic failure in a V-4--you just lose your alternator and water pump drives. Not like a timing belt braking in a Fiat or a 1.7/1.85L Saab engine for that matter where bent valves and/or holed pistons often result.

HELPING PREVENT BATTERY TERMINAL CORROSION

I was getting excessive corrosion around the positive battery post ('82 900) even after regular preventative measures. To fight or cure this, I cut out two pieces of felt (1/4x1 1/2x1 1/2) and punched a 5/8-inch hole in the center of the pieces. I slipped the felt pieces over the battery posts and saturated them with a mixture of motor oil and STP that I keep in a separate can. After wiping up the excess, I used wheel bearing grease on the terminals before I installed them (of course keeping the post and terminal contact area dry). This was three months ago and so far, no problems. This usually lasts about a year and a half, but about that time I remove the battery and clean the box and terminals anyway.

Our '82 900 is performing fine. We have 20,000 miles now and no major problems.

Tom Franko, McKeesport, PA



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900 81-	\$9.25

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99 75-76 rear	\$8.50

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PLUGS

NGK BP6ES, 7ES	\$.89
Bosch W7D	\$.89

FUSES

5 per box, 8,16,25 amp	\$1.25
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Castrol Brake Fluid, pint	\$4.65
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SAAB SERVICE TIPS

SAAB SERVICE TIPS---APRIL 1984

The preferred oil to use in Saab Turbo engines is SAE 10W-30, API Service SF/CC or SF/CD because:

- °This grade of motor oil gives best resistance to coking and deposit build ups
- °SAE 10W-30 can be used over a wide temperature range (NOTE: when temperatures are expected to fall below 0°F, SAE 5W-30 is recommended)
- °SAE 10W-30 is readily available in API Service SF/CC or SF/CD (NOTE: Oils laveled SE, SF/CC or SE, SF/CC, CD are to be considered SF/CC or SF/CD)
- °This grade of motor oil is suitable for all four cylinder Saabs and no extra oil additives should be used

CIS fuel injectors must NOT be blown out or cleaned with compressed air. Only Saab-approved test equipment must be used to test and clean injectors.

A new radiator fan made by Magnetti-Morelli was introduced in production from VIN Serial Nos. E1015-928 and E2007179. The new fan (p/n 75-40-263) supersedes the earlier fan and is fully interchangeable. The fan was also batch produced and may be found on some earlier 1984 models.

A new cylinder head gasket with slightly different cooling holes was introduced into early 1984 production. After Engine Serial No. E004332 you will find the new gasket (p/n 75-05-217) which is identifiable by beads of silicone on the exposed gasket surface. The gasket may also be fitted to earlier H-engine 900's.

Gould brand batteries have been discontinued from production of 1984 model Saabs. In place of the Gould battery will be mixtures of "Noack" and "Tudor" batteries, both of which are of the maintenance free type. The Gould battery will continue to be sold as the replacement spare part.

The Noack and Tudor batteries mount in a manner identical to the Gould, with the exception of 30mm longer ground cables and heat shield bolts which are 10mm longer to accomodate their taller battery cases.

The Saab fixed mast antenna (p/n 02-59-986) should be installed so that the mast is perpendicular to the top of the fender when viewed from the side. Looking from the rear it should be adjusted side-to-side so that it has at least one inch clearance to the trunk lid when opened. Do not rake the antenna rearward.

Note: Some automatic car washes may cause the antenna to become bent, therefore the mast should be removed from the base prior to entering a car wash.

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.

WARM-UP REG. FIX VS. EMISSIONS, WARRANTIES

In the April issue of the Club Newsletter (p. 4) there is a letter to the editor about "tweaking" the warm-up regulator to improve driveability. This can also be characterized as tampering with an emission control system. The device in question controls the amount of enrichment during cold engine operation and this has a lot to do whether the vehicle conforms to exhaust emission standards. Another thing your club members should know is that applicable warranties (new vehicle warranty, emission warranty, spare parts warranty) are void if the part is tampered with. The following Saab (and EPA) approved service kits may be ordered through a Saab dealer for various driveability-type problems:

1. M75 99: Acceleration enrichment kit P/N 83-28-569 (use together with M76 warm-up regulator P/N 83-57-824 for best results). Purpose is to correct hesitation/backfiring during cold engine acceleration.
2. M75-77 99: Warm restart kit P/N 93-04-460. Prevents too quick loss of rest pressure through warm-up regulator which can result in vapor lock.
3. M75-80 99/900: Hot start kit P/N 78-73-458. Pulsing relay activates cold start injector to prevent long cranking times when starting a hot engine.
4. M81-83 900: Warm-up regulator P/N 75-15-554. Less tendency to stall immediately after cold start. (Partly opened throttle during cranking will also alleviate this.)
5. M82-83 900 Normally Aspirated (with Lambda Control unit 0280-800-054): Lambda Lock Kit P/N 85-46-921 (available June, 1984). Purpose is to correct hesitation during cold engine driveaway.

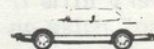
Before attempting to correct any driveability problem we recommend checking the ignition system and pressure testing the injection system. Needless to say we do not recommend seat-of-the-pants "tweaking" under any circumstances.

Daniel L. David, Manager
Technical Services Department
Saab-Scania of America, Inc.

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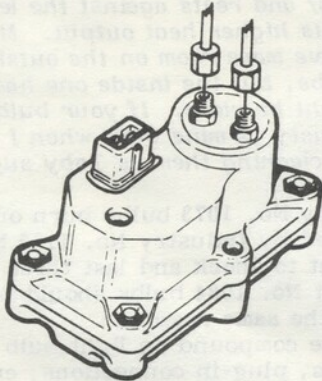
For appointment call today at:
(213) 450-5506

10% Discount to the members of the club.

NEW WARM-UP REGULATOR OK FOR '81-83 900's

Saab Service Info 04/84-679: A new warm-up regulator (control pressure regulator) was introduced on 1984 Saab 900 models. The new regulator (p/n 75-15-554) also is approved to be fitted as a replacement part for 1981-83 models.

Note: An M81-83 warm-up regulator may be replaced by 75-15-554 under warranty only if it does not meet the original specification or is otherwise defective.



INTERCOOLER REPORT--SEND YOUR EXPERIENCES

At the suggestion of Club member Bruce Williams, I would like to do a special report on intercoolers for Turbo's. I've had many questions about them in the last couple months, and with the new 16-valve Turbo sporting an intercooler, it seems like a hot (pun intended) topic.

Those of you in the Club who have installed intercoolers, please send me your experiences with them, both in terms of installation as well as performance. Please include:

- Year of Turbo and mileage
- Brand of intercooler & when installed
- Ease of installation
- Performance impressions
- Other modifications to engine

With this information we should be able to come to some conclusions about intercooler installations on existing Turbo's.

Interested members might also note an article concerning intercooler performance on a Saab Turbo in the "Technical Correspondence" column of the current issue of Road & Track (June 1984, p. 203-204). The editor's response is not all that favorable.

Jeff Delahorne, Editor



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RECALL 257, FUEL PUMP CONNECTIONS M81-82

Saab-Scania has notified the National Highway Safety Administration that a defect which may be safety-related exists in all 1981-82 model year Saab 900, 900S and Turbo models. These vehicles (approximately 24,700 units) will be recalled by Saab-Scania of America, Inc. to correct the possibility of the fuel pump stopping due to poor electrical contact at a bridge connector located on top of the fuel gauge transmitter (white plastic cylinder design). The fuel pump connection will be made in a new, separate connector and a new ground wire will be installed from the pump to the rear chassis ground point. The gauge transmitter will be inspected and, if damaged, will be replaced. Owner notification will begin in Mid-May and parts distribution will be in June (date to be announced).

99/900 DOOR LATCH DIFFICULT TO REPAIR

James Fulcomer's problem with a 99 door latch (April '84, p. 4) was a familiar one. I have had similar problems on three 99's and one 900. My experience has been that except for buying a new door lock there is little you can do to the internal mechanism to solve the problem. Bending the worn piece or putting a sleeve over it so that it travels enough to operate the latch interferes with the lock and you can no longer lock the door either with the key or by pushing down the button. I have found it cheaper and easier to simply epoxy a piece of fashioned hardwood or metal to the outside door handle lever so that it can move farther when squeezed. This usually solves the problem and while not elegant, saves several hours of usually frustrating and unrewarded work.

Barry Patterson, Las Cruces, NM

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Swedish Ambassador Wilhelm Wachtmeister and Countess Ulla Wachtmeister display Honorary Member certificates awarded them by the Saab Club of the National Capital Area in Washington, D.C. At the left is club Secretary-Treasurer Bruce Williams and at right is President Toby Turpin. Though the ceremonial car at the embassy is a stretched Volvo, the ambassador's personal car is a Saab Turbo given to him by the Countess as a birthday present. (photo courtesy of Ed Tonat)

MILWAUKEE SAAB CLUB--will meet Monday, May 21 at Shakey's Pizza, Hwy 100 and Silver Spring at 7:30 pm. Mr. John Paul of Badger Electronics will discuss in-car entertainment systems. The new tool loan program will also be discussed and the first list of available tools will be distributed.

On Monday June 25 the meeting will include a Show & Tell session with member's Saabs and a short tech' clinic on valve adjustment. For more info, contact Pat Greer, 414-964-7463.

NEW ENGLAND SONETT CLUB--will meet Saturday June 16th, 1:00 pm at the Terra Nova Restaurant in Litchfield, NH. There will be the annual election of officers. Dick McCarthy of the Kelly Insurance Company will also present a program on collector car insurance. For more information, contact the NESCL, PO Box 4362, Manchester, NH 03108.

SAAB CLUB NATIONAL CAPITAL AREA-- will next meet on Wednesday, June 13 at the Silver Spring Public Library. With the advent of daylight savings time, the club will resume the spring and summer show-and-tell periods in the parking lot at 7:30 pm before the usual indoor meeting at 8 pm. For more info, contact Toby Turpin, 301-384-6732.

SAAB CLUB OF SOUTHERN CALIFORNIA-- June event will be a 99/900 maintenance clinic hosted by Jerry Krakowski of Masada Motors on June 24th at noon. Masada Motors is at 9027 Sepulveda Blvd. Refreshments will be served and you may also bring a lunch to pass the time with other members. Clinic starts at 1 pm. For more info contact Paul Florance 213-438-3257 or Jerry at 818-891-8519. The SCSC meets on the third Tuesday of each month at Antiques & Classics Restaurant, 1815 Mt. Baldy Circle, Fountain Valley.

SAAB SONETT CLUB OF SOUTHERN CALIFORNIA--meets the second Thursday of each month at the Antiques & Classis Restaurant, 1815 Mt. Baldy Circle, Fountain Valley. For more info contact SSCSC, PO Box 665, Sierra Madre, CA 91024.

MAKING YOUR SAAB MORE VISIBLE FROM BEHIND

Replace the Industry No. 67 tail light bulbs with Industry No. 1156 bulbs. The No. 67 bulbs are only four candle power, while the No. 1156 bulbs are 32 candle power. Since the tail light will now be just as bright as the stop light (when lit) it should probably be assumed that this modification is illegal. While the lenses are off you may want to clean them, the other bulbs, reflectors and sockets. (Ed. Note: This will not work in 96's as the 1156 bulb is physically larger than the 67 and rests against the lens, melting the plastic with its higher heat output. My late-model 99 seems to have more room on the outside of the two tail light bulbs, but the inside one has a recessed lens that might be close. If your bulbs and reflectors are as dusty as mine were when I removed the lens, simply cleaning them as Toby suggests will help a lot.)

When Industry No. 1073 bulbs burn out they should be replaced by Industry No. 1156 bulbs which are more resistant to shock and last three times longer. Dual filament No. 1034 bulbs should be replaced by No. 1157 for the same reason.

Use anti-seize compound on light bulb bases and sockets, fuse tips, plug-in connections, crimp connectors, and other electrical connections to prevent corrosion.

How to replace light bulb in Saab 900 headlight switch: Since this bulb is lit with the ignition switch in an "ON" position it will need to be replaced before other dashboard lights. Remove the switch to replace the bulb. To remove switch, grasp knob firmly and pull to rear of car about one inch. Remove connector from back of switch. Press together and pull the two white tabs (in the center of the switch) to remove the bulb. Pull old bulb out of white holder and put in new bulb. The bulb is 12 volts, 1.2 watt, and has wire leads that are folded against the glass. The bulb is available from Saab (p/n 85-00-613) or from car parts stores as Osram p/n 2721.

Toby Turpin, Silver Spring, MD
(Reprinted from the May *Smoke Signals*, Newsletter of the Saab Club National Capital Area)

99 MUFFLER--TEMPORARY ROAD FIX

When the front muffler breaks its pipe, it drops down, supported at the rear. The first pothole will cause the rear of the car to pole-vault as the front of the broken muffler digs into the ground, forcing the pipe to try to dig into your gas tank.

Solution: pass a rope under the car, secured by shutting doors on it, and drive noisily to your garage or your favorite muffler shop. This is much easier than disassembling the rearward parts of the muffler system at roadside, in the inevitable rain, in order to avoid pole-vaulting home.

Martin Berger, Youngstown, OH

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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: contact Editor for rates and info. 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 June issue will be June 4th, and the deadline for the July issue will be July 5th.

SONETTS FOR SALE

1972 Sonett III, looks & runs excel., well maintained, new: trans, clutch, tires, brakes, shocks, exhaust; must sell: \$2300 obo. Jerome Grafe, 34 May St., Cambridge, MA 02138, 617-864-3945 eve's, 617-292-5625 days.

1972 Sonett, excel. interior, exterior & mechanical: asking \$3500. Randy Walser, 408 S. Third St., La Porte, TX 77571, 713-471-7833 home or 713-488-8571 work

1972 Sonett, black over yellow, Clarion stereo, CN36 tires, custom seats, excel. in & out, rust free Calif. car, much new or rblt, 92K miles: \$4000. Mitch Sapp 714-963-5479 leave message.

1973 Sonett III, burgundy, some floor pan rust, fiberglass good before ft. end collis., int. good, eng. good, new clutch, tires, recent exh, many spare parts, incl. 2 wheels: best offer. Ted G. Kekatos, 1227 W. Winnemac, Chicago, IL, 312-968-8844 wk, 312-334-7806 home.

1974 Sonett III, blue, fair cond., needs trans. work, paint & general cleanup: \$1900 obo. Michael Kitchen Duvall, WA 98019, 206-788-4569 eve's or message.

1974 Sonett III, #2301, 37K mi., MSS exh., 96 springs 175/70 Uniroyal 180's, orig. int. & green paint, no rust, everything works, excel. cond.: \$4500. R.A. Grieve, Cedar Rapids, IA, 319-366-1077 eve's.

95's and 96's FOR SALE

1967 95, V-4, v.g. cond, but trans. starting to make noise: \$500. ALSO '71 96, needs some body & mech. work, but driveable: \$350 or offer. 1972 95, original owner, roofrack, needs body work, about \$500 depending on spares incl. Bill Littlefeld, 223 Volusia Ave, Dayton, OH 45409, 513-293-0990.

95's and 96's FOR SALE, continued

'1967 96 Sport, 2-stroke, 3 carbs, oil injected, eng. rblt 23K mi. ago, new GT crank, new pistons & rings needs paint, some rust: \$500. David M. Richey, 203-397-9157.

1967 96 V-4, 120K mi., runs, minor rust, good project car: \$199. J.R. Heinemann, Kansas City, MO, 816-363-2155 days & eve's

1968 95, mechanically rblt by Jack Ashcraft, 22K mi. on engine, trans, new paint, brakes, tires: \$2995. John Hurd, 1219 Eldorado, Klamath Falls, OR 97601 503-884-1734

1968 96 Deluxe V-4, runs OK, needs rebuilding, needs paint, no major dents, red color, int. re-upholstered, Plus '67 96 for parts: both for \$1500 obo. Mike VanLandingham, 3505 N. Cypress St., No. Little Rock, AR 72116

1968 96 V-4 Deluxe, no rust, 50K mi., had engine fire: \$600 negotiable. Heyward Cohen, PO Box 160, Amenia, NY 12501, 914-373-8048.

1972 95 red, AC, MSS exh., Weber carb, Sonett mags & steering wheel, rear sway bar, ft air dam, Cibie lamps, rear wiper & washer, extra gauges, new expensive paint, stereo: \$2700. Steve Anderson, 2521 Payne Rd, Des Moines, IA 50310, 515-255-2433.

1972 96, excel. cond., Georgia Car w/ no dings, dents or rust. Eng. & trans rblt by Ted Tucker, MSS exh., Blaupunkt: \$1500. Mark Welden, 414-285-3441 or 285-3930, Milwaukee, WI

1972 96, recent profess. total driveline reblt, Weber plus many other new parts, small dent but overall great shape; over \$3700 invested: \$2950/offer. Dennis Perna, 7716 S. Mission Dr., Seattle, WA 98178, 206-772-6795.

1973 96, Red w/red int., body w/ no rust, perfect orig. undercarriage, trans. rblt last month, runs great, must sell: \$1850. R. Phillips, 617-655-7096, Boston, MA

95, 96 and SONETT PARTS FOR SALE

V-4 Radiator: \$75; V-4 tach: \$45; 2-stroke, bulb-type temp gauge: \$25; 95 tail-light ass'ys & lenses: \$15; many other 95/96 parts. Quantum Mechanics, 45 Huntington Ave., S. Yarmouth, MA 02664, 617-394-5193

Used & N.O.S. parts for 93,95,96 & 97 incl. N.O.S. 95 fuel gauge transmitter: \$24; Hoods \$50; early frt sheets: \$25, etc. Send SASE for list. M. Tarr, Rt. 1 Box 385, Catlin, IL 61817, day 217-443-7402, eve 217-427-5203; M. Vernon, 311 E. White #15, Champaign, IL 61820, 217-398-4161

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

Four early style ('70-'72) Sonett mags w/lugs. Uni-royal 175/70-15's w/ 3750 mi. wear mounted on same: \$350 complete or \$200 wheels only. shpg extra. Mark Welden, 414-285-3441 or 285-3930.

'95/96-style tachometer: \$35 or 99 parts trade. Tom Gillespie, 417 1st Ave. SE, Cedar Rapids, IA 52401 319-366-8016 or 366-0815.

'71 Sonett trans. with band ring gear: \$50/offer; Air conditioner: \$100/offer, plus shpg. David Witte Box 4, North Liberty, IA 52317.

Two triple carb sets, one complete, one w/ broken carb; cheap. Jim Gaskill, 218-628-2505.

'73 Sonett parts car, no eng, trans, or frt. body, no seats, left door or rear glass: \$200. Jim Smart, 814-364-9426

Factory installed air conditioner w/ all mounting hardware; worked (Apr. '84) when removed for clutch job: \$30 plus ship. Craig C. Taylor, 1415 Hamilton Ave., Palo Alto, CA 94301, 415-323-8835.

Sonett Parts: Orig. Sonett II rear window: best offer; orig. seats, exc. cond., best offer; other parts available. Mike Tucker, 2324 Davis Dr., Matthews, NC 28105, 704-847-2282.

95, 96, and SONETT WANTEDS

Wanted: late Sonett w/ full bumpers in or near Ohio; body & inter. more important than mechanical cond. Under \$2000? Bill Strangfeld, 223 Volusia Ave. Dayton, OH 45409, 513-293-0990.

Wanted: seat belt harness for 1967 96. Tom Ledsam, 11600 Washington Pl #107, Los Angeles, CA 90066, 213-391-7168 or 213-838-5505.

Many misc. parts needed for 1969 Sonett, lamps, trim and mechanical. Contact John Roberts, 971 S. Sparks St., State College, PA 16801, 814-238-4102.

Wanted: trailer hitch & all assoc. hardware for 96 V-4, will pay up to \$25. S. Butler, 434 Roadrunner Ridge, San Jose, CA 95111.

Wanted: Sonett III, '71 driver's door. 700 Stewart Ave., #38, Ithaca, NY 14850, 607-272-5548 after 12 pm or am's before 9 am

99's and 900's FOR SALE

1970 99E 2dr west coast car, immac. in/out, white w/ red, 22K on new eng, 35K on new '74 trnas., recent brakes, clutch, inject., paint; sunroof Ansa, Series 70s, H4s, custom stereo, asking \$2800. Scott Heller, 212-355-2530 wk, 212-496-8604 home

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99's and 900's FOR SALE, continued

1979 Turbo, 5 dr., metallic blue, meticulously maintained, inside & out; 4-spkr stereo cass., new TRX radials, battery, brakes, muffler, 75K mi.: \$5975 or ? Jim Paulson, 416 Natchez Ave. So., Golden Valley MN 612-374-9665.

1981 Turbo 3 dr., black, 5 spd, A/C, cruise, Euro headlights, sunroof & side window air deflectors, rust proofed, Panasport wheels w/Stahlflex tires, 19K mi., never driven in snow, meticulously maintained by mechanic-owner: \$10,500. Jack Maurer, 15264 Nehls, E. Detroit, MI 48021, 313-778-8749.

99 and 900 PARTS FOR SALE

Front exh. system 2.0L engine, brand new: \$35. Dick Norchi, 2417 Mina Dr, Allison Park, PA 15101 412-487-6631

Used & N.O.S. parts for 99's incl. A/C condensor compl. w/ hood latch plate: \$25; late heater blower motor: \$20; Send SASE for complete list. M. Tarr, Rt. 1 Box 385, Catlin, IL 61817, day 217-443-7402 eve 217-427-5203; M. Vernon, 311 E. White #15, Champaign, IL 61820, 217-398-4161

Pair metal wheels w/ snow tires from '74 99: \$40/offer David Witte, Box 4, North Liberty, IA 52317

Late 99 2-pc. exh. manifold: \$75; 1.85 cyl. head w/ new springs & guides: \$200; new 2.0L cyl head: \$600 99 LCA re-inforced: \$55 ea; used 99 trans. '73-'74: \$250; '76 grille: \$45; early 99 EFI pumps: \$15; 900 dashboard: \$125; 900 fr. bumper cover: \$35. Quantum Mechanics, 45 Huntington Ave, S. Yarmouth, MA 02664, 617-394-5193.

From '78 Turbo: hood \$100; rear glass \$50; door glass \$30 ea.; door int. panels \$35 ea.; all in exc. cond., shpg extra. Russ Nester, 2857 El Paso Ave. Simi Valley, CA 93063, 805-526-6516

Four '81 Turbo wheels: \$50 ea. John Trzaskus, 5205 Woodman Cir, #C, McHenry, IL 60050, day 815-459-5000 ext 2473, eve. 815-344-4821.

Sony XR-70 cass/radio/preamp unit, used 6 mos.: \$250; 1 pair 5 1/4" full range spkrs w/ factory grilles from 99EMS: \$30; Saab am/fm radio: \$50; 1 Michelin ZX 8/32 tread: \$40. Dave Cobun, 304-594-1900

Clock for '78 (and other) 99's like new: \$30. Alex Markons, 203-889-7169.

Four Cibie 5-3/4" quad lights, like new: \$50 set; Addco rear sway bar 99/?900: \$40; VDO oil pres/temp gauges w/ senders: \$60; trailer hitch 99 sedan: \$45 All plus UPS. Bill Colom, 12 Burrows St, Mystic, CT 06355, 203-572-9361 eve's

99 Parts: rblt auto trans 74-80: \$400; rblt manual trans. 75-80: \$375; fuel pump '75-80: \$45; wiper mtr: \$40; RF pdg light '78-80: \$40; rear taillights, large: \$40; Rear H. back compl.: \$125; exh. manifold, '79: \$40; radar detector, Fuzzbuster: \$35, Escort: \$175 Wanted: power steering pump '76-'77 99. Vic Pardo, 3715 Pleasant Grove Rd, Lansing, MI 48910, 393-2766.

Pirelli CN36, 175/70HR15, spare, used only 200 mi. \$60 incl UPS. Kevin Crolley, 312-761-2445 ev/wkend

Early EMS alloy wheel, never used: \$50 plus ship. John Glace, 717-249-8254.

99 and 900 PARTS FOR SALE, continued

Rear left & right light assy's for hatchbacks up to '79: \$65 pair incl UPS or \$35 ea.; 2 Pirelli P-6 195/60 HR15: \$70 pair incl. UPS. J. Maymon, 810 Bellevue Rd, #254, Nashville, TN 37221

Gas shock absorbers, oem from '83 900 Turbo, 14K mi., set w/ hardware: \$75 delivered. Wayne Lawler, 2900 Tumbleweed Lane, Fort Collins, CO 80526, 303-223-3238.

Wagonback parts: hatch: \$100; left taillight ass'y: \$10; headlight ass'y: \$10; misc 99 parts, radiator: \$35, all plus ship. Jeff Burkes, Rt 1 Box 792, Pittsboro, NC 27312, 919-542-5730.

Set of 4 TRX rims & centers from '81 Turbo: \$275 or best offer. Mickey Maddox, Modern Forge/Tennessee Tri-County Indus. Pk, Piney Flats, TN 37686, 615-282-0327, 8-4:30.

99 and 900 WANTEDS

Want to purchase complete 900 service manual for '80 900 (all 10 parts) offering \$50 + shipping. Phillip A. Niemann, 7620 W. 52nd St., Overland Park, KS 66202 913-262-5966.

Wanted: Info from past or present Saab owners of model years 1977-1980 that have experienced cylinder head problems in or out of warranty with less than 60,000 miles on head. Please respond to Terry Parsons, 3411 Bathgate Lane, San Jose, CA 95121, 408-274-0301.

Wanted: Interior for 3-door, brown or tan from late model, preferably Turbo; must be in excellent cond. Paul Rivera, PO Box 641, Tujunga, CA 91042, 818-352-4800 leave message.

MISCELLANEOUS ADS

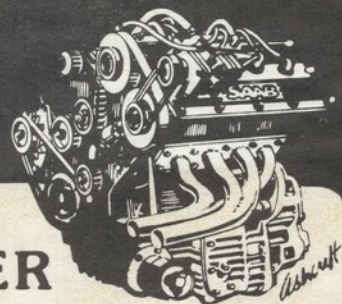
For Sale: Help us with spring cleaning! 2 new Solex Sport 34PBIC carbs (71-87-214) \$50 ea/best offer. 99 Fader Kits, new (02-59-564): \$10 ea. 1980-900 & 99 Seat Cover set Brown/Red new, front & rear, reg. \$203.35, sell for \$135. V-4 cyl. head, late '68 style (88-31-042) \$330.40 ret. \$250 sell. Jennifer or Robin, Downtown Saab, 4145 Broadway, Oakland, CA 94611, 415-654-0824.

VALVE CLATTER, continued

on the first set of inner pads, and the second set of new, asbestos-free pads still has half the pad there at 23,000 miles. The outer, semi-metallic pads are only half worn at 48,000. Now we don't drive in heavy stop-and-go traffic here in Duluth, and neither Carolanne or I are heavy on the brakes. I had a friend in my college days who routinely tested her VW Beetle's poor little drum brakes to the limit on each stop. I wouldn't use those kind of braking margins in racing, which is probably why I'm not faster than I am. But the point is, brake pad life is so dependent on these variables that any comparisons are necessarily very rough.

Recommended Mechanic List

I am going to update the Recommended Mechanic List since the last version was done in February 1982. I've been keeping a file of recommendations since then and I'll include all those, but if you haven't sent me the name of your favorite dealer or mechanic, please do so.



VALVE CLATTER

by Jeff Delahorne

Torque vs. Horsepower

I believe Steve Parsons' further development of his 2.0L 99 vs. non-turbo 900 comparison brings out an aspect of engine performance that is often misunderstood, or at least over emphasized: horsepower. Two engines can have the same horsepower ratings but their driving characteristics may be completely different due to different torque outputs and output curves. In terms of top speed, horsepower is important, but at every day driving speeds and situations, it is an engine's torque capability and characteristics which have the greatest effect. The main benefit of the turbocharged 2.0L Saab engine isn't the increased horsepower (135 vs. 110) but the bigger increase in torque (172 ft. lbs vs. 119).

Motorsports writer Jerry Garrett went in search of horsepower/weight figures for IMSA GTP race cars (*On Track*, Vol. 4, No. 8) and came up with a pretty creditable chart until racer (and engineer) Al Holbert told him it was "torque per pound" that mattered. As another example, in the Saab rally film "Turbo" the narrator asks Stig Blomqvist what the main benefit to the turbocharged Saab rally engine is, and Stig answers (in surely his longest sentence in public) 'You don't have to rev so much.' What he was saying, is that it has lots of torque at low rpm, perfect for rallying, and in stark contrast to high-strung, non-turbo engines.

So while you are all drooling over the 16-valve Turbo engine's 175 hp (Euro-spec) it is the 200 ft. lbs of torque that will be pushing you back in the seat.

Brake Pad Life

The Road & Track owner's survey for 900's (May 1984) had some interesting results. Overall I tend to distrust those sorts of surveys because they often turn a specific problem into a broad generalization. But the item that struck me was the short brake pad life claimed by some of the respondents. Some said only 5-6,000 miles. Now I'm not ready to claim that brake pad life figures fall into the same unreal realm as gas mileage and fish size, but I do think that different driving conditions and driving styles render any generalizations about brake pad life questionable.

For instance, our 900 went 25,000 miles continued at left.....

Please use knife/letter opener

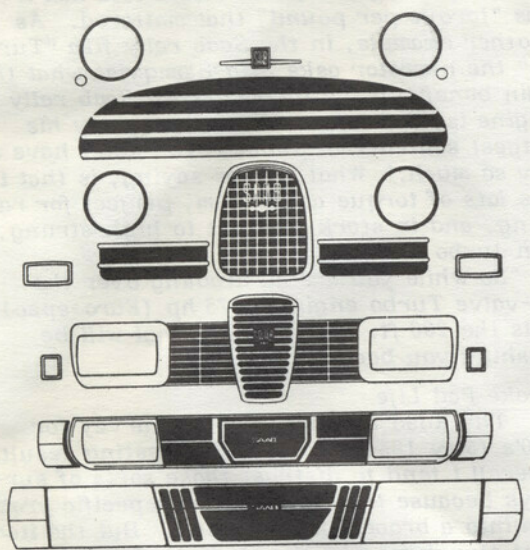
MAY 1984

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