



# THE SAAB CLUB

JUNE 1984, NEWSLETTER #127

## NEW SAAB 9000 UNVEILED--DUE HERE IN '86

KOLMARDEN, Sweden, May 25--Saab-Scania AB of Sweden today unveiled the Saab 9000, an entirely new model that will further strengthen Saab's position in the upper segment of the European sedan market.

The Saab 9000 is a high-performance, well-appointed large car, with a five-door hatchback body. It will be available this fall in Scandinavia, and during the 1986 model year in the United States.

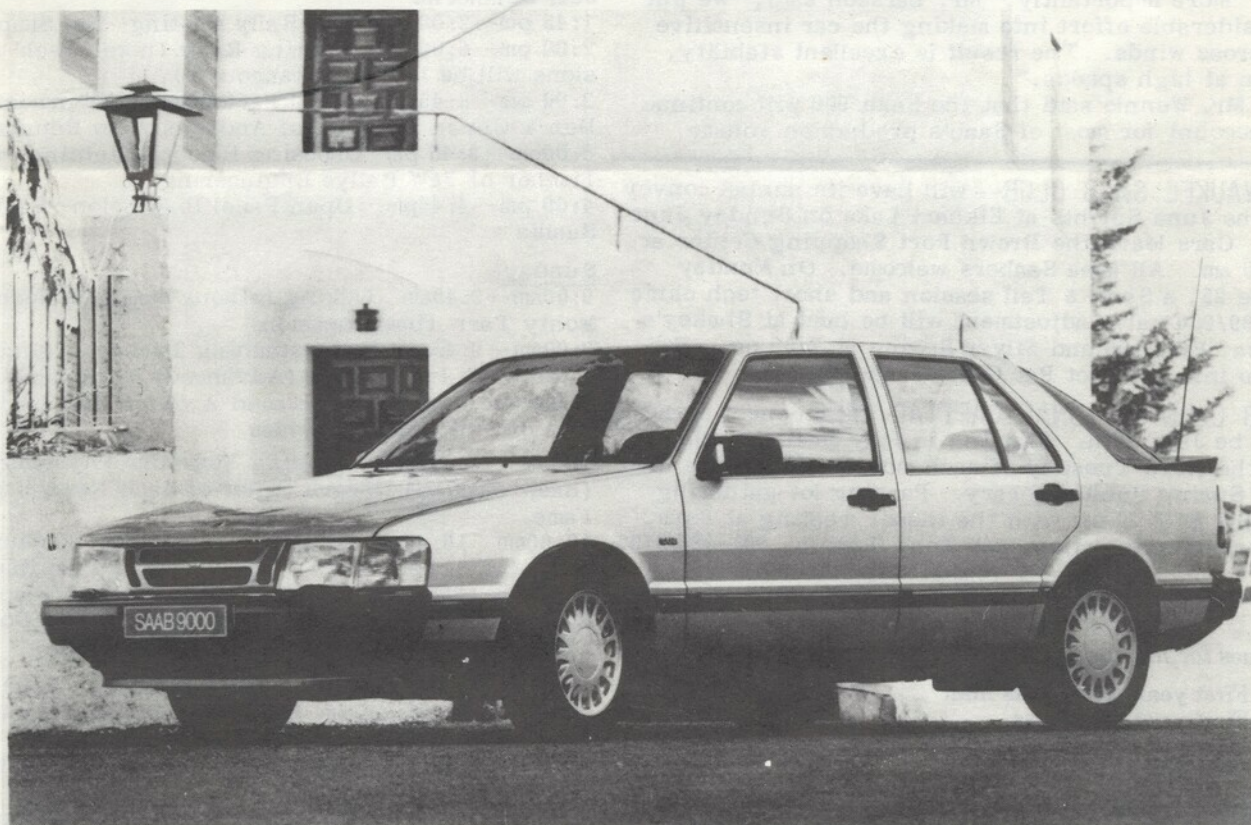
Saab's new model is powered by the third generation Saab Turbo engine, with four valves per cylinder, double overhead camshaft and intercooler. The transversely-mounted engine

powers the front wheels through a newly-designed five-speed transmission. The Saab 9000 has a top speed of 137 mph, and can travel from 0-100 kph (62.1 mph) in 8.3 seconds.

The 9000 is a logical extension of the Saab model lineup, which also includes the 900 series in the United States.

"By producing cars that cover a broader range, but within the market segment in which we are well-established, we can face the future with confidence," said Sten Wennlo, managing director of the Saab Car Division. "With the Saab 9000, we are ready for the 1990's."

(continued on page two)



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

**TIME  
TO  
RENEW**

SAAB 9000 UNVEILED--continued from Page 1  
Sporty Temperament

Customers in Saab's up-market segment look for cars with a strong image, high comfort and safety, and preferably a sporty temperament that puts interest and fun into motoring.

In designing the 9000, the Saab engineering team strived to live up to Saab's "joy of driving" tradition, according to Technical Director Gunnar Larsson.

"The relationship between the car and its driver is fundamental to the traditional Saab characteristics," Mr. Larsson said. "So this was the starting point of development work on the 9000's road behavior and the driver's environment.

The spacious interior dimensions of the Saab 9000 were achieved by combining front-wheel drive and transversely-mounted engine with a long wheelbase and a wide track. "These factors also contribute to exceptional roadholding," Mr. Larsson said.

Streamlined Styling

The body has a modern, timeless styling with gentle curves and smooth surfaces. The underside of the car has no sharp edges. All this improves streamlining.

The 9000's aerodynamic drag coefficient (Cd), measured on a fully-equipped car, is a low 0.34.

"More importantly," Mr. Larsson said, "we put considerable effort into making the car insensitive to cross winds. The result is excellent stability, even at high speeds."

Mr. Wennlo said that the Saab 900 will continue to account for most of Saab's production volume.

MILWAUKEE SAAB CLUB-- will have its annual convoy to the June Sprints at Elkhart Lake on Sunday June 24. Cars leave the Brown Port Shopping Center at 7:00 am. All area Saabers welcome. On Monday June 25, a Show & Tell session and short tech clinic on 99/900 valve adjustment will be held at Shakey's Pizza, Hwy 100 and Silver Spring at 7:00 pm. For more info, contact Pat Greer, 414-964-7463.

SAAB CLUB NATIONAL CAPITAL AREA-- next meeting will be July 17th. Starting in July meetings will be on the third Tuesday of each month, still at the Silver Spring Public Library. Parking lot gathering begins at 7:30 pm with the indoor meeting at 8 pm. For more information, call Toby Turpin, 301-384-6732

**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.

ERIK CARLSSON & ROBERT SINCLAIR TO ATTEND  
AUGUST 18-19 SAAB CLUB NATIONAL CONVENTION

This year's convention in New Glarus, Wisconsin will host Mr. Robert Sinclair, President of Saab-Scania of America, Mr. Erik Carlsson, famed Saab rally driver, and a return visit by Mr. Lennart Lonnegren, Saab-Scania of America Public Relations Manager. The three Saab guests will arrive Friday 17 August and remain through the weekend to talk and answer questions. Also on the agenda are question and answer sessions on Saturday and Sunday penneled by Saab-Scania Central Region.

Club technical sessions will take place both days and cover both basic and advance instruction. A large variety of parts and accessories will be on hand for sale.

Registration fee for the convention is \$15.00 per adult which includes a convention sticker, dinner on Saturday night, and a chance at door prizes. Those attending only one day and not staying for Saturday dinner pay only a \$5.00 per adult registration. Child car is available for a fee.

The schedule remains unchanged except for the addition of tech' sessions during the touring rally on Saturday. The Tech' Session line-up includes:

Saturday

- 12 noon-1:30 pm Rally Car Preparation & Driving-- Jeff Delahorne
- 1:45 pm--2:00 pm Pre-Rally meeting--Ian Simpson
- 2:00 pm--6:00 pm Touring Rally (note: Tech' sessions will be held simultaneously)
- 2:00 pm--2:45 pm Total Performance Alignment-- Don & Chuck Andrews of Andrews Auto Rebuilding
- 3:00pm--3:45 pm Choosing Halogen Lighting--Kern Fischer of F&W Rallye Engineering
- 4:00 pm--4:45pm Open Panel Discussion--Saab-Scania

Sunday

- 9:00am--9:45am Talking to your Dealer & Mechanic-- Monty Tarr (basic session)
- 9:00am--9:45am Understanding Turbocharging & Intercooler Installation (Advanced) Mark Lundquist of Nordic Aero & Sundstrand Aviation and Joe Caparosa of Swedish Interprises
- 10:00am--10:45am Keeping Your Car Physically Fit (basic session) Margrit Adler of Saab Newsletter Fame
- 10:00am--10:45am Stage I, II, III, etc. Performance Mods (advanced) Lach Frew of Frew Enterprises
- 11:00am--11:45am Trouble Shooting Your Car--or What to do when Murphy is Winning (basic) Don & Chuck Andrews of Andrews Auto Rebuilding
- 11:00am--11:45am Repairing & Restoring your American (Swedish) Dream (advanced) Peter McLaughlin contributor to the Saab Newsletter.
- 12:00--12:45pm Open Panel Discussion--Saab-Scania
- 1:00 pm-- Group photo session and closing of event.

Make your reservations soon by telephoning our central number in New Glarus. Ask for Joyce at 608-527-2095. For further information call:

- Mark Lundquist 815-399-6233 eves  
815-226-6030 days
- Andy Federowski 312-454-4825 days
- Jeff Delahorne 218-525-3253 days & eves

## ROADRACING A 99--A THRILLING EXPERIENCE

In the spring of 1983 I had the opportunity to drive a Saab 99 in the SCCA's Memorial Day Classic regional championship road race at Brainerd International Raceway in Northern Minnesota.

The classification of the Saab I raced was Showroom Stock "B." In this class cars are only permitted safety modifications; mainly roll cage, safety harness, fire extinguisher, and a window net on the driver's side (to keep appendages inside the car in the event of a rollover). Otherwise the car is bone stock, emissions equipment, skinny tires and all!

Driving a Saab at speed is a thrilling experience indeed. The most difficult thing to get used to is the considerable body lean demonstrated in the Saab. In my Saab street-racer at home, I was quick to add anti-sway bars to reduce the body roll, but in the strict rules of showroom stock, only OEM suspension is allowed. Despite the body lean, the car had great grip, and I soon realized that anti-sway bars do little more than increase the sensation of traction on a car that is as softly sprung as the Saab.

Through the long, flat-out Turn 1 at BIR, the car would get up to about 109 mph at the beginning of the turn and down to about 100 mph exiting the turn. This turn is basically fast and easy provided that I followed the "line." The line is the preferred path to be taken through any turn, maximizing speed, and minimizing actual distance traveled.

After Turn 1, there is a small straight that allows the car to get up to about 105--if you have the nerve. You see, Turn 2 is flat, rather than banked as in Turn 1. Typically I would let up on the gas briefly entering the turn, and apply the accelerator again in the middle of the turn. All of this throttle manipulation must be very gentle in order to keep your car on the track. Due to the relatively powerful engine in the Saab, I was able to control the car's attitude (oversteer, understeer) by feathering the throttle. If I were to let up lightly in a turn, the car would point in slightly. Put the gas on a bit to get out of an oversteer situation, or just to get the nose out. In any event, Turn 2 at BIR separates the men from the boys!

The four-wheel disc brakes on the 99 provided excellent fade-free braking turn after turn. Turn 3 is a tight right-hander that really puts a test on any race car's stopping system. Because of the radical weight transfer involved in sudden braking, along with the generous suspension travel in the Saab, it is important to first apply the brakes gently, in order to "set" the fore/aft angle of the car. Once the suspension is set, you really have to stomp down to bring the 2500 lb. car down to a speed reasonable enough to negotiate Turn 3. Despite the relatively skinny 175/70-15 tires, I was usually able to outbrake most of my competitors.

I got a chance to try out the wet handling of the car when the rain came down before one of the practice sessions. We bolted on the full-tread rain tires and off I went, scared Saabless! After about the fourth lap, I realized that the speed differential in the wet vs. the dry was really not as great as I had thought. Because of the forgiving nature of the Saab I was able to tell when I was losing traction, allowing me to "dial-in" the appropriate corrective measure--usually. I won the attention of the Turn 5 corner workers by spinning harmlessly four laps in a row on Turn 4. I thought perhaps I could get the

rear end out by adding a touch of left-foot braking. Stig Blomqvist maybe--John Barron no! Anyway, with a bit of care, and a lot of practice you can really keep a good pace in the rain.

The famous long straight at BIR is the place where horsepower rules. This holds unless the race car you are driving has the frontal area of a house. Surely had the Saab been designed a sleeker car, the top speed would be considerably higher. Nonetheless, I had the fastest "B" car on the straight that weekend. The problem too with a large-size car on the straight is the large size slip stream it creates. This draft is an area of low pressure immediately behind a quickly moving vehicle. All those darn Rabbits have to do is tuck in behind the "house on wheels" and get pulled along at a speed unobtainable by an unaided Bunny. Two can play that game though. If I can maneuver in behind a powerful Citation X-11 I can have V-6 power on the straights.

The feeling in the car while in the draft is very curious. First of all, it is very different to be going 110 mph and be only one to three inches away from another car. Needless to say, the road ahead of you is obscured and you can only hope like heck that the driver ahead of you follows the line. Secondly, there is a great deal of buffeting that goes on in the car. There must be all kinds of complex turbulents in that low pressure area. When used properly, the draft can really help gain an important advantage on the straights.

The Saab, with the help of the crew, Jeff Delahorne, Bob Hansen, and Bruce Alexander, finished third out of five. I felt good about the race considering my limited experience and the car's size and weight. In 1984 I'll be campaigning my VW Rabbit GTI. The Saab has been moved down to Showroom Stock C where it should be much more competitive, facing it's only major competition from the Datsun 200SX's.

John P. Barron, St. Louis Park, MN

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NEW ENGLAND SONETT CLUB--will hold their next meeting on Saturday, July 28th, at 1:00 pm at the Saab-Scania of America headquarters in Orange, CT. Robert J. Sinclair, Saab-Scania President, is expected to address the club.

Advance reservations through the New England Sonett Club are required for this meeting. Lennart Lonnegren, Public Relations Manager at Saab-Scania, is handling the program arrangements. Alex S. Lieuwma, National Service Manager and a NESC member will be participating in the program with other Saab representatives from the service and parts departments. Sonett parts will be on display.

The Saab-Scania headquarters is located right next to the Connecticut Turnpike (I-95) in Orange at Exit 41.

For additional information, contact NESC, PO Box 4362, Manchester, NH 03108.

SAAB CLUB OF SOUTHERN CALIFORNIA--meets on the third Tuesday of each month at Antiques & Classics Restaurant, 1815 Mt. Baldy Circle, Fountain Valley. July 1st Event--Big Bear Lake Picnic, will be at 106 Millcreek Road. Look for the signs (CSCC) and a Swedish flag. Located 1/2 mile before Cedar Lake turnoff above Coldbrook Campground. All day event, bring friends and Saabs! For more info, contact Paul Florance, 213-438-3257.

### 99/900 REAR SUSPENSION BUSHINGS RENEWED

Have any of you with older 99's (or 900's) noticed a loss of handling control on corners and/or clunking sound emanating from the rear of the car? The prime suspect here, after tightening wheel lug nuts, are the rear suspension bushings. Jack the car up, support with jack stands, take a wheel off, and look around. I bought an entire set of bushings and only replaced the ones which were bad; but this was probably not necessary. As long as the rubber is intact, firmly attached to the metal sleeves, and still seems to have its tensile strength, the bushings are probably okay.

Be sure that the rear of the car is safely mounted on jack stands or other suitable supports before placing your precious body underneath the car. Also, before you start swearing, please note that all the rear suspension nuts and bolts are UNC (i.e. American) sizes 5/8", 11/16", and 3/4".

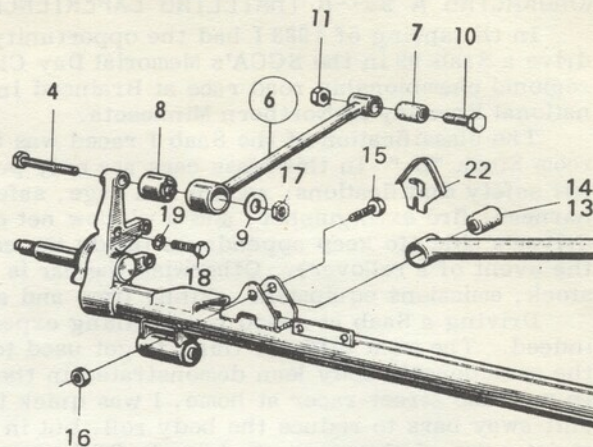
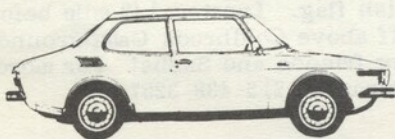
The most likely candidate for replacement is the large bushing on the trailing link arm (no. 8 in the diagram). Take a look at the configuration and you will see what I mean. It runs from the wheel assembly to the rear of the car. This arm (no. 6) can easily be removed and worked on without removing the axle. The old bushing must be pressed out. Press it out with the new one, thus accomplishing both tasks in one operation. If you don't have a press available, you can do it with large sockets, ready rod, nuts, etc. If your bushing is as bad as mine, the center sleeve will probably fall out. Use a small hacksaw blade to carefully saw through the outside sleeve which will ease the removal of the old bushing. Try not to cut into the suspension arm. For safety sake, cut through the bushing at the part where the arm is thickest.

The second most likely candidate for replacement is the large tubular bushing which attaches the axle to the spring link arm. Do not start this job unless the bushing is obviously bad; I would consult the dealer or a good mechanic to look it over. This is a very difficult job for which you must remove the rear axle.

**Gas Shocks**--Gas pressure shocks slowly expand to full length under their own pressure. Therefore they come in a little harness made of leather and cords to keep them compressed for installation (at least KYB's do, Bilsteins don't). After putting the car on a jack stand and removing the tire, the front shocks are easy. Install one end, gradually release the harness and work the other end into place.

To install the rear shocks, compress it as short as possible and tighten the harness. This will give you enough clearance to work it into place before releasing the harness. (Ed. Note: I found with Bilsteins that I had to make my own harness in order to install the rear shocks. For the rally-valved front Bilsteins, I just attached the top mount first, then put a floor jack under the bottom and compressed it until the eye was even with the mount, and then quickly pushed it on. The rally-valved Bilstein's are too stiff to compress by hand.)

Tom Gillespie, Cedar Rapids, IA

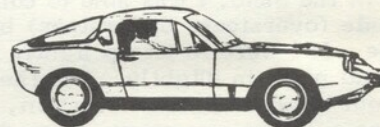


### '80 900 SUFFERS FROM VIBRATION AT 3000 RPM

I have an '80 900EMS and for the two years I've owned the car I have been bothered by a very noticeable engine vibration which seems to be transmitted to the chassis and body at just under 3000 rpm by the right (rear) motor mount. I wonder if anyone else has had this problem, or can offer some advice? The motor mount looks fine as far as I can tell without disassembling it. I have removed the AC belt to see if it could be caused by the compressor, but it is not related. The only possibility seems to be that the AC compressor or bracket could in some way be touching the chassis, but as far as I can tell it is not. Any suggestions?

Mac Steiger, Vallejo, CA

ED. NOTE: See David Janes' letter on p. 8 in this issue.



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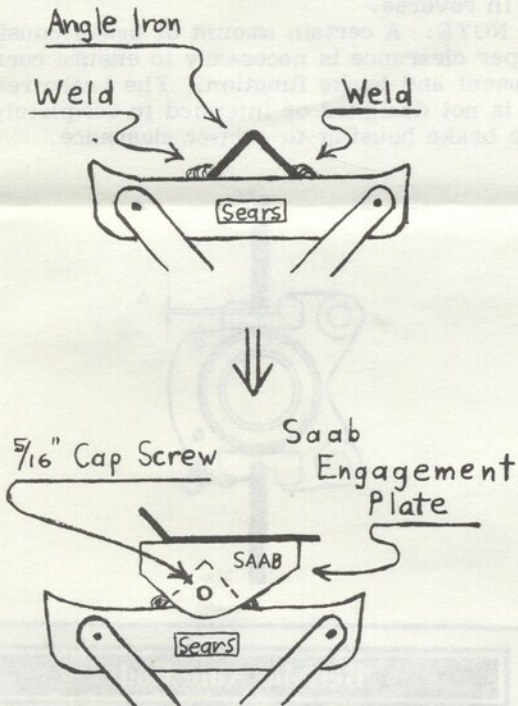
## REPLACEMENT FOR ORIG. EQUIP. 96, 99 JACK

The factory-supplied jack on my '78 model 99 proved to be weak and prone to binding, and generally inadequate. I found a Sears scissors-type jack (#28-1271, \$18.99) that is an excellent replacement, superior in every way. I was able to adapt it to the special Saab jacking points as follows:

1. Cut a 2" piece of 3/4" angle iron and weld it across the center of the top plate of the Sears jack, spine up (see diagram).
2. Remove the pivoted engagement plate from the top of the old Saab jack by grinding the rivet heads off.
3. Spread the engagement plate just enough to fit over the angle iron, then drill the rivet holes out to 5/16".
4. Using a 5/16" x 2 1/2" cap screw, bolt the engagement plate to the Sears jack by running the cap screw through the angle iron. Tighten a nut onto the bolt, and back it off just enough so that the engagement plate pivots. Then tack-weld the nut to the bolt.

The crank supplied with the car even works on the Sears jack!

Bob Frisby, 4402 Comanche,  
Laramie, WY 82070



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## SONETT BALANCE SHAFT GEAR REPLACED IN CAR

Several years ago I changed a balance shaft gear in a '73 Sonett in the snow in a parking lot without pulling the engine. I did remove the starter, and then removed all the oil pan bolts, using a 1/4" - drive socket wrench. Carefully prying down on the front of the pan gave me all the clearance I needed.

I replaced the fiber gear with a steel gear, from Ford. As recently as this year I purchased another steel gear--I believe it cost about \$50. I was in stock at: Industrial Engine Division

Romine Industries, Inc.  
PO Box 2007  
Indianapolis, IN 46206  
317-635-5588.

I don't know how many gears they had, but mine was no problem for them. I also bought balance shaft bearings which they had in stock. Apparently they keep a good stock of V-4 parts. When I was there they had an industrial V-4 with chrome valve covers, etc., on a stand in their sales office!

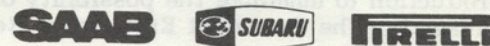
Anyway it is possible to change gears with no pan modifications, at least in Sonetts. The only scary part is leaving all those stripped teeth in the pan. A friend of mine who stripped a gear later had to replace an oil pump due to a galled relief valve.

L.F. Fischer, PO Box 823  
Newport News, VA 23607

## 99's DEVELOP CRACKS AT SUSPENSION STOPS

A friend of mine, who also has a '74 99, had been hearing a noise coming from the right front suspension. He discovered the problem was a crack in the body at the point where the rubber stop cushion for the upper A-arm attaches to the body and brace. This is a narrow area between a large round hole that the drive shaft passes through and the opening for the upper A-arm. The body has not separated at the crack (which is only about an inch long) because there is a brace welded to the body at that point, but it is flexing. When I checked my '74 99 I found it was cracked in exactly the same place. My friend then checked his mother's '73 99 and found it too was cracked. I wonder if other Saab owners have seen this problem, and what, if anything, they did about it.

Pat Greer, Shorewood, WI



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# SAAB SERVICE TIPS

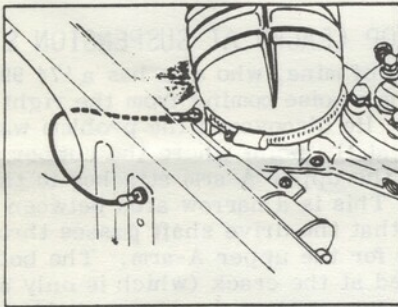
## SAAB SERVICE TIPS--MAY 1984

To facilitate "top of dash" servicing of Sony Radios after Service Campaign 504 has been performed, a simple operation may be performed.

First, unscrew and remove the left front speaker grille and the defroster duct. Then lift the black radio-buss bar round wire as you slide the radio out of the dash. This prevents the ground wire for the radio from catching on the heater duct or radio side bracket and allows you to lay the radio up on the dash.

Improved crankshaft pulleys are soon to be available in the spare parts system. These pulleys, which are the same part numbers as before, are now being manufactured with a new vulcanizing agent which provides a better bond between the rubber and metal components of the pulleys.

During early M84 Turbo production a grounding strap was fitted which connects the fuel distributor to the left front wheelhouse. This ground strap is supposed to eliminate static electricity which the APC knock detector could interpret as engine knock.



A similar ground wire may be fitted to earlier APC Turbos (M82½-83) if you suspect that charging pressure is periodically too low or if the APC solenoid sometimes chatters at low or idling speed.

The placement of the fog light relay socket in the Emissions Relay Panel has been changed from Position A to Position D. This was introduced during mid-M84 production to eliminate the possibility of accidentally inserting the Transient Enrichment Relay into the wrong socket.

A new size TORX screw has been introduced into production. The new screw (size T20) replaces pozidrive screws which retain the cover around the steering column.

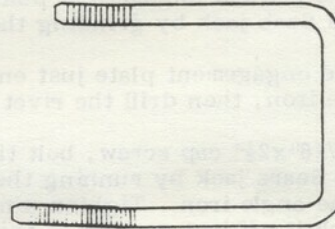
TORX screws and bolts are gradually being introduced into more locations of the Saab 900. These Torx sizes have been introduced or will be soon introduced (\*).

\*Torx bit T10                      Torx bit T30  
\*Torx bit T20                      Torx bit T40  
Torx bit T25                      \*Torx bit T50

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.

## KNOCK IN REVERSE, FRONT WHEEL BRAKES '83-

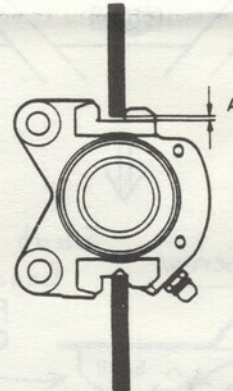
Saab Service Info 05/84-687 (Supersedes S.I. 03/83-614). During 1984 production and beginning approximately with VIN Serial Numbers E1024000 and E2011300, a new brake pad retention pin was introduced which reduces the likelihood of an audible knock or clunk during brake application in reverse. The new pin is identifiable by a new plating color (yellow) and a new bend which differs from that described in S.I. 03/83-614.



Brake noise is caused by the clearance (see point A) between the brake housing and the caliper. The new pin (P/N 89-90-194) reduces this clearance thereby eliminating excessive caliper movement.

The new pin may be fitted to any late model 900 which exhibits objectionable brake "clunk" or knocking in reverse.

NOTE: A certain amount of brake housing-to-caliper clearance is necessary to ensure correct alignment and brake function. The brake retention pin is not designed or intended to completely eliminate brake housing-to-caliper clearance.



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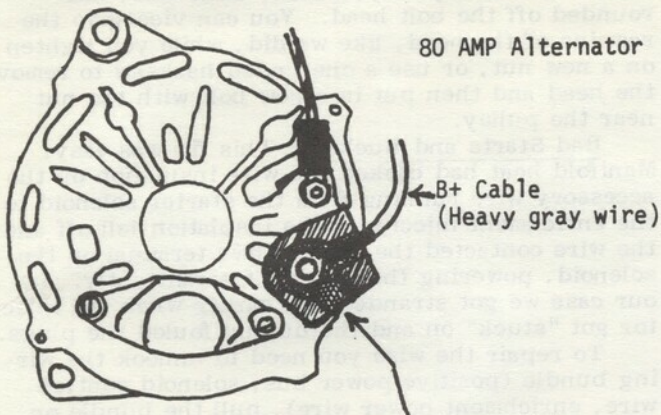
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**CHECKING B+ TERMINAL CONNECTION, M84 900**

Saab Service Info 05/84-683: Reduced alternator output may be experienced if the B+ connection at the alternator (heavy gray wire) is not securely tightened. Beginning immediately all M84 900 models should have this connection checked at PDI or the next time the car is in for service.



Check tightness of nut. Make sure insulating sleeve on cable is not pinched between nut and washer.

A dim glowing of the alternator charging light with the engine running may be a result of a loose B+ connection. If tightening the B+ connection does not eliminate a glowing charging light, check that fuse no. 13 is not blown. Repeated blowing of fuse no. 13 may be due to a defective back-up light switch. Replace the switch only if repeated blowing of fuse no. 13 occurs and not other electrical faults can be found.

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**RECALL 257, FUEL PUMP CONNECTIONS, M81-82**

Saab Service Info 05/84-688: Saab-Scania has notified the National Highway Traffic Safety Administration that a defect which may be safety-related exists in all 1981-82 Saabs. These vehicles (approximately 25,000 units) are being 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 design). To correct the defect, the fuel pump connections will be removed from the fuel gauge transmitter, the plus 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.

**Affected Vehicles:**

This recall affects all M81-82 900, 900S and 900 Turbo models bearing VIN Serial Numbers B1000001, B2000001, C1000001 and C2000001 and up.

In a separate operation, the following Turbo models affected by this recall are to be fitted with an additional oil splash plate in the camshaft cover to prevent oil spillover onto the exhaust manifold in the event that the oil filler cap is inadvertently left off: M81 900 Turbo models (all) and M82 900 Turbo models up to and including engine serial number C-37990 (approx. VIN Serial No. C1017000).

**SAAB-SCANIA GETS NEW CORPORATE SYMBOL**

Saab Press Info: Saab-Scania AB of Sweden has a new corporate symbol, displayed for the first time on the cover of the company's 1983 Annual Report. The design incorporates the 1901 Scania trademark-- a crowned griffin head--with the names Saab and Scania, and will serve as the unifying emblem for the Saab-Scania group.

The griffin adorned the radiator grill of the first Scania car in 1901 and thus reflects Saab-Scania's long automotive tradition. The new symbol also incorporates an ellipse symbolizing the company's aircraft and space technology, according to Artist Carl Frederik Reutersward, responsible for the design.

### FIXING DOOR LATCH PROBLEMS IN 99's & 900's

If it is difficult to open the door, it is likely that the machine screw holding down the bracket (see diagram) has come loose. If it will not open at all, it has probably come off entirely.

Before attempting repairs, you need a pair of needle nose vice-grips (or a cooperative helper) a good flashlight and Loctite. Remove the inside door panel. Unscrew and remove the outside door handle and the phillips head screws holding the latching mechanism on the end of the door. Detach the door lock button rod. I would recommend removing the lock tumbler by knocking out the sheet metal shim holding it in place. If you think you can work around it, fine.

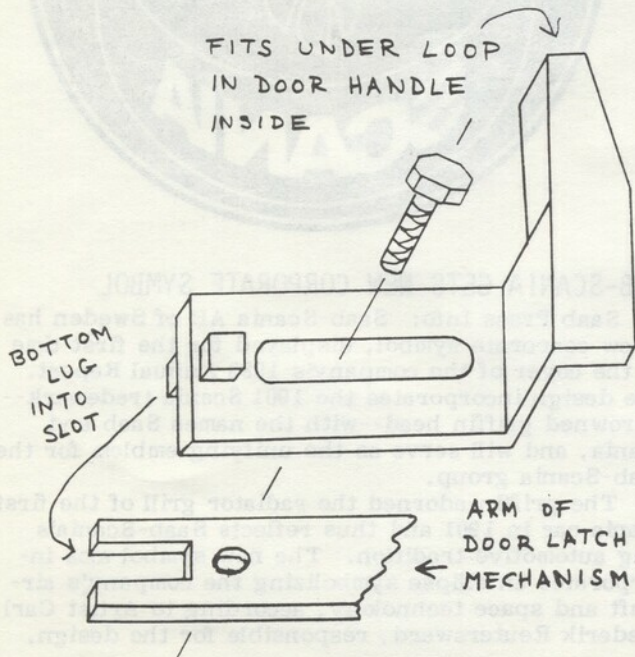
The reason for all this disassembly is to make openings to see something--however slight. It is impossible to see what you are doing while doing it. The main problem is the window slide which blocks both a good view of the problem and hour hands at getting directly at the work.

Having removed the door panel, run your fingers inside the bottom panel of the door. Probably, you will find there the bracket, a machine screw and a lock nut. If these parts are not all found, they may be attached (though loosely) to the door latch arm, or wedged between the window slide and door opening mechanism.

With the pliers, insert the bracket through the outside door handle hole and hold while screwing down to the arm. Use Loctite on the threads before inserting. Keep in mind at this point that the bracket was designed to be adjustable. How that may have worked originally, who knows? Adjustments are almost impossible once the door is reassembled. The tang needs only to fit snug in the door handle loop to trip the arm.

If you are totally confused, remove the panel on the opposite door and see how it is supposed to work. Remember, though, it is assembled in reverse to the side you are working on. The diagram shown here is for the driver's side.

Charles Fall, Los Angeles, CA



### RATTLE WARS--EPISODE XXXXVVII & MORE TIPS

Our '79 900T had a ringing rattle that was strongest when the clutch was let out, and we had just about given up on finding it. The cause turned out to be one of the lower bolts that hold the A/C compressor to its bracket had lost its nut and the engine vibrations had moved the bolt head into the path of the A/C pulley, which, lathe-like, had rounded off the bolt head. You can vice-grip the remains of the head, like we did, while you tighten on a new nut, or use a one-ended hacksaw to remove the head and then put in a new bolt with the nut near the pulley.

**Bad Starts and Bucking--**This fix was easy. Manifold heat had cooked the wire insulation on the accessory wire running from the starter solenoid to the enrichment injector. The insulation fell off and the wire contacted the big positive terminal on the solenoid, powering the injector intermittantly. In our case we got stranded last winter when the injector got "stuck" on and thoroughly fouled the plugs.

To repair the wire you need to unhook the wiring bundle (positive power bus, solenoid control wire, enrichment power wire), pull the bundle on top of the motor where you can work on it. Roll the bundle cover back, snip off the offending wire beyond the insulation breakdown, solder on a new section of wire, cover the solder joint with heatshrink tubing, roll cover back, solder on new slide-spade connector, and reposition and reconnect bundle.

David X. Janes, Madison, WI

### BRAKE PADS CLEAN ROTORS--ALSO LAMBDA RELAY

The May 1983 Newsletter contained a factory service tip which implies that the earlier (pre-83) style semi-metallic pads may result in brake pulsation because they may not effectively "clean" the rust from the outer surface of the front rotors. This may be true. My 1980 model developed a case of very severe brake pulsation over the past winter, sufficient for me to prepare myself psychologically and emotionally for either cleaning the rotors using the grinding kit or replacing the rotors. As strange as it seems, though, the car actually healed itself when spring came, lending support to the rust build-up theory.

**Lambda Relay--**My Saabs have suffered only one significant problem: an intermittantly failing lambda relay caused one to lose power from time to time. Losing power means that full throttle in fourth gear was good only for 55, and it was a chore getting that far, although the engine was firing on all four. I salute the mechanics at Elite Motors in N. Canton who found the problem with very little fuss, even though the car was almost always running OK.

Steve Goldberger, N. Canton, OH

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# PARTS MART



## 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 July issue will be July 5th and the deadline for the August Newsletter will be Aug. 1st.

## SONETTS FOR SALE

1967 Sonett II, serial #000198; runs well, just passed inspection, rebilt oil-injected 850 eng., rebilt trans., rebilt radiator, rebilt alt., new water pump, 175/70-15 steel belted radials, int. rough, could use paint, some rust; quick car: \$2500. Thor Carlson, 326 Morris Ave, Boonton, NJ 07005, 201-334-1738.

1969 Sonett, very good to excel. through-out, no rust!, Sonett III mags, stereo, air horns, sharp: \$3800. Steve Parsons, Washington, IL 309-694-6588

For Sale: 2½ Sonett III's, '72 wrecked, 1973 orange and 1974 blue. Units are mechanically sound & were used in 1983: total--\$6000. Ed Smith, 1410 Adrian Blvd, Fort Atkinson, WI 53538, 414-563-2374.

1973 Sonett, Mercedes Red, new starter, mufflers, paint, with Koni's, Pirelli's, sunroof, carb kit, rockers, AC plumbing: \$2850 b/o! Pete Royer, 605-692-5053.

1973 Sonett III, Rallye carb & exh., red w/ black trim, black int. upholstery, 58,000 mi., exc. cond.: \$4800. Robert Banks, 304-379-7362, Rt. 3 Box 167A Bruceton Mills, WV 26525.

1973 Sonett III, 49,000 mi., complete engine & trans. rebuild, complete brake sys. rebuild, Koni's, MSS exh., new clutch, exc. fiberglass, recent paint, interior v.g., no rust, some spares: \$3800. Steve Hewett, 1945 West Wood, Decatur, IL 62522, 217-423-2831 H, 800-637-5824, ext 2685 office.

1973 Sonett III 58,000 mi., new MSS exh., mech. perfect, new rocker panels & rear floor, welded & Ziebarted, orig. burnt orange paint, clean car in & out: \$4800. Call Tom Low 815-385-0700 or 813-385-0273 eve's.

## SONETTS FOR SALE, continued

1974 Sonett III, no rust, new black Imron paint 1981 trans. rebilt 1981 by Ted Tucker, eng. good, MSS exh. sys., Alpine Stereo: \$3500. John Graff, 100 Shawnee Ct, Charlottesville, VA 22901, 804-973-4237 after 6 pm

## 95's and 96's FOR SALE

1963 96, triple-carb, 95,000 mi., 30,000 on eng. overhaul, new muffler, recently purchased from orig. owner, exc. body, eng. & trans, no rust, NM car, good int.: \$900. ALSO 1960 93F, body & trans., no eng., body in exc. cond., NM car, pieces of two engines & numerous parts: \$200. Barry Patterson, PO Box 3975, Las Cruces, NM 88003, 505-522-0324.

1964 96, Savanna Brown, 70,000 mi., 2nd owner, Colo. car, exc. cond., orig. paint, exc. int & mech. \$2295 obo. Car in Minnesota. Bill Shima, PO Box 4616, Incline Village, NV 89450.

1966 96 Two-stroke, 74,000 mi., stored winters, very dependable, very nice: \$900. J. Mitchell, Hammond, IN 219-845-2856.

1968 96, 3 cyl, 2 stroke, 86,000 mi., 12000 on rebilt eng./trans., new paint (Med. Blue) exc. cond.: \$1200. Kerm Paulsen, 4307 150th SE, Bellevue, WA 98006, 206-746-0269.

1969 V-4 95, engine runs, 200,000+ mi., clutch or trans. blown, int. very good, cloth seats-no holes, many good new & used parts, extra '67 eng., transies (2), windshield, extra glass, etc., also parts from '67 95: \$500 obo for the lot, no parting out. John Ogilvy, 803-797-2395 (before 6 pm) 4000 Harbor Lake #23-A, Goose Creek, SC

## 95, 96, & SONETT PARTS FOR SALE

Axles, hubs, brakes, hood, rear fender, trunk lid, rear window from '66 Monte Carlo; speedo & other gauges from '68 96. Cheap! Steve Parsons, 309-694-6588.

Plexiglass rear windows for '67-68-69 Sonetts: \$250. Also other parts. Hank Latunski, San Juan Capistrano, CA, 714-493-4066.

Rear window for 96, tinted: \$75, pick up only; Door windows for 95/96, tinted: \$20 pair. Wes VerKaart, 25 Cross St, Duxbury, MA 617-585-8469.

'73 Sonett engine, bad rod, good heads, water pump pan, etc. All or part, make offer. Greg Reeson, 1230 E. 3rd, Fremont, NE 68025, 402-727-0595.

'73 Sonett parts car, body repairable, very good pan \$600 or trade for transportation--prefer old 99, need not be pretty, just reliable. Bill Cook, 616-784-6497

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

1964 96 body, incl. all glass & trim, bumpers & int. AZ body, int. needs to be redone, incl. all running gear except eng/trans. save it from the scrap heap \$50 or ? Scott Anderson, 411 W. Birch #2, Flagstaff AZ, 86001.

Sonett V-4 air cleaner ass'y: \$20; 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, new & used. Quantum Mechanics, 45 Huntington Ave., S. Yarmouth, MA 02664, 617-394-5193.

93-97 Parts for sale: Used 2 cycle & V-4 parts, 10 year collection, int./ext./mech. for 93-96, DKW (Auto to Union) parts too! Free to \$200. Shawn Irelan, PO Box 93, Peshastin, WA 98847, 509-548-7279.

Complete body for '62-63(?) 96: \$125 or will part out No engine or trans. G. Chilefone, 8668 Demontreville, Lake Elmo, MN 55042, 612-777-3081.

**95, 96, and SONETT WANTEDS**

Trade 1974 900cc BMW motorcycle for Sonett III in comparable condition. Bike needs clutch work. Sonett need not run, but needs good transmission. Shawn Irelan, PO Box 93, Peshastin, WA 98847, 509-548-7279.

Wanted: door button, screw & key for '73 Sonett. Price? Pete Royer, 337 Lincoln Lane, Brookings, SD 57006, 605-692-5053.

Wanted: left front fender for 1959 93B, complete w/ chrome strip. No junk--will pay reasonable price. Also interested in a dual carb setup for a GT750. Richard Hansen, 9102 NE 100th St., Vancouver, WA 98662.

Wanted: intact '66-on two-stroke engine. Bill Buckingham, 3019 Grand Ave, Jacksonville, FL 32210, 904-389-7196 eve, 389-2302 day.

Wanted: up to five wheel bolts for alum. alloy Sonett III mags. John Ferry, 2085 Helderberg Ave, Schenectady, NY 12306, 518-356-3869 after 6 pm.

Wanted: for '69 V-4 96, dash (no cracks) steering wheel center pad, both doors, front bumper, serv. man., driver's door mirror--would consider entire parts car close to Virginia. Brian Harris, 703-669-9171 days, 703-628-3794 eve's.

**99's and 900's FOR SALE**

'75 99 EMS, 4 spd, needs fuel & electrical work: \$1100; '78 99GLE, 4 spd, needs trans work: \$1400. Sell both for \$2000. Paul Herry, 504-567-5173, Hammond, LA 70401.

**99's and 900's FOR SALE, continued**

1976 EMS, 120,000, good eng., trans. & interior, body fair, glass sunroof, 6 EMS wheels: \$1800 obo. Also 3 CN36's, tread left, \$10 ea. plus ship. Glenn Blackwell, W. Lafayette, IN 317-743-8767 after 5.

1978 99GL, 2 dr, Red, 4 spd, AC, new clutch, orig. owner, southern car, no rust, great cond.: \$3400. John Cordas, New Orleans, 504-643-3439.

1978 99L, 2 dr., antelope brown, A-title, garaged, KYB's, 107,000 mi., excel. shape: \$3995. P.J. Lyons, 111 Hill St. RD#5, Clarks Summit, PA 18411, 717-586-8861.

1978 EMS, Anthracite grey w/burgundy int., 4 spd, 3 dr., like-new tires, AC, am-fm stereo, QI headlights, sisal floor mats, headrest inserts, All service records, recent clutch, brakes & cooling system: \$3995. John Trzaskus, Day 815-459-50000 ext. 2473 eve/wkend 815-344-4821, 5205 Woodmar, McHenry, IL 60050

1982 900S, Silver, 3 dr, Sunroof, 5 speed, Turbo wheels, Pirelli P-8's, many extras, 9000 mi., hood dented: \$6000. Greg Helland, 17310 Abel Lane, Wayzata, MN 55391, 612-574-9500.

**99 & 900 PARTS FOR SALE**

For Sale-Turbo wheels (Inca-style) w/ center caps in very good cond., w/ Vredestein ST70 tires in good cond. Bill Blazer, 609-582-9342 after 5pm. You may call collect.

Trailer hitch & taillight convertor w/ wiring harness & plug for 900; used less than one year: \$50. Chuck Baum, 1067 Dover Ct., Vernon Hills, IL 60061, 312-367-6561.

2.0L engine from '79 99, rebilt w/ new rings, bearings, timing chain, etc. recent water pump & valve job.: \$750 obo. Delivery in Midwest possible. Also complete CIS injection system ('79) except pump: \$150. Engine complete w/ injection: \$800. Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804, 218-525-3253.

Four model 82-on silver alloy wheels. Perfect cond. \$320. With used P-8 tires mounted & balanced, average depth 6/32nds: \$410. Steve Goldberger, 2389 Chestnut NW, N. Canton, OH 44720, 216-497-0346, work 216-867-8540.

Parting out '69, '71, '73 1.7 & 2.0 motors; auto & manual transmissions--most other parts too: \$1 to \$200 or offers. Shawn Irelan, PO Box 93, Peshastin, WA 98847, 509-548-7279.

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

Four Phoenix 3011 205/60VR15 tires, 5/32-7/32 tread \$250. Four Bilstein's, good cond. for street use: \$50 for set. Four EMS alloy wheels w/tires, good cond.: \$50 each. Other 99 parts available. Lowell Eckart, 1158 Cleve-Mass Rd, Copley, OH 44321, H-216-666-7065, W-216-374-4538.

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## 99 and 900 PARTS FOR SALE, continued

Parting out 1970 99E: FI fuel pump: \$40; wiring harness: \$40; owner's manual: \$5. Send SASE for complete list. David Garwood, 5 Birch Lane, Scotia, NY 12302

For sale: Bosch electronic fuel injection tester: \$150 + UPS. Bob Mitchell, 403 E. Redwood Ave, Pleasantville, NJ 08232, 609-641-4460.

Trailer hitch for 99's: \$25 plus postage. George Fischer, 173 Route 208, New Paltz, NY 914-255-6661, ALSO wanted: 1981-82 3 dr. 900, 5 spd.

For sale: 1979 Turbo engine w/ under 5,000 mi., w/ injection, turbocharger, manifold, air cleaner, etc. crated & ready to ship: \$1500 + ship. Dr. R. Dixon, PO Box 366, Woodstock, VT 05091, 802-457-2209.

99 Hood, very good condition: \$150. Larry Zinkin, 516-420-3365 or 914-636-1808.

Stock wheels, '82 900, 3 center caps, plus lug nuts: \$100 (firm) + shipping. Bob Steinitz, 414-722-8032 eve's & weekends.

900 Turbo top end parts: 4 exh. & 3 intake valves, 8 springs & retainers in as new cond.: \$100 or best offer incl. ship. Terry Parsons, 3411 Bathgate Ln. San Jose, CA 95121, 408-274-0301.

99/900 sheepskin seat cover, like new, from Rams-Head, silver, for red or blue interior: \$50 + UPS. Bill Colom, 12 Burrows St, Mystic, CT 06355, 203-572-9361.

## 99 and 900 WANTEDS

Need standard transmission for '69 99, will trade 4 spd '73 tranny or pay \$200? Shawn Irelan, PO Box 93, Peshastin, WA 98847, 509-548-7279.

Wanted: 900 service manual for '80 900. Mark Guido, 231 Coventry, Vernon Hills, IL 60061, 312-367-8058.

Wanted: 99 steering box with tight tie rods to fit '75 Must be in good condition. Doug Marble, Pittsfield, MA 413-442-1218.

Wanted: for '79 900 GLE, service manual (complete) \$40? Front & rear anti-sway bars: \$100? set. Will pay shipping. Jacques Roeth, 3118 Cole Hill Rd, Berne, NY 12023, 518-797-3075.

## MISCELLANEOUS ADS

For Sale: Escort radar detector, exc. cond., little used: \$125/bo incl. ship. Jon Cole, 812 Smith Tower Seattle, WA 98104, 206-624-1101; 206-285-6904.

Driver-Ed. your 900. Complete set dual clutch & brake pedals for any 900. Saab original parts used 3 years in our driver-ed program: \$85.00 UPS incl. Jim Malin, Clews Saab, 215-644-5054.

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.

CENTRAL WASHINGTON SAAB CLUB-- will have its annual meeting/get together on Sunday July 8 at Hell's Crossing Campground on Chinook Pass (State Highway #410). It is at the second campground on Chinook Pass when coming from the Seattle area. We will meet there at noon, but there will be central meeting places on both sides of the mountains to ensure find the right place together. For more information, call Bob Eddy (206-487-9256) or Shawn Irelan (509-548-7279) for more information. Bring picnic lunch, parts to sell or swap--Everyone is welcome!

## STICK WITH SAAB'S RECOMMENDATIONS ON TURBO

Carl Holmes' advise on turbo's is good (April '84, p. 8), but I constantly wonder why somebody is always trying to out-engineer the Saab engineers? If they set the boost at 7 psi, it is because they are striving for the right compromise between performance and durability. Case in point--I had a car in here that the customer said he had been told by a Saab mechanic (I doubt that) that he could raise his boost to 14 psi if he used water injection. The car was a rocket. I won't tell you what the replacement engine cost.

Unfortunately the EKE (Engine Knock Eliminator) unit by Carter will not duplicate Saab's APC. The compression ratio on the APC engine is higher, and the spark is not retarded when poorer octane gasoline is used on the APC.

As far as durability of the turbos goes, I've replaced them around 60,000 miles when the car was driven by a "hot shot." I've seen cars with perfect turbos at 100K when driven by a careful driver. As far as the 20W50 oil recommendation, Saab has just issued a service bulletin recommending 10W30, as this weight oil will produce less "coking." Again stick with what the manufacturer recommends. If he blows an engine, a simple phone call brings him another. Can you do the same?

Robert H. Mitchell  
403 E. Redwood Ave.  
Pleasantville, NJ 08232

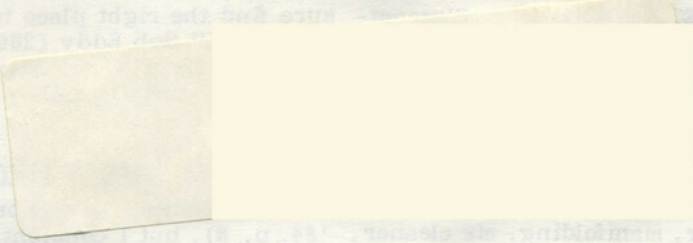
## EARLY 99 CLUTCH SLAVE CYLINDERS &amp; MORE

Clutch slave cylinders, 1975 and earlier are an often-replaced item that has a characteristic weakness. The boot is asked to perform the minor miracle of keeping water out of the cylinder, although the rod points forward into the onslaught of rain, slush, etc. A piece of rubber gasket material (or probably inner tube would work) cut into a 2" circle and pierced in the center can be slid onto the rod to act as a water deflector and relieve the boot of some of its duty. The Deflector should be pushed up against the end of the slave cylinder with the clutch engaged. Depressing the clutch will cause the deflector to ride the rod away from the slave cylinder, but upon clutch engagement, the proper position will be restored.

Wheels: Early EMS wheels can be adapted to fit later 900's by machining the center hub diameter larger. No strength is lost, as the '80 EMS wheels are made this way. I did my machining by drilling a series of 1/8" holes, then enlarging them to 1/4" then using a high speed rotary file to clean out the remains. The aluminum is soft and tends to plug up the rotary tools, so do as much as possible with the twist drills. Doug Marble, Pittsfield, MA

JUNE 1984

Please use knife/letter opener



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