



THE SAAB CLUB

APRIL 1985, NEWSLETTER #136

SAAB UNVEILS FORMULA III RACING ENGINE

Northants, England -- A new engine will be burning up the British racing circuit this year. Saab-Scania unveiled a Formula III engine that will initially be used in two cars fielded by Scansport.

Saab developed the new engine in cooperation with Nicholson-McLaren, the British tuning specialists. The Saab Formula III is closely derived from the 2.0-liter, 16-valve engine that powers the '85 Turbo.

"What really fired up our interest was that the engine could be used in Formula III with practically no modifications," said Sten Wennlo, vice president of Saab Scania AB.

Formula III regulations do not allow turbochargers, but most of the other components - engine block, cylinder head, crankshaft, connecting rods and camshaft - are taken directly from the 16-valve Saab engine.

Test program

Saab is using the British Formula III championship as an extension of its test program for the revolutionary Saab Direct Ignition (SDI) Saab has presented SDI as a pure ignition system. But further development work is being devoted to the SDI's ability to monitor and control the entire combustion process.

"This feature of the SDI is of vital importance in Formula III, where extremely

Continued on page six



Two Saab-powered cars will be entered in the British Formula III championship. The drivers will be Maurizio Sandro Sala of Brazil, left, and Anthony Reid of Scotland.

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

'85 CONVENTION UPDATE

Earlier this month, Jeff was able to meet with Bill Jenkins and visit the site of the '85 convention in Chambersburg, PA. Bill has been working very hard on the convention and it looks like it will be a super weekend.

The convention will be held at Wilson College in Chambersburg, PA July 26-28. The package Bill is working on will include lodging in dorm rooms Friday and Saturday nights, all meals Friday night through Sunday noon, and the banquet on Saturday night. Members staying in the dorms will have access to the college's swimming and tennis facilities. The cost for the entire package will be very attractive and exact prices will be available in the May newsletter. For those staying elsewhere a separate package including the convention and banquet will be available. Because we anticipate record attendance, advance registration will be required.

The format of the convention will be similar to last year with tech sessions Saturday and Sunday, a swap meet, touring excursion on Saturday, followed by the banquet. Dealers and businesses wanting to reserve display space at the swap meet should contact me at 218-525-3253

Carolanne Curtis, Convention Coordinator

COMPUTER GIVES NEWSLETTER NEW FORMAT

The new format for the newsletter this month results from connecting the word processor on the EPSON to the IBM typewriter as a printer. We will be experimenting with different type fonts and plan on writing a program to handle proportional type again. If you have any comments on our "new look", please let us know.

Club membership has remained stable at 3100 members for the past few months. All 50 states, 9 Canadian provinces and 10 other countries are represented. As space permits, more details on the distribution of the members will be printed. In the meantime, we are working on ideas to increase membership in the club.

Jeff Delahorne, Editor

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Renewal, first-class	\$12.00

First-year membership includes two back-issue newsletters, Club tech sheets and emblem.

A collection of 15+ back issues is available for \$8.00

CLUB NEWS

CENTRAL ILLIAN SAAB CLUB--will hold a Time and Distance Rally on April 21st at 2pm. It will be a one hour rally with cookout to follow. First and second prizes donated by Gibson Motors. Please contact Margrit Adler 217-356-9244 after 4pm for directions if you are coming. The May meeting will feature a KWIK FIX KLINIC by Randy Riggs. For date, time and location contact Margrit Adler, 1507 W. University, Champaign.

MID-HUDSON SAAB CLUB--(Rockland, Westchester, North Jersey) Saabers would like to form a club. If you are interested, call Lewis Eig at 914-352-6124.

MINNESOTA SAAB CLUB--At our February meeting we had a very good turnout for a tour of the Snap-On Tool warehouse. Many members left the meeting with invaluable new tool acquisitions. At our March meeting those assembled viewed films of Saabs rallying courtesy of Saab-Scania. A fix-in date will be set at our April 4 meeting. Contact Bob Swinehart, 774-4873, for details.

ATLANTA SAAB CLUB-- Anyone interested in starting an Atlanta Area Saab Club chapter, please contact Lou Savage, PO Box 888304, Atlanta, GA 30356, 404-394-2310.

SAAB CLUB NATIONAL CAPITAL AREA--meets the Third Tuesday of each month at the Silver Spring Public Library, 8901 Colesville Rd, Silver Spring. For more info, contact Toby Turpin, 301-384-6732.

APPALACHIA SAAB CLUB--will be meeting the Third Tuesday of each month at Pennington's Fund Raising Co., 214 Market St., Johnson City, TN. Anyone interested in Saabs is welcome. For more info, call Mike Woods, 615-753-2101, or write Rt. 6 Box 349 Jonesborough, TN 37659.

WATKINS GLEN TICKETS--Saab enthusiasts interested in Sky Box seats for Watkins Glen events should contact Alexandre Barbier, 607-565-2711.

MILWAUKEE SAAB CLUB--will meet Monday April 22 at Shakey's Pizza, Hwy 100 and Silver Spring at 7:30 pm. A speaker on petroleum products is scheduled. Next meeting May 20. For more info call 964-7463.

SUSQUEHANNA SAAB CLUB-- will hold its April meeting at the Lobster Trap, Rt. 6, in Eynon, PA on April 20 at 3:30 pm. Dinner will follow. The topic will be emergency road tips and the deadline for reservations is April 13. Send to PO Box 193, Berwick, PA 18603, or phone 717-752-5304.

INSTALLING REAR SHOULDER BELTS ON 99

If anyone wants to install lap/shoulder belts for the rear seats on their 99, I did it using the front seat belts from my 73 parts car. The white plugs in the headliner just screw out and the original bolts from the parts car screw in to hold the shoulder belt. The retractable lap belt attaches with the regular seat belt bolt and the latch fits perfectly into the existing rear seat catches.

W. Scott Sawyer, Auburn, ME

SEPARATED TIRE BELTS CAUSE VIBRATIONS

Among the more frustrating problems with any car are indistinct and hard-to-find vibrations and noises. I was the victim of one of those vibrating gremlins on my 77 99GL.

My car was giving a hard shimmy on forward acceleration only. Once up to cruising speed it just disappeared. It would always come back though, when I passed a truck. The most obvious causes were ruled out first--loose bearings, warps in a wheel or rotor. I even checked tie rod ends and all the other junk under there. Everything was solid. The next step was to lay out \$25 for front end alignment. The shop mechanic is one of the finest around and after all his checking, there was nothing to adjust.

I finally traced the problem down to separated belts in the front tires. The way to check for this is to jack up and block the front of the car, releasing the hand brake so the tires can be turned easily. Next, turn the tires slowly and look for any unusual wear. My tires were worn on the inside, in four-inch long strips about an inch wide. There was one wear spot like this on each tire. Apparently a fondness for accelerating on hot, dry pavement and sustained high-speed driving causes the bonding in the tires to weaken and the belts move away from the rubber. American-made tires are only designed to rotate within a certain range, and they overheat quickly beyond 55 mph. The solution was to replace them with Michelin XA4 radials which have a higher speed and heat capability.

By the way, I received a parts catalog a while back from a company named ABP Ltd. I was leery of anyone whose address is a PO Box, and I was shocked at the prices they were offering. I fell prey to them, however, and was downright pleased. I bought a stock exhaust system, complete for less than \$135 and stock shocks for \$17. Everything found its way to Nowhere, MO in just 6 days. ABP has apparently been selling Jaguar and Triumph parts for years and has just expanded their line. To get their free catalog write to: ABP Ltd, PO Box 109, Mechanicsville, NY 12118.

My Saab has developed a problem with hard starting when warm. Lately, it's been tough to go when cold. I've eliminated the ignition system as a source and think it's probably somewhere in the fuel system, because careful pumping on the accelerator combined with strategic key turning eventually gets the motor to fire. Unfortunately, all there is in my shop manual about fuel injection is "Take it to an authorized service center." Hopefully it's something simple like a clogged filter.

Scott Shepard, Warrensburg, MO

TWO-STROKE PISTONS MIGHT BE AVAILABLE

I have spoken to a rep. from Wiseco Piston, Inc, regarding 2-stroke pistons. He says if you can give him all the dimensions from the stock piston, he might be able to match it up to something they already make. If not, they may consider a one off run of 300-500 pistons. The address is Jim Walther, Wiseco Piston, 7201 Industrial Blvd, Mentor, OH 44060.

Carl Billington, Gardner, MA

CHANGING ATF?, ALLOY WHEELS & OTHER TIPS

To change or not to change ATF? Amazingly the manual says after the break in ATF change to only top it off. That sounds like a bad idea. I've heard that after 75,000 miles wear and tear, sludge and varnish can all combine to hold an automatic together; i.e. fresh ATF can cause a variety of leaks/problems. Since this '78 99GLE is my first automatic I'm at a loss. Have I missed a Saab update or club discussion? Is any brand recommended to replace and be 100% compatible with stock ATF? I do know about pulling the cover to check for crud both black/gray mush from clutches committing suicide and silvery metallic from bearing/gear cancer and the all important filter screen ATF pick-up. What is today's word on Borg/Warner health and maintenance?

I have accumulated several nice, strong V4 jacks. I replaced the el-cheapo jack in the 99 almost immediately with the V4 style ('70-'73, maybe '69 too) with minor modifications. It's easy to cut (hacksaw) the tang down to duplicate 99 dimensions and flatten the taps at each side on an anvil or vise. Just copy the 99 jack to make a safe interlocking connection. The V4 jack does work without modification but it could slip.

Damn the alloy wheels. They aren't lighter than steel (significantly), they break if run flat/blown-out, tire changers eat them, many tire jockeys still don't have the proper weights to balance them. Note that clip-on weights (like used on steel wheels) are made just for alloy wheels and are vastly superior to the old, installed with greasy fingers on dirty rims, adhesive backed weights. Insist on them - and be sure no one pounds a steel wheel weight on. The advantages are: looks and true running, they'd sooner break than bend. The real problem is they don't hold air! Salt can corrode the seating area but the wheels themselves can be porous. The result is radials run on 15-20 lbs pressure. One fix is tubes which are expensive and must be rebalanced. The other is to go to a motorcycle shop or J.C. Whitney and get the kind of tire sealer without propellant. Then jack up your car, pull the tire valve core, pour in sealant through the valve stem and reassemble. This also seals future minor punctures. Some products claim to enhance balance, too. The cost is \$3-% per tire.

I've wired an electric remote hatch release in the 99. It cost less than \$10 from J. C. Whitney and took a couple of hours to install.

Robert Allen, Hamden, CT

Ed. Note - My scale measures an EMS mag wheel at 16 1/2 lbs and a stock, '79-80 steel wheel at 21 lbs. Whether this is a "significant" difference or not is open to interpretation. Certainly unsprung weight is not helpful to a suspension and a lighter wheel is one easy way to reduce it. Having rallied with both kinds of wheels, I can tell you that the EMS wheels are much stronger simply because they do not bend easily. Yes, they will break (or bend) eventually, but at much higher forces than a steel wheel. I also suggest that a bent steel wheel is just as useless as a broken mag wheel - only the steel wheel costs less to replace.

FIXING BROKEN THROTTLE CABLE ON 900 TURBO

On a Sunday evening at the end of January, I was just starting the 200 plus mile trip home from a weekend with friends in Chicago when my throttle cable broke at the first tool booth. Obviously on that day and at that time of night, obtaining a new cable was going to be literally impossible, but I had to get home. The cable always breaks at one end or the other. I found the little S-shaped piece of metal that attaches to the end of the cable on the floor underneath the accelerator pedal.

I had to figure out some way to reattach it to the cable or to attach the end of the cable to the pedal assembly. The piece is kind of a thick wire shaped like an S. One end of it is hollowed out, the cable is inserted into it and crimped on. My first thought was to drill out the broken off remains of the cable and the reinsert the cable and recrimp it. Unfortunately, I did not have a drill bit or drill with me in the car. (The remains of the spring steel wires may have been too hard to drill out in any event, but it might be worth a try if you have the proper tools with you.)

The fact that the little piece is crimped on like an electrical connector gave me the clue as to how to fix it. I unscrewed the two large sheet metal screws that hold the cable housing to the firewall. Then I unfolded a female spade type electrical connector that I had in my toolbox and wrapped it around the end of the hook as tightly as I could. It wasn't very tight, but the metal managed to catch on the lip of the piece. I put the cable into the connector just like an electrical wire and crimped it on. I put the cable back into the car and the S-shaped piece through the hole in the pedal rod. I drove it home and for a week or two longer until I obtained a replacement cable. I had very little confidence that it would work, but it did just fine.

The real moral of this story is not so much the solution itself which will probably only be helpful to a few of you, but rather remembering to keep your mind open and working when you get in a jam. If you keep thinking, your brain will devise a solution to your problem from whatever available resources you have. It also helps to keep your tools and some odds and ends in the car with you.

In addition, many thanks to Jeff and all the people who write the newsletter. You have all saved me a great deal of money and time over the years. I decided to help a friend by replacing the dreadful Ford carburetor in her 1973 99 with a Solex from a junked 1968. An offhand remark in an article about converting from the Ford to the Weber carburetors alerted me to the fact that the Solex works in the opposite direction and I needed to remove the throttle linkage from the other car along with the carburetor. Without the hint in the newsletter I would have been stuck or at least forced to make a second trip to the junkyard.

Just by the by, the old Solexes are very good and very economical carburetors. Rebuild kits are all but unobtainable, but there are some VW carbs that are very close and you can cut out your cover gasket with a little patience and some gasket paper.

Tom Gillespie, Cedar Rapids, IA

AXLES MAKE REMOVING V-4 ENGINE EASIER

Since I've had the drive train of my "new" '72 95 out pretty often lately, I might mention something I haven't seen in the newsletter. To make removal and refitting of the little beast less troublesome, release the inner axle boot clamps, remove the top A-frame bolts from the outer carrier, and allow the carriers and axles to fall outward. This provides for an amazingly trouble-free procedure. Instead of fighting with the axles while manhandling the unit, break it into simple procedures.

A comment on Steve Parsons' note in the February '85 issue on the use of WD-40. This stuff, while very useful for freeing up gummy or rusty joints, does so by dissolving the substances with a mild corrosive. After doing its intended job, however, it will begin to attack the metal itself, creating its own rust. I recommend that after its use, treat the surface with a light oil or other protectant.

Frank Bjorseth, Marblemount, WA



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'75-80 front-----	\$21.50
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80- 5 spd Turbo-----	\$92.50
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Mufflers	
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78-84 Turbo-----	\$39.99
Air Filters	
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1982-on Non-Turbo-----	\$23.25
1982-on Turbo-----	\$25.99

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MORE HELP FOR INTERMITTENT 99/900 SOLENOID

I am referring to John Pashkewitz's question about starter trouble in the Club Newsletter Oct. 84 issue page 3 and B.W. Sheflin's reply in Jan. on page 8.

About the time I received my Saab Club Newsletter, I was having a similar problem with my old '67 95-3. There was a come and go condition in my solenoid. It seems these little stinkers always happen in freezing weather. I am an old time telephone man and so I naturally am used to testing things the way it is done for telephone troubles. Here is a way I think is better than a meter under some conditions.

I like a watchcase receiver in series with a battery. One of those receivers they have for portable radio receivers should be fine. I use one that I have had for over 50 years. The advantage of a receiver is that you don't have to watch the meter all the time. The least variation of the current can be heard with your ear. All that you need is one cell of battery although I have a small 9 volt battery that I use. If you disconnect the live side of the car battery and connect the receiver and the test battery in series to ground any circuit in the car, except for the clock, should be possible to test just by turning on the proper switch. (My clock fooled me until I remembered that it is on all the time except when it is being wound.) If the clock is disconnected, the whole system should test open. Any circuit that is connected should make a click when it is closed and then remain quiet until it is opened when you will hear another click. If there is a poor connection in the circuit, you will hear a scratching noise. Tap or move a connection and you will hear it in the receiver. Try it.

The trouble I had with my solenoid was a poor solder connection which is hard to locate as it looks perfectly good. I have run into a lot of them in telephone work. This is what happens. The wire is pulled straight through the hole in the lug. It is soldered and then cut off close to the solder. The job looks perfect and neat but if the wire is cut off close to the solder, it is strained and tends to pull through the solder, and later you have a problem. In my case all I had to do was reheat the connection and so far it has been working fine.

Bob Little, Shelburne Falls, MA

If you have a 1/2" drill (I have a Milwaukee 3/8" VSR with 1/2" chuck) especially a variable reversing with power you can jack up any Saab really easily. I bent some steel rod to duplicate the hook on stock Saab jack handles, or you can just cut a spare off. Chuch it in your drill, get a good hold on it, be careful not to let it go wild, two hands please, and up it goes. I have several jacks and can put the cars up real fast.

On V4's, how many times have you gouged the back your hand or made sparks fly removing the front/passenger spark plug of that exhaust manifold nut? Jam a short length of an appropriate-sized rubber hose over the hot, long screw at the rear of the alternator.

B.W. SHEFLIN'S RESPONSE TO LETTER AT LEFT

Thanks for your letter about relay problems and their cure. In reference to my problem the relay was not responsible because I found that I had low voltage to the starter solenoid with the relay out of the system, hence a contact in the key-switch is probably at fault. I still don't understand why the current for the starter solenoid travels from the battery, through the ignition switch, back to the relay (to both relay coil and the load carrying contacts) and then to the starter solenoid. This makes the relay a piece of useless gadgetry.

I guess the problem you reported is rather common in mass-produced electrical apparatus. I had the same problem with my alternator several years ago. The alternator quit working and it must have been happening to a lot of people at about the same time as several items had appeared in the newsletter on how to replace the alternator furnished by Saab with some other make. I didn't believe the alternator, which is made by Motorola, could be at fault as a design error, I felt that there must be some problem with components so I took it apart and found that the very small diodes in the exciter circuit had been installed as you indicated. In my case the solder joint had not failed, but the wires were so tight they had pulled loose from the diodes. I bought new ones fom Radio Shack at something less than \$1.00 each and replaced them after first kinking the leads so there was about 1/16" of slack. As the alternator has worked without further attention for more that 100,000 miles, I can only say it is inexcusable that the manufacturer didn't recognize that coefficient for expansion for the plastic insulator is a lot different than that for a copper wire.

With reference to relays, I am going to open them all up and remelt the connections. It might just be that you have identified the cause of a problem that has happened so infrequently I have never been able to locate the cause. Four or five times in nine years the fuel pump stopped working. Switching relays or even tapping them with a screwdriver handle seemed to be all that was required. I have opened them up and checked the points but it never occurred to me to suspect the solder connections.

Bob W. Sheflin, Killington, VT

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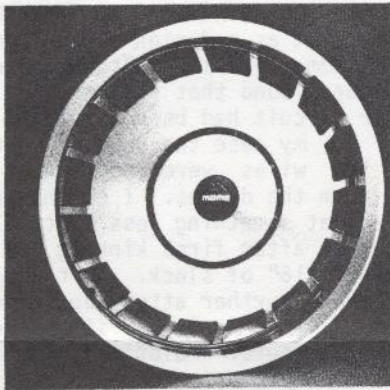
FORMULA III SAAB ENGINE, cont'd from p. 1
fast combustion increases the risk of engine damage," Mr. Wennlo said.

The SDI system is simple but highly ingenious. It has no distributor and no high voltage wires. A separate ignition coil fires each spark plug. (See story March '85 newsletter p. 8.)

The new Formula III engine has other interesting detail features. The alternator has a radically new design developed by Saab's high

ARCHER RACING

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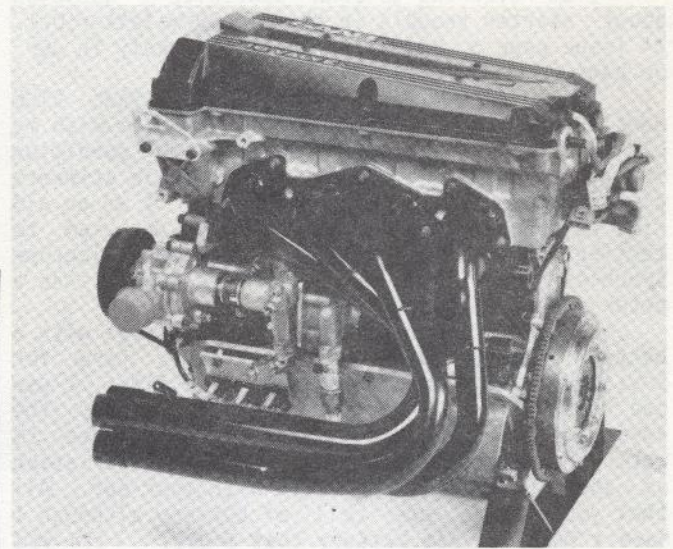
90/100 watt, List \$19.50-----SPECIAL - \$15.00 ea.

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technology division, Combitech: It is incorporated with the water pump to save weight and space.

165.2 Horsepower

The engine develops 165.2 horsepower (DIN) at a moderate 5600 rpm. More importantly, the engine develops more than 150 hp at all speeds between 5000 and 6400 rpm. Maximum torque is 164.3 foot-pounds at 5000 rpm, and the torque is still 139.9 ft. lb. at 6000. This is unique in racing engines, which generally have a limited useful speed range and a steep power curve. If all goes well these engines will be produced for sale, but will not be offered directly by Saab.



Saab dealers across the United States are unveiling a new two-door notchback version of the 900S. It joins the three-door hatchback and four-door sedan models, which continue to show the fastest sales increase in the Saab line: 900S sales were up 51 percent last year.

Equipment on the new two-door 900S is identical to that of three- and four-door models, except for the seats, which are the same deeply-contoured sport seats as on the Saab Turbo. The engine is an overhead cam 2.0-liter with fuel injection.

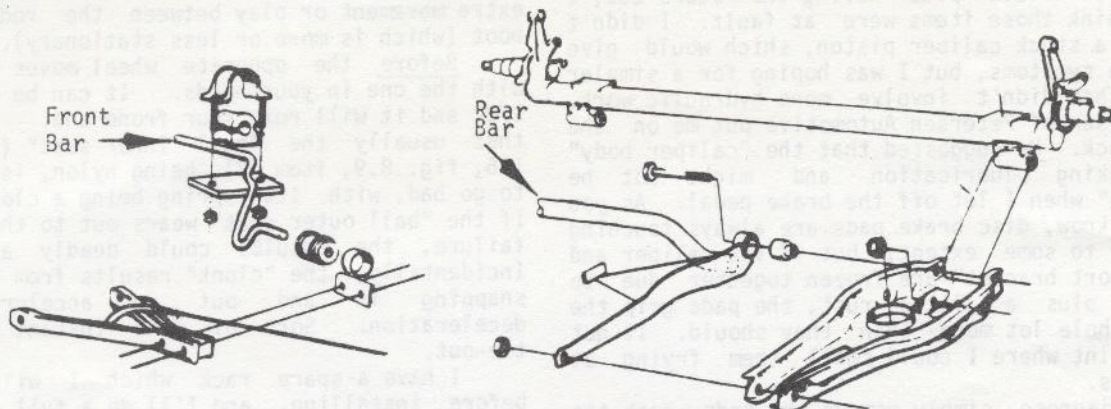
SWAY BAR KIT FROM 'SPG' AVAILABLE FOR 900

For the convenience of dealers wishing to upgrade the handling of 900's, a kit of original equipment "SPG" anti-sway bars has been assembled. The kit contains all the items needed to make the installation of anti-sway bars on 900 vehicles, including instructions.

All parts in the kit are the same as

installed on the SPG Turbo. SPG specification rear shock absorbers may be added with the bars for a fully tuned suspension system.

Spare parts, should they be needed, can be ordered from the information on the parts microfiche. Since this kit is made-up of original equipment parts, it does not need to be ordered using Sport and Rally procedures.



When installing the Anti-Roll Bar Kit, P/N 00-26-542, torque the bolts on assembly as described to the right.

When tightening the rear spring arm through-bolt nuts be sure to hold the bolt head stationary to prevent the roll bar rubber bushing from being twisted. See the picture at the bottom of page 9 in the instructions.

NOTE: The addition of this Anti-Roll Bar Kit will improve the overall handling of the car but at the same time may cause the ride to become slightly harsher.

Steering rack to frame bolts	60-80 Nm 44-60 ft.lbs.
Ball joint to A-frame bolts	25-45 Nm 18-33 ft.lbs.
Bushing clamp to frame bolts	19.6 Nm 14.4 ft.lbs.
Forward spring arm attachment to frame	39.2 Nm 28.9 ft.lbs.
Front spring arm through-bolts	84 Nm 62 ft.lbs.
Rear spring arm through-bolts	84 Nm 62 ft.lbs.
Wheel lug nuts	90-110 Nm 66.3-81 ft.lbs.

SAAB-SCANIA TO SUPPORT ENDURANCE RACING

Orange, CT -- Robert J. Sinclair, president of Saab-Scania, has announced that Saab will support an individual team in both the SCCA and the IMSA showroom stock endurance series, as well as offer performance awards programs for Saab driving participants in both series.

"With the introduction of our third generation Saab Turbo, the 16-valve four-cylinder engine with Automatic Performance Control, we feel that Saab is a viable contender in endurance racing," Sinclair said.

Running primarily in the IMSA Firestone Firehawk Endurance Championship will be a team headed by Steve DeBrecht of St. Louis, a veteran road racer and Saab dealer.

Participating in the SCCA/Playboy U.S. Endurance Cup series will be a team headed by Kjell Skavnes of Denville, NJ, and including two

other veteran showroom stock racers, Len Schrader and Jon McKnight.

\$60,000 Prize Program

In addition to supporting the two racing teams, Saab has also expanded its Performance Awards Program for 1985 to include special prize monies for participants in the two endurance series. Saab has budgeted \$60,000 in Performance Awards which will be available to racers in the regular short-distance SCCA showroom stock series, the two endurance racing series, the National SCCA PRO Rally Series and in Divisional PRO Rally events.

"The sales success of the Saab cars both here and in the rest of the world owes a lot to the cars' successes on race tracks and rally roads," Mr. Sinclair stated. Complete details of the 1985 Saab Performance Awards program are available from the Public Relations Department of Saab-Scania, Saab Drive, Orange, CT 06477.

PETER MCLAUGHLIN CURES SQUEAKY 96 BRAKES

A few weeks ago my occasionally squeaky front brakes got so they would squeal non-stop for minutes at a time. It was obviously a brake problem, because the noise would cease instantly upon the least bit of pedal pressure. Having installed new "PT" brake pads, new front hoses, combined with what amounted to a complete refill of Castrol fluid plus having the rotors cut, I didn't think those items were at fault. I didn't rule out a stuck caliper piston, which would give the same symptoms, but I was hoping for a simpler problem that didn't involve more hydraulic work. Jon Petersen of Petersen Automotive put me on the right track. He suggested that the "caliper body" was lacking lubrication and might not be "relaxing" when I let off the brake pedal. As you probably know, disc brake pads are always touching the rotor to some extent, but if the caliper and its "support bracket" are frozen together due to no lube plus a little rust, the pads grip the rotor a whole lot more than they should. It got to the point where I could smell them frying at stoplights.

To diagnose, simply remove the pads, grab the caliper and push and pull on it (in a left to right manner, per the front and back of the car). It should move on its "hinge pin" with very light effort. In my case, the effort required to move it was a ball peen hammer, not very light at all. If this turns out to be your problem, the cure is very simple. First clean the heck out of everything in sight with your favorite brand or aerosol brake clean and a parts brush or toothbrush. Use soap and water if you like (it's cheap), but don't use compressed air because most of that black dust you're looking at is asbestos.

I have 3 different 96 manuals, and they all (Chilton's, Haynes, and Autopress) use what I assume is the same Saab shop manual exploded drawing of the caliper unit. On Item #1 the "body", right above the "hinge pin" (Item #4), is a small black area. This black area is the top of a cavity where a great deal of dirt can rest, and probably doubles as a rain gutter to wash off whatever lube was on the poor hinge pin to begin with. Clean this area well.

To grease the pin I used an aerosol "grease in a can." It goes on as a penetrating liquid, then sets up to a waxy grease after a bits. LPS #3 is a good version of this product. At this point, move the caliper back and forth on its pin, while you observe it from several angles. You're looking for metal-to-metal surfaces that need greasing to help the caliper move easily.

There are several such spots around the top "steady pin." These areas should be greased with something that won't readily drip down onto the pads or rotor. I used Llubriplate white grease. Apply with your finger or a small screwdriver.

By now the caliper should move with ease. I believe this whole situation arose because I got carried away a few times while washing off salt at the do-it-yourself carwash.

Now that both my calipers had quieted down, I noticed another noise; a definite "clonk" that often happened when pulling out of my garage (forward or backward) and lately was happening taking off from rest, and also at the end of a full stop when maximum pedal effort was happening.

Puzzled, I went back to Jon with my latest noise.

After jacking up the front end, he had the answer in about 3 minutes: tie rods. With both front wheels off the ground, use your drop light to observe the tie rod right where it enters the rubber boot to the steering rack. As you move the tire in and out at 9 and 3 o'clock, the opposite tire will move too, naturally. What you are looking and feeling for is a little bit of extra movement or play between the rod and the boot (which is more or less stationary).

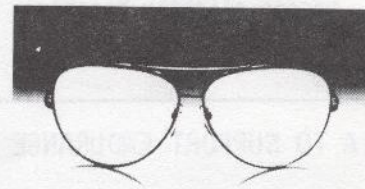
Before the opposite wheel moves in concert with the one in your hands. It can be as little as 1/8" and it will ruin your front end. Jon said that usually the "ball inner seat" (Haynes, p. 116, fig. 8.9, item #2), being nylon, is the first to go bad, with its spring being a close second. If the "ball outer seat" wears out to the point of failure, the results could be deadly at speed. Incidentally, the "clonk" results from the wheels snapping in and out on acceleration or deceleration. Sort of like instant toe-in and toe-out.

I have a spare rack which I will rebuild before installing, and I'll do a full autopsy on the sick one. Any experience I gain that's not in the manuals I'll pass on. Until then it's under 30 mph and side streets for the 96.

P.S. Both the above situations can happen on any model Saab, given the right age, conditions or wear. From now on I'm going to include a steering rack and tie-rod tear down in all my 96 rebuilding efforts and fantasies.

Peter McLaughlin, Evanston, IL

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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 May issue will be April 24, and the deadline for the June Newsletter will be May 22.

SONETTS FOR SALE

1968 Sonett V4, #000612, 55,000 mi., fair cond., needs some restoration, some spares. Best offer. 301-846-2525 or 848-5959.

1968 Sonett V4, S/N 000416 with 42,000 mi. very good cond. throughout. \$4300. Howard Davies, 1172 Co. Rd. 2256 Rd. #1, Perrysville, OH, 419-368-7411.

1972 Sonett III, excel.-beautiful, acrylic yellow, tan int., 20,000 mi. on rebt eng., clutch, hyd. cyls., tinted glass, mags. Photo w/SASE. Deliv. poss. \$2895. Jim Craig, 7731 Peacock Dr, San Diego, CA 92123, 619-571-3493.

1973 Sonett, except. nice, orig., no rust; body, int. and eng. excel., trans a bit noisy. \$3000 incl. extra trans. Randy Cook, 404-962-0528.

1974 Sonett, restoration project, mech. fine, even wipers work, decent body & int., floor pan gone, rust-free pan w/suspension provided. \$1250. Randy Cook, 404-962-0528.

1974 Sonett, 100% original in excel. rust-free cond. Factory driving lights & stereo, dealer maintained, 70,000 mi., garage kept, only driven in summer. \$3800. Jim Walsh, 2422 Cedar St, Mannasquan Park, NJ 08736, 201-528-7136.

1974 Sonett, never driven in winter, 70,000 orig. mi., past 3 years in storage, excel. cond., no rust, new trans., \$1000 signal seeking stereo. \$4000. Tom Nola, PO Box 627, Wurtsboro, NY 12790, 914-888-2246.

95's and 96's FOR SALE

1966 Monte Carlo 850, good eng., trans., exh., tires, brakes, radiator, int.; body badly rusted. Many spares. \$350. Nick Mango, 617-531-9433 wk, 617-631-2146 home.

95's and 96's FOR SALE, continued

1967 Monte Carlo V4, good int. from '70 96 Deluxe, body fair, mech. sound, driven daily, 70,000 mi on eng./trans., 170,000 on body. \$900 obo. Keith Bridges, 4305D Van Nuys Blvd, Sherman Oaks, CA 91403, 818-981-3546 h, 818-891-7711 wk.

1968 95, needs minor work, one owner, 100K mi., eng./trans. excel., runs good, roof rack. \$600. James Kauffman, 703-434-1244, 1430 Mt. Clinton Pike, Harrisonburg, VA 22801.

1969 96 Deluxe, rebt eng., good trans., new clutch, rebt carb., recent brake job, good cond. \$1500. Robert Burton, Santa Cruz, CA, 408-429-1744.

1971 96, new eng., clutch, brakes, batt., paint, Michelins, no rust, driven daily, sound car. \$2000. Jim Teague, 89 Barretts Hill Rd, Hudson, NH 03051, 603-880-1727 after 6pm.

1971 96, good eng., excel. running cond., single owner, good radials, small amt. of rust. \$1000. J. Evans, 11 Post Oak Rd, Durham, NC 27705, 919-383-1854 h, 919-471-3411 or 684-8111 wk.

1971 96, new batt., fr. muff. and pipe, good Michelins, Konis; runs good, consid. rust, needs complete front brakes-very good parts car. \$295. 517-674-7823 after 5pm. Tom Andrakowicz, 608 Lyons Rd., Portland, MI 48875.

1971 Rare Orange Factory Rally 96, stock drive train, dash, clean interior; running, needs body work. Also '71 96 with healthy drive train + many other spares. \$850 for both. Walt Kovalesky, 3-19 150 St, Whitestone, NY, 212-704-4090 wk, 718-746-3015 h.

1972 96, 103,000 mi., red, mech. very sound, good int., recent brakes, exh. Some rust in usual place, but basically very solid. Detailed service records avail. \$1200. Ruth Perry, 617-385-2325 after 6pm.

1973 96, 105,000 mi., Saab a/c, Kleber radials, new rear shocks, eng. runs very well, needs trans. work, very little rust. \$1000. M.A. Severud, 507-867-3325 eves. and weekends.

1973 96 with a/c, beautifully rebt, too many new parts to list, absolutely no rust, 78,000 mi., new white paint, red int. \$1950. Marc Frank, 718-438-2022 anytime.

1973 96, original like new cond., maintained exclusively by dealer, complete service records, mech., int., and body exceptional cond. \$1750. Tom Nola, PO Box 627, Wurtsboro, NY 12790, 914-888-2246.

95, 96, and SONETT PARTS FOR SALE

Rebuilt starters, generators and alternators for 93's and 96's (w/pumps), and Sonetts \$75 each; rebuilt V4 calipers; \$50 each. All plus cores and shipping. Jeff Krebs, PO Box 72, Holicong, PA 18928, 215-794-7098.

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

96 parts galore. From trans. (\$200), to new V4 heads (\$120), to complete clutch, brake, cooling and elect. syst., thru all body pieces, glass and chrome, service manual. Marc Frank 718-438-2022 leave address on machine, will gladly mail list.

1969 96 Deluxe parts car, good eng. and trans. when parked, drivetrain complete, some other parts gone. \$300. Also 1966 95, no motor, trans. or glass; many good parts left. \$45/offer. James Kauffman, 703-434-1244, 1430 Mt. Clinton Pike, Harrisonburg, VA 22801.

V4 Engine, 1500cc, rebt, 20,000 mi., excel. compression. \$250. Mark Rheude, 781 E Swanee Ln, Covina, CA 91723, 818-332-0046.

1974 V4 Sonett engine, 48,000 mi., excel. cond. \$175 pickup only. Bill Miller, 111 Metro Ave, Cranston, RI 02920, 401 944 6648.

V4 engine parts, trans. parts to build 4 units, good 4 speed iron case out of 64, \$250; Monte Carlo instrument panel \$40; steering wheel \$40; many other parts, make offer on the lot. Dennis Sweeney, 207 E Church St, Ligonier, PA 15658, 412-238-4556.

Parting out 66 96, excel. grill, hood and trunk; \$75 each. Other parts avail. Al Krebs, PO Box 72, Holicong, PA 18928, 215-794-7098.

Transmission for two-stroke with inner axles for V4; needs seals but otherwise O.K.; \$150 plus labor; listen to it & drive it at 609 7th Ave, Salt Lake City, UT, 801-328-2806.

Sonett III parts, moving soon, need to sell some of my extensive inventory of used parts, \$5-\$200, send SASE for list. Randy Cook, 1877 Oak Ridge Ln, Lawrenceville, GA 30245.

Sonett parts 1969-72 body and mechanical (3 cars). Richard Florich, 631 Jordan Ci, Colgate, WI 53017, 414-628-0589 weekends.

95, 96, & SONETT WANTEDS

Wanted: V4 Sonett, any year, must be in relatively good shape. Also, good body for 96, no rust. Will take chassis or entire car. Mike Malpass, 906 W Trinity Ave #4, Durham, NC 27701, 919-682-6660, anytime, or 919-489-4069 Saturday.

Wanted: manifold and carburetors to fit Sonett 2-stroke eng. Richard Florich, 631 Jordan Ci, Colgate, WI 53017, 414-628-0589 weekends.

Wanted: middle rear bumper (with license plates and lights) for '72 95. Will pay \$25, incl. ship. Frank Bjorseth, North Cascades Nat'l Park, Marblemount, WA 98267, 206-873-2301.

Wanted: Air conditioning, complete for '73 Sonett III. Jennifer Splittstoesser, RR#1, Box 285K, Coffeyville, KS, 67337, 316-251-0312.

Wanted for '64 96 GTO: left front parking light, left front bumper guard, motor brace (between head and left side eng. compartment). Don Robinson, 2044 W Shalimar Way, Tucson, AZ 85704, 602-297-1356.

Wanted: Sonett II owner's manual & poster \$20-25?, any quantity (even 1) lug bolt for 1970 style Sonett alloy wheel to buy or borrow; dealer poster: phantom view 2-stroke shrike engine \$?, also 4'x5' airplane logo dealer sign \$?. Robert Allen, 114 Kimberly Rd, Hamden, CT 06518, 203-248-8798.

95, 96 & SONETT WANTEDS, continued

Wanted: Saab 95 parts; windshield wiper motor \$20; windshield wiper switch \$5; Back up light switch \$2; 2 rear fenders for 95 \$40 each. Also parting out a 1967 96. Joe Stavinga, Rt 1, Barrie, Ont, Canada L4M4Y8, 705-728-9502.

99's and 900's FOR SALE

1970 99, good body and rebt eng., carb model, dark green 2dr, runs good. \$400. Also, 1971 2dr red 99, good body and eng., extra gauges and stereo, \$800 spent on eng., runs good. \$600. 4 trailer hitches for 99's \$30 each. Many misc older parts. Greg Helland, 17310 Abel Ln, Minneapolis, MN 55391, 612-476-1432.

1972 99, 1.85l, 74,000 mi., needs short block or major eng. repair, newly rebt head; body and other acc'ys excel.; new Michelins. Will sell all or parts. Must move quickly. 815-467-2936 after 5pm, 312-856-7068 8am-4pm.

1974 99LE, rebt motor, no rust. \$2000. Ted Hix, Box 286 MMC, Yankton, SD 57078, 605-668-1273.

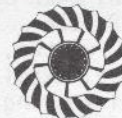
1978 99 Turbo, 3dr maroon, sunroof, a/c, am/fm stereo cassette, Inca wheels, AZ car until late '83, 10,000 mi. on rebt eng., less than 1000 mi. on rebt trans., rebt Turbo, odo reads 83,000. \$5875. Bart Klotzbach, 850 Laura St, Sun Prairie, WI 53590.

1978 EMS, silver, 4 spd., immaculate, A/C, sunroof, am-fm, 108,000 mi., new clutch, slv. cyl, water pump. \$3995. Dave Weibel, J-101, Valley Stream, Lansdale, PA 19446, 215--855-8927.

1978 99 Turbo, 3 dr., anthracite, am/fm/stereo cass., sunroof, excel. cond., prof. maintained, all service rec., all generic problems fixed, new clutch, brakes, garaged CA car. \$5800 obo. Barry Gordon, 16230 W. Ellenwood Ave, Monte Sereno, CA 95030, 408-395-6611 h, 408-925-2558 wk.

1979 99 2 dr Turbo Pro Rally car, very fast and reliable; eng. & trans. rebt 9-84; Safety Devices cage, Willans harnesses; suspension fully reinforced, etc. Ready to rally; \$4975. Avail. w/non-turbo eng., Jeff Delahorne, 5805 Oneida St, Duluth, MN 55804, 218-525-3253, 9am-9pm, Mon-Sat.

1980 900 Turbo 3 dr., one owner, 5 spd., 90,000 hwy mi., excel. eng., accelerated service at top dealer with complete records, Inca alloy wheels with recent P6's, high-end Sanyo, A/C, rear spoiler. Only negative is faded finish. Very clean. Book says \$7500. Best offer. Jay 203-325-2339 Thurs eve before 24:00 EST, 71 Strawberry Hill #1118, Stamford, CT 06902.



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816-333-6582

99's and 900's FOR SALE, continued

1980 900 Turbo, 5dr., 5spd, black w/red velour, very clean, no rust: new turbo, cyl. head, exh., valves, alternator; cruise, A/C, sunroof, rear spoiler, Cibie Euro headlights, Bosch fogs, alarm sys., new Blaupunkt Tucson. \$6900 obo. Paul Chesloff, 63 Hill St #5C, Morristown, NJ 07960, 201-285-1751.

1980 900 Turbo, 3dr., blue, very clean excel. care, excel. cond., new turbo, 51,000 mi. Guy Richardson, 11059 See Dr, Whittier, CA 90960, 213-695-3369 or 619-247-8541.

99 & 900 PARTS FOR SALE

4 Shelby Goldvane wheels (used 8 mo): \$70 ea.; 6 Shelby center caps: \$2.50 ea.; 4 new Saab alloy wheels (as now on 900S): \$90 ea.; 2 Saab center caps: \$10 ea. All plus UPS. Pat Greer, 1810 E. Jarvis, Shorewood, WI 53211, 414-964-2463.

H & H design front and rear sway bar for 900. Rear new, front mounted 1 day. Instruction & hardware. New \$190/sell for \$150. Bruce Coleman, 716-271-3873.

'79 2.0L fuel inj. motor, 59,000 mi. fine cond., exchanged for turbo, fits 99 or 900, \$850; '78 99 turbo trans., cond. uncertain \$300.; '79 900 non-turbo exhaust w/cat conv. w/gd. muffler \$125.; std 900 cooling fan + shroud \$40. James Burt 319-332-4065.

Liquidation of dealer parts: some parts for almost every model, new & used, call or write with inquiries to James Burt, Box 5, Pleasant Valley, IA 52767, 319-332-4065.

Set of Bilstein shocks for 900. Less than 5000 miles use. \$100. 803-866-6877.

1974 99 parts car, also newer items, cyl. head \$250; '74 trans. \$250; '82 900 turbo steering wheel \$60; EMS wheels \$50 ea. or \$175 set, steel wheels. Call or write needs. Dennis Sweeney, 207 E Church St, Ligoner, PA 15658, 412-238-4556.

Steering wheel for 99/900 GLi, perf. cond. incl. horn pad \$35 obo; Steering col. incl. steering wheel form '84 900 Turbo, perf. cond. \$150 obo (Will sell wheel only) all plus UPS, Dick Brill, Glenview, IL, 312-998-5777.

2 disc rotors, need turning (have never been turned) replaced at 60,000 mi. \$30 delivered?; 2 P6's quite worn, but not unsafe \$40 delivered? J. Maymon, 810 Bellevue Rd #254, Nashville, TN 37221, 615-646-1305.

Addco anti-sway bars #103 (front) & #238 (rear), fits '69-'79 99 & 900, never used, includes all instructions. \$75 + UPS. Joe Sussman, 190 Beach 149th St, Neponsit, NY 11694, 718-634-5966 eves.

Cylinder head for 1.7 & 1.85l 99, valve job, recond. \$140; head bolts, manifolds, also gasket kit avail. 718-438-2022 anytime.

Pirelli P6 195/60 \$25.; 2 P8's 185/65 \$40.; Michelin TRX 180/65 HR390 \$25. All tires have over 75% original tread. Tom Brain, 6403 48th Ave SW, Seattle, WA 98136.

1974 4dr 99LE complete except for eng. and trans. \$125 or will sell parts. 203-322-7457 eves.

For 99's and 900's, last few Ronal alloy orig. equip. brand new, factory boxed p/n 8945909, below dealer cost, \$100 per wheel, fob NY, B. Shapiro, 78 Livingston St, Brooklyn, NY 11201, 718-403-9696.

99 and 900 PARTS FOR SALE, continued

From '72 99: Hood \$75; driver's side front & rear doors \$50 ea.; front & rear bumpers \$35 ea.; newly rebuilt radiator \$85; 2 black vinyl headrest inserts \$15 ea; plus other odds & ends. Mike Maly, 3103 Hillside, Seven Hills, OH 44131, 216-447-1279.

Air conditioner for '75-'80 99's, excel. cond. \$100 complete; also new 99 service manual '75-'80 models \$25. R.P. Newman, 113 Teal Dr, New Britain, PA 18901, 215-345-5490.

'79 exhaust manifold; complete a/c system (from '72 99 but will fit others); starter motor; many int. (99) and eng. parts; all under \$200. Call for needs. Lewis Eig, 914-352-6124.

Europeanize your aluminum grilled 99, complete setup of exact replacement of '69-'72 cars w/o wipers, will fit later 99s w/minor alterations, used, ready to install \$199.95. Robert Allen, 114 Kimberly Rd, Hamden, CT 06518, 203-248-8798.

99 and 900 WANTEDS

Wanted: front bumper '72 99 (rubber), hood, grill, front left turning ass'y (77 large type) and other 99 parts (either '77 or '72). Need many front end parts. Under \$200. Lewis Eig, 914-352-6124.

Wanted for '78 GLE: layshaft, new or used, will pay \$75. Also need a double belt pulley. Bernie Ten Cate, 517-423-6155 after 7pm.

Wanted for '79 900 GLE: front and rear anti-sway bars \$100? set. Jacques Roeth, 3118 Cole Hill Rd, Berne, NY 12023, 518-797-3075.

Wanted: grill for 76-78 \$40?; left door for 73-78 \$80?; steering wheel for 76-78 \$30?. John Blas, 708 N. Harvey, Oak Park, IL 60306, 312-848-0389 eves.

Wanted: set of 4 Inca wheels to for '78 99 Turbo \$300 or ?. Rick Schultz, 67 Eastland Ave, Rochester, NY 14618, 716-473-2886.

Wanted: factory parts book '76-'80 \$50, bike rack and/or roof rack \$50, Tekno die cast scale model \$20, tranny oil cooler \$?. Robert Allen, 114 Kimberly Rd, Hamden, CT 06518, 203-248-8798.

MEMBER NEEDS HELP WITH CARTER 'KNOCK BOX'

Has anyone successfully installed a Carter Engine Knock Eliminator on a 1980 900 Turbo? This aftermarket "black box" electronically retards ignition timing signals between the distributor and coil when its head-mounted sensor detects engine knock, similar to the newer APC system. The EKE should allow me to set my boost higher without retarding my initial timing setting. However, after weeks of trials, including plugging two other control units into my installed wiring harness, checking voltage and polarity in both cranking and run modes, my problem is the same: my engine fires, runs for one second, then dies. Carter has no idea what the problem is. If you've been lucky (or intelligent) enough to make one work on your '80 Turbo, please share your secret with me.

Carl Holmes
5000 Lindley Ave.
Encino, CA 91316
(818) 342-0207

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- Club Hats--Light blue baseball hats with Club patch on front-----\$7.00 plus \$1.50 UPS
- Club Patches--embroidered three-color patches, 2-3/4"Hx4-1/4"W-----\$3.00 postpaid
- First Million Book--Saab-Scania published book by Gunnar Sjogren with Saab history and drawings Softcover only-----\$3.00 postpaid
- 1976 Posters--16x20 poster with Mark Stehrenberger drawings of 92, 96, Sonett II, Sonett III and 99 EMS-----\$3.00 plus \$1.50 UPS
- Convention Posters--17x22 bright yellow poster from '84 Convention-----\$3.00 plus \$1.50 UPS

All T-shirts are presently out of stock, as are brass grill emblems. Please Note: Shipping costs are per order; i.e. two mugs, UPS is only \$1.50. Send all orders to: The Saab Club, 5805 Oneida, Duluth, MN 55804.

BRASS GRILL BADGES BACK IN STOCK
Our new shipment of 1 3/4 x 3" brass cloissone grill badges have arrived. They are \$5.00 ppd.