

THE SAAB CLUB

JULY 1985, NEWSLETTER #139

3RD ANNUAL CONVENTION DRAWS NEAR

Plans for the Third Annual Saab Club Convention Wilson College in Chambersburg, PA on July 26-28 are being finalized. I am working on the schedule for tech sessions on Sunday. So far, I have commitments for sessions on Sonett Body Restoration by Bill Jacobson of Sports Car Service in Wilmington, DE, Basic Saab Maintenance by Rich Kushner of Swedish Motors, Marietta, PA, Turbo Performance Enhancements by Rick Parr of Parrformance, Litiz, PA, and a session on Driving Techniques by Bertil Roos, CanAm Racing Champion. Bertil Roos will also be bringing his "slide car" used to teach driving techniques. If time and space permit, perhaps some of us can drive it around the parking lot. The New England Sonett Club will present a History of the Sonett and a non-tech session on starting a local club. I have received many reservations and am looking forward to seeing everyone in Chambersburg. We are limited to 500 people for the banquet and 275 train riders so I encourage you to register for the convention as soon as possible. Because the college caterers must order food for us, I must cut-off reservations for the banquet on July 15. Advance reservations are required and I hope that everyone wanting to attend will be able to do so. Dealers needing display space at the parts meet should also contact me. (For more details on the convention see the May newsletter).

Reservations should be sent to me here at the Saab Club (VISA and Mastercard accepted, too). Full convention weekend, including 2 nights lodging in the dorms, all meals and activities is only \$89.00/person (double occ.), \$105.00 (single occ.-limited availability. For those of you staying elsewhere but eating meals at the college, remit \$65.00 (no lodging). Saturday activities only, \$45.00. The railroad trip is \$5.00 extra per person.

Carolanne Curtis, Convention Coordinator

Our New Address Is:

60 Charles St., S. Meriden, Conn. 06450

CLUB NEWS

MID-HUDSON SAAB CLUB--has been holding meetings. For more info call Lewis Eig at 314-352-6124.

ATLANTA SAAB CLUB--Meets the first Monday of the month at ChiChi's, 5275 Roswell Rd NE, Atlanta. Dinner is from 7-8 pm with meetings starting at 8. They will not meet on Labor Day, but will have another activity planned for September. Call Lou Savage for more info. 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. 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.

CENTRAL ILLIANA SAAB CLUB--will not meet again until September.

WASHINGTON STATE SAAB CLUB--will meet July 14; 11:00 at Lewis & Clark State Park. The park is located near the junction of Interstate 5 and Highway 12. All Saab enthusiasts are welcome to attend. For more information contact Richard Hansen 206-256-7604 or Skip Schott 206-668-9818.

NORTHERN ILLINOIS SAAB CLUB formerly the Chicago Saab Club) has recently re-organized. For more info, call 312-763-4752 (24 hr hotline).

NEW ENGLAND SAAB CLUB--those interested in forming a club should contact Peter Ohlweiler, Robert's Saab, 124 Broad St, Meriden, CT 06450, 203-235-1668.

SOUTHERN CALIFORNIA SAAB CLUB (SEAL BEACH) is meeting again. The address is 126 1/2 Main St., Seal Beach, CA 90740, 213-493-6707 for info.

MINNESOTA SAAB CLUB--will meet on Tuesday July 2, 8pm, Shakeys Pizza, Larpenteur and Snelling, and then will resume meeting on the first Thursday of the month. Contact Bob Swinehart, 774-4873.

Saab Clubs of North America

Editor and publisher: Carolanne Curtis, 60 Charles St., S. Meriden, CT 06450
(203) 238-0508 9 a.m. — 8 p.m. except Sunday

Consultants: Dick Grossman, Jack Ashcraft, Andy Buc, Ted Tucker & Rich Kushner.

	Recall	Alternator Cable Position
	264	Safety-Related NHTSA No. 85V-036 Some 1984 900

Saab-Scania has notified the NHTSA that a defect which may be safety-related exists in early 1984 model year Saab 900, 900S and Turbo models and a limited number of late 1984 models (VIN Serial Nos. E1000001 - E1014607 and E1037581 - E1038497, E2000001 - E2006536 and E2018346 - E2018880).

These vehicles are being recalled to reposition the electrical cable between the alternator and the starter so that it cannot rub or come in contact with the brake fluid pipe attached to the left inner wheelhouse. Damage to the cable insulation at this point could result in a short circuit and possibly a fire.

	Recall	FUEL HOSE POSITION
	265	Safety-related NHTSA No. 85V-060 1985 Turbos

Saab-Scania has notified the NHTSA that a defect which may be safety related exists in all 1985 Turbos with air conditioning from the beginning of the model year up to late model year production (VIN Serial Nos. F1000001 - F1031123). These vehicles are being recalled so that the flexible hose between the injector fuel rail and the fuel pressure regulator may be inspected for position and if necessary, adjusted. This fuel hose may have been turned out of its normal position when tightened during final assembly. A sharp bend or twist in the hose near one of its end fittings could lead to hose rupture and, consequently, fuel leakage and possibly a fire.

REPLACEMENT TURBO FOR SAABS!

Improved throttle response, increased power, improved driveability and eliminates use of engine oil to lube turbo with the Aerodyne turbo for your 1979 thru 1985 Saab turbo. Call or write

George's Imports L.T.D.
7746 Wornall Road
Kansas City, Mo. 64114
816-333-6582

FIX FOR WIPER REST PROBLEM

Hopefully this is an answer to the problem with wipers not coming to rest when the control stalk is in the off position (Bill O'Neil May 85). Power is applied to the motor housing in off position to allow parked blades. A cam on the large drive gear in the wiper motor housing pushes open a contact in this power path when blades reach the rest position. The switch is built into the base of the electrical connector block on the motor housing so it is easily missed. When this contact becomes pitted and arcing occurs, the blades will not park reliably.

The best answer is to replace the nylon connector block. In the meantime you could cut off the BL/VT wire going into the connector at Pin 2, or at the intermittent relay socket pull of 31b. This disables self parking but that is a minor problem. In fact, without self-park, you can manually set the blades to rest to the right of the driver's line of sight.

Jim Baldwin, Waltham, MA

LOOK FOR US AT THE CLUB CONVENTION

We'll be there to help you with your parts problems.

CHECK OUT OUR SPECIALS! Stop by and say "Hi"!

Bob Yates
IMPORT CAR SPECIALISTS

1222 E. LINCOLN HWY.
LANGHORNE, PA 19047 (215) 752-3000

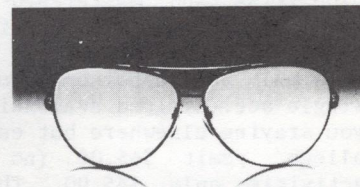
MEMBERSHIP/SUBSCRIPTION

Dues for membership/subscription are as follows:

First year, third-class mail	\$14.00
First year, first-class	\$15.00
Renewal, third-class	\$11.00
Renewal, first-class	\$12.00

First-year membership includes two back-issue newsletters and Club emblem.
A collection of 20+ back issues is available for \$10.00

Driving force.



SERENGETI DRIVERS from Corning Optics. The first photochromic high-contrast copper-lensed sunglasses. Uniquely designed for enhanced vision in any daytime driving conditions. At optical, department and specialty stores, or call 1-800-525-4001. In New York State, call 1-800-648-4810.

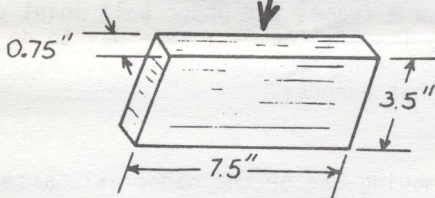
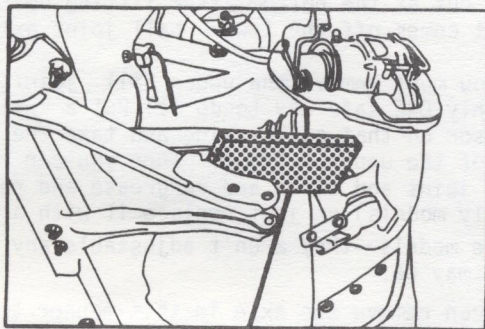


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SAAB SERVICE TIPS

SAAB SERVICE TIPS--MAY 1985

Removing the power unit from a Saab 900 requires disconnecting the steering knuckle package from the lower control arm. This allows the drive shafts to clear the inner drivers of the transmission as the power unit is lifted out. Two simple wooden blocks (7.5" x 3.5" x .75") may be fabricated to block the steering knuckles out of the way. Position the block between the knuckle and the control arm (see drawing).



Concerning questions from owners of early model Saabs (non-catalyst) about the effects of low lead and unleaded fuels on their cars: The EPA has proposed a reduction in lead content of gasoline over the next 2 years and hopes to eliminate lead additives altogether by 1988.

Saab does not have any special parts or tune-up procedures which will prevent valve seat wear on these pre-catalyst cars, although all cylinder heads sold by Saab for the 2.0 liter from 1974 and up come with hardened valve seats (as spare parts since 1978).

Saab's current advice for owners of these non-catalyst cars is to use leaded fuel for as long as it is available. If high octane leaded fuel is unavailable, some engine knock may occur. If engine knock occurs and the ignition timing is set to specification, retard the timing 2 degrees from the nominal specification. If excessive pinging still occurs, mix half a tank of leaded fuel with half a tank of premium unleaded or alternate between the 2 types and fill up when the tank is at least one-quarter full. Retarding the timing too much will hurt emissions, fuel economy and performance.

When using a belt tension meter to check the AC belt tension on the Saab 900, refer to the following specs for correct belt tension:

Belt Tension - AC Compressor

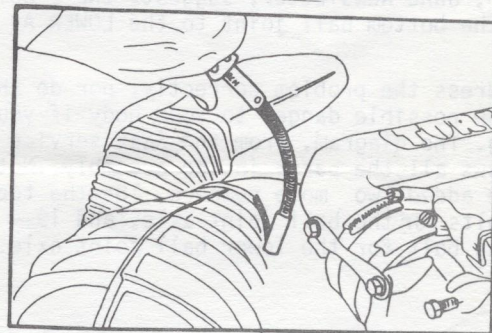
New Belt - 120 ± 10lb. (535 ± 45 N)

Checking and refitting a used belt - 80 ± 5lb. (355 ± 22N)

A service kit is now available which contains all the pieces necessary to repair a damaged air distribution/heater control knob in the dash of the 900. Heater Control Service Kit P/N 97-46-694.

Due to the increased usage of Torx screws throughout the car, a Torx driver is now being placed in the tool kit. The driver is equipped with 2 interchangeable bits (T25 and T30) and replaces the Phillips screwdriver. This change was made beginning with VIN Serial Nos. F1029020, F2014861, F3011917 and F7007512.

Saab S.I. 05/85-764: To facilitate the tightening and removal of radiator, turbocharger and inlet pipe clamps, a new flexdriver with a 7mm socket is now available as a special tool (P/N 30-10-253). The socket is permanently attached to the driver making it easy to get into tight spots. This flexdriver also reaches the clamp holding the fuel pump into the fuel tank.



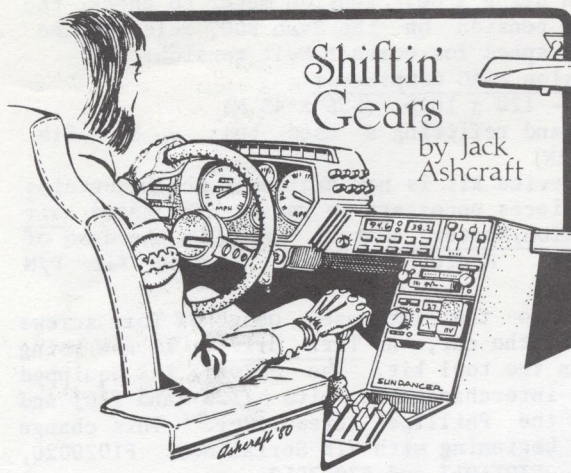
Saab S.I. 05/85-763: When diagnosing a radio reception complaint or when installing an antenna for the first time, it is recommended that the underside of the antenna hole be cleaned of debris. Paint or body flashing may prevent the antenna from properly grounding to the car body and reduce the antenna reception capability. Antenna Ground Tool (P/N 02-62-139) is available for this.

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.

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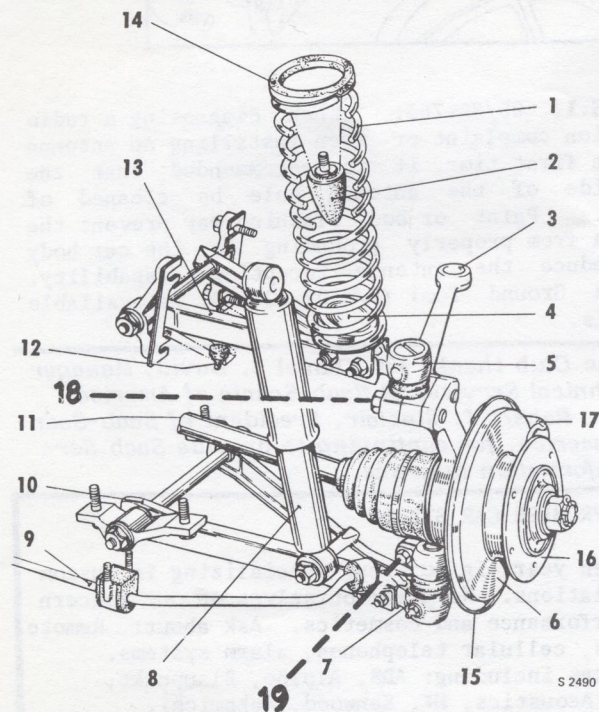


This article is going to be devoted mostly to SAAB 95/96/97 transaxles but a couple of comments on letters from members is appropriate first.

Frank Bjorseth commented on removing the V4 engine and the possibility of removing the top bolts from the upper A frame assembly to do the job. This was the April 85 Newsletter.

Fred Sisson, June Newsletter, suggests the 2 bolts that hold the bottom ball joint to the LOWER A frame.

Neither address the problem correctly, nor do they indicate the possible danger to your body if you do it wrong. The diagram, from the Saab service manual, shows all the parts in the assembly. Note that I have added two more numbers, 18--the top securing bolts for the ball joint axle, and 19--the securing bolt for the lower ball joint axle.



FRONT SUSPENSION, LEFT

- | | | |
|---------------------|-----------------------|-----------------------|
| 1. Coil spring | 7. Lower ball joint | 13. Upper control arm |
| 2. Rubber bumper | 8. Shock absorber | 14. Rubber spacer |
| 3. Steering arm | 9. Stabilizer bar | 15. Protective shield |
| 4. Spring support | 10. Lower control arm | 16. Hub |
| 5. Upper ball joint | 11. Inner drive shaft | 17. Brake housing |
| 6. Brake disc | 12. Rubber bumper | |

S 2490

Oct. 1969

The point of all this is to CONTROL THE COIL SPRING. There is about 1400 pounds of kinetic energy stored up in that spring, even with the car jacked up, and if you allow it to act on its own accord, by removing the spring perch retaining bolts directly under the coil spring on the top A frame, it is possible for the spring to come out of there and remove whatever is in its way--fender, part of your garage door, or your head, if it is in its path--so it must be treated with respect!

If you want to use the Bjorseth method, fine, but remove the two bolts (#18) and let the axle move outward with the weight of the disc and hub, etc. Just don't let it hang there on the brake hose.

If you want to use the Sisson method that's fine, too, but remove the lower bolt (#19) and pull the axle out at the bottom after lifting up the hub so it comes off the lower ball joint axle.

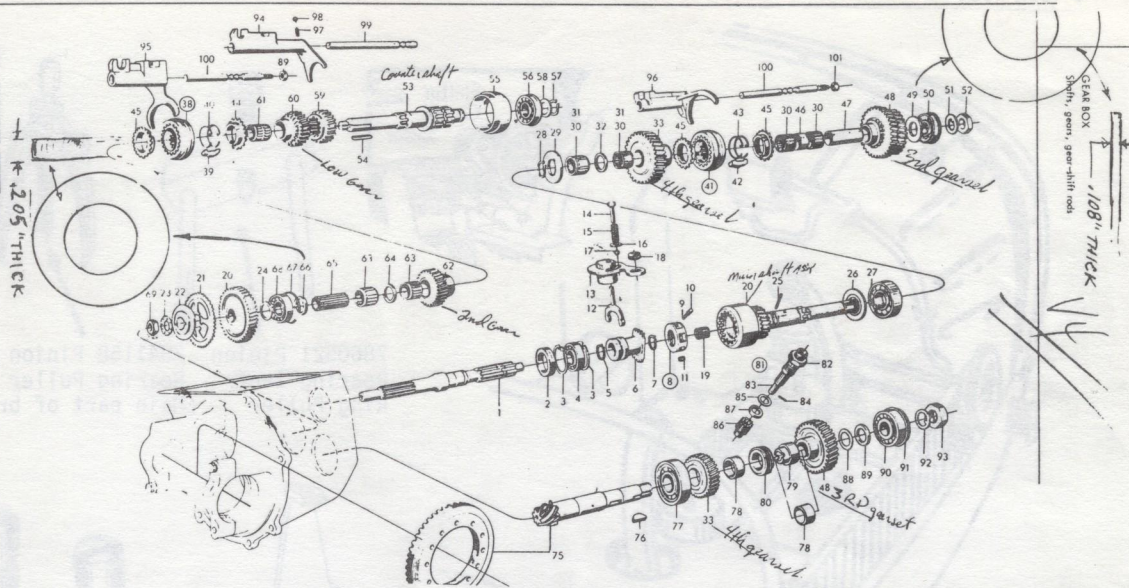
If you must remove the upper ball joint, there is only ONE safe way to do it: Put a spring compressor on that coil spring and take the tension off of the upper A frame. Then you can remove the ball joint and clean and re-grease and replace it (early models) or just replace it with a new unit (late models--they aren't adjustable any more) as the case may be.

You can remove the axle in this manner (by removing bolts #18 and #19) and even the LOWER A frame if you want to, but if you feel compelled to mess around with the top A frame, the upper ball joint or the coil spring itself, the ONLY safe way to do it is with a GOOD spring compressor such as the Saab tool built for that purpose.

As far as moving one or the other axle assemblies outward for removal of the V4 engine, it is totally unnecessary. Just unhook everything and lift out the engine. I personally feel the same way about the axle assemblies when removing the gearbox. With everything disconnected and the inner driver boots moved back off the drivers, I rotate the gearbox anti-clockwise and lift out the driver's side inner axle driver. Once that driver is out and down out of the way, the gearbox can be moved towards the driver's side of the car and the passenger side axle driver just drops out.

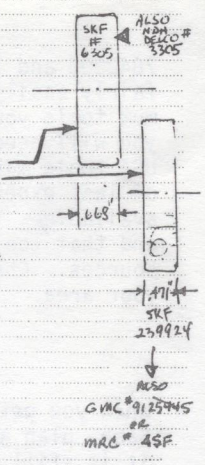
SAAB dealers often use the axle-out method when removing the engine AND transaxle AT THE SAME TIME but otherwise, in my opinion, it's a waste of time.

What can be beneficial, and this is for REINSTALLATION of the engine, is to bash the sheet metal cross member that sits JUST AHEAD of the engine oil pan (when the engine is in the car) forwards as much as it will go without tearing the sheet metal. That is, when the engine is out, take a big hammer, and bash the metal at the forward end of the oil pan hole in the engine bay floor towards the front of the car. See sketch. This lets the engine go back in MUCH easier and makes alignment of the clutch splines and pilot bearing a two minute operation.



DESCRIPTION	POS.	PART NO.	QTY.	REMARKS
Clutch shaft	1	70 81 953	1	
Sealing ring	2	71 94 095	1	
Lock ring	3	79 14 997	2	
Ball bearing	4	70 33 335	1	
Lock ring	5	79 15 176	2	
Clutch, freewheel	6	70 74 305	1	
Lock ring	7	79 15 168	1	
Freewheel hub assy.	8	71 94 319	1	
Spring, freewheel	9	83 43 535	20	
Plunger, freewheel	10	83 43 527	20	
Roller, freewheel	11	83 43 519	10	
Fork, freewheel	12	70 74 909	1	
Shaft, freewheel	13	71 04 854	1	
Screw	14	79 03 180	1	
Spring, freewheel control	15	70 74 966	1	
Washer	16	79 10 367	1	
Ball	17	70 74 958	1	
Rubber bushing	18	70 83 991	1	
Needle bearing	19	70 74 347	1	
Intermediate shaft assy.	20	78 54 573	1	Gear box -65.557-
Intermediate shaft assy.	20	78 67 963	1	Gear box 65.558-
Intermediate shaft assy.	20	88 14 410	1	
Friction wheel	21	71 94 129	1	
Friction washer	22	71 04 474	1	
Friction washer	22	71 94 228	1	
Washer	23	79 15 614	1	
Washer	23	71 94 624	1	
Shim	24	71 04 482	1	
Cylinder pin	25	79 10 680	1	
Deflector	26	71 94 293	1	
Ball bearing	27	71 04 268	1	
Ball bearing	27	71 94 277	1	
Lock ring	28	70 74 412	1	
Washer	29	70 73 133	1	Gear box -65.557-
Washer	29	71 94 285	1	Gear box 65.558-
Needle bearing	30	70 80 138	4	Gear box -65.557-
Needle bearing	30	70 80 138	2	Gear box 65.558-
Needle bearing	31	71 94 269	2	Gear box -65.557-
Spacer ring 4th	32	70 81 938	1	Gear box 65.558-
Set of gears 4th	33	78 35 549	1	
Set of gears 4th	33	78 67 971	1	
Synchronization, 1st and 2nd assy.	38	71 67 539	1	
Driver	39	70 81 102	3	
Spring ring	40	71 24 290	2	
Synchronization, 3rd and 4th assy.	41	71 67 521	1	
Driver	42	70 81 102	3	

* SKF 6005 (FAFNIR 9105K)



DESCRIPTION	POS.	PART NO.	QTY.	REMARKS
Spring ring	43	73 32 372	2	
Synchronizing ring, 1st gear	44	71 67 596	1	
Synchronizing ring, 2nd, 3rd and 4th gear	45	70 81 383	3	
Spacer ring, 3rd gear	46	70 81 912	1	
Washer	47	70 80 229	1	
Set of gears 3rd	48	78 46 892	1	
Reverse gear	49	70 73 471	1	
Ball bearing	50	88 09 204	1	5710329
Lock plate	51	71 94 657	1	
Nut	52	70 36 640	1	Gear box -108.910-
*Nut	52	71 94 616	1	Gear box 108.911-
Intermediate shaft	53	71 67 497	1	Gear box -108.910-
Intermediate shaft	53	71 94 202	1	Gear box 108.911-
Key	54	70 80 922	1	
Bearing seat	55	71 67 414	1	
Ball bearing	56	88 09 204	1	5710329
Lock ring	57	79 15 143	1	
Washer	58	71 67 224	1	
Reverse gear	59	71 67 174	1	
Drive gear 1st	60	71 67 166	1	
Needle bearing	61	88 09 386	1	Gear box -108.910-
Drive gear 2nd	62	70 81 359	1	
Needle bearing	64	70 80 138	2	Gear box -108.910-
Spacer ring 2nd gear	64	70 80 344	1	
Bushing, intermediate shaft	65	70 80 336	1	
Bushing, intermediate shaft	65	71 94 335	1	Gear box 108.911-
Washer, intermediate shaft	66	70 74 131	1	
Lock ring	67	70 74 800	1	
Ball bearing	68	70 73 869	1	* SKF 6204 OR NDH # 3204 TRW 204S
Nut	69	71 67 232	1	Gear box -108.910-
*Nut	69	71 94 616	1	Gear box 108.911-
Pinion and crown wheel	75	78 67-203	1	
Pinion and crown wheel	75	88 15 243	1	
Woodruff key	76	79 14 583	1	
Roller bearing	77	70 72 770	1	* HYATT # 1306 ALSO SKF 1306
Spacer ring	78	70 80 765	1	
Spacer ring	79	71 94 186	1	
Speedometer drive gear	80	71 94 178	1	
Speedometer drive assy.	81	70 73 562	1	
Guide sleeve	82	70 72 937	1	
Shaft	83	70 73 943	1	
Cotter pin	84	79 10 246	1	
Shim 0.2	85	78 24 360	X	X) Qty. as reqd.
Shim 0.5	85	78 24 352	X	
Gear	86	70 73 935	1	

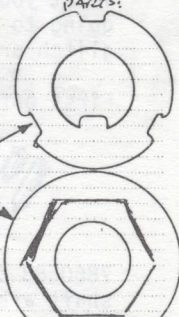
FAFNIR 304KG
ALSO NDH #99604 IF you
REMOVE THE GEAR COVERS
SKF 6204
ALSO DELCO 43304
ALSO GAMMA RKW 440
ALSO NDH (DELCO) 3304

8234825 (new #)

* SKF 6204 OR NDH # 3204 TRW 204S
FAFNIR 204K

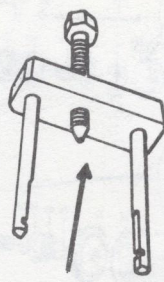
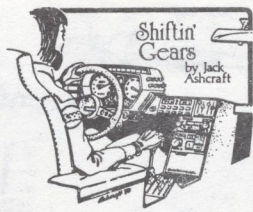
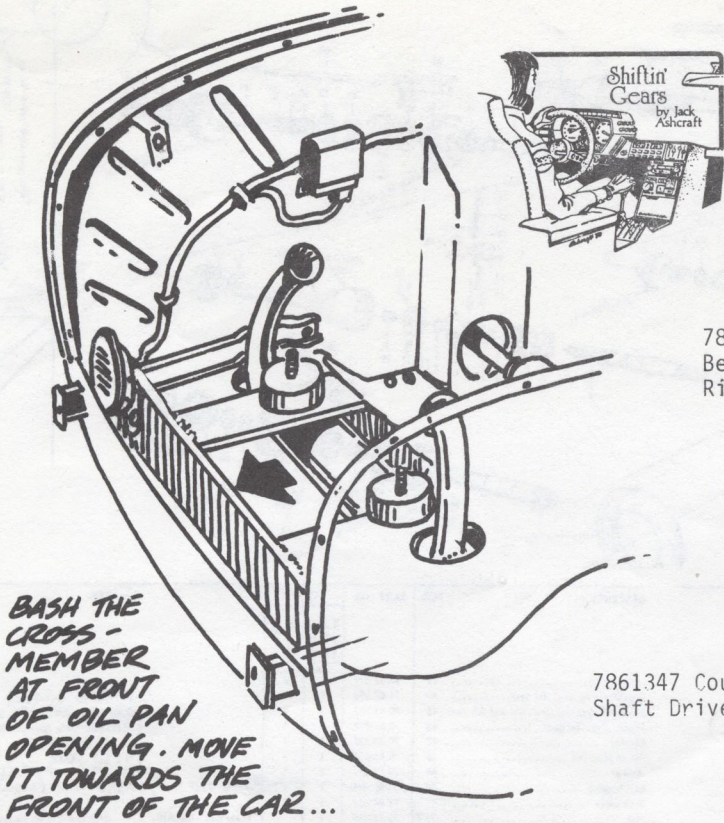
DESCRIPTION	POS.	PART NO.	QTY.	REMARKS
Gasket	87	70 73 976	1	
Shim 0.10	88	78 22 083	X	X) Qty. as reqd.
Shim 0.15	88	78 22 091	X	
Shim 0.30	88	78 22 109	X	
Spacer ring 3.10	89	78 39 533	X	
Spacer ring 3.60	89	78 39 541	X	
Ball bearing	90	71 67 570	X	
Axle collar	91	70 74 990	1	
Lock plate	92	71 94 640	1	8710634
Nut	93	70 72 416	1	8710626
Gear shift bar	94	70 80 518	1	
Gear shift bar 1-2	95	71 67 356	1	
Gear shift bar 3-4	96	71 67 364	1	
Detent spring	97	70 72 739	3	
Ball	98	70 33 376	3	
Gear shift rail R	99	70 80 567	1	
Gear shift rail 1-2-3-4	100	71 67 372	2	
Nut	101	79 04 147	2	

NEW REPLACEMENT PARTS!



Here is a reprint of the parts manual for the main part of the Sonett transaxle. The sedan and wagon are the same thing. Some bearing interchanges are shown. FAFNIR bearing company builds bearings that replace most of the bearings in the transaxle, and are probably the least expensive of the replacements for the original SKF bearings.

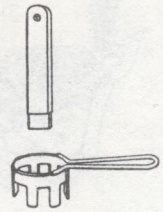
Bearing interchange for the differential carrier bearings are:
Large Brg 7074420: SKF 6208, TRW 208S, NDH 7508
Small Brg 7033616: SKF 6007, NDH 3L07.



7860521 Pinion Bearing Inner Ring Puller



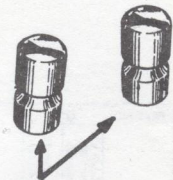
7841158 Pinion Bearing Puller (Main part of brg)



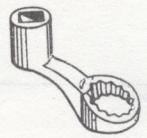
8790313 Free-wheel tool



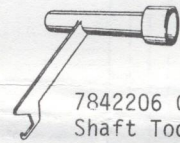
7861347 Counter Shaft Driver



7840697 Holders, Poppet Ball (3each)



7840945 Counter Shaft Nut Wrench Early Transaxle
7861221 Counter Shaft Nut Wrench Late Transaxle



7842206 Clutch Shaft Tool



7841402 Main Shaft Driver

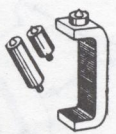
FRIENDLY ADVICE ON SAAB TRANSAXLES

I have had a number of calls recently requesting advice and help on rebuilding SAAB 95/96/97 transaxle units. Additionally, I recently ran a four day school on rebuilding these units. My first bit of advice is that if you are contemplating the rebuild of your own transaxle, you will be far and away ahead of the game to buy, borrow, or in some fashion acquire the Saab transmission jig, 7841000, and half a dozen or so transaxle tools to go with it.

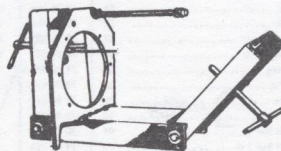
I know there are people out there who have done these transaxles WITHOUT the jig, and I have done so myself. BUT, having done the job without, and having done the job WITH the jig, I say: do whatever it takes to get hold of a jig for the job. Period.

If we assume you have the jig and the proper tools then you need a shop manual, or you need to make a quality copy of someone else's shop manual. Then follow the Saab manual and you won't go wrong. At least you aren't so apt to go wrong. What I am going to tell you here will help you get past the glitch areas that tend to crop up.

First off the tools.



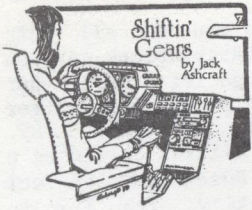
7860588 Counter shaft arbor set



7841000 Transaxle Jig

7842206 and 7841402 are optional tools that can be fairly easily substituted. The rest are the minimum tools you will need from Saab. In addition, you will need a dial indicator set (Central brand USA tools makes a good set and there are a number of less expensive imported dial indicator sets available). You will also need a 0-1" micrometer and that too can be obtained from a variety of sources. Check out the discount tool houses in your area.

When you get ready to rip the transaxle out of your Saab, plan ahead for once and drain the unit while it is still in the car--thats the easiest place to do it. Once you get it out of the car, remove the release bearing by carefully prying off the BOTTOM clip with a screwdriver, then pull the clutch release arm forward until you can pull the release bearing out of the hole at the top and the top clip at the same time. Now scrape the grease and slime off the unit, and wash it down both on the outside of the case and inside the bell housing. I use a mixture of liquid "Gunk" and mineral spirits and then hose the thing off once I think I have loosened all the crud satisfactorily. Now you are ready to start the tear down operation.



Take a look at the parts manual reprint for a moment. Items 66 and 49 (washers) CAN be interchanged if you get careless on reassembly. Don't. Item 27 (bearing) is different in thickness on early and late units. Item 24 is a cup shaped shim that fits over the front countershaft bearing. Don't forget to put it back in or the bearing will get insufficient oil and soon be ruined. Item 54 (key) gets a lot of torque and gets gouged on 2 sides. You can rotate the key 90 degrees and re-use it--once. ALWAYS REPLACE items 23, 51, 92 and 93. Item 90, the rear pinion bearing, will almost always need replacing, as will the needle bearings on the shafts and most of the rest of the ball bearings. Quite often item 77, the front pinion bearing, is OK.

When you reinstall the parts, don't forget item 19, the needle bearing in the mainshaft freewheel hub. This bearing, and the pilot bearing in the back of the V4 crankshaft, are the only things that support the INPUT shaft of the gearbox.

The INSIDES of some of the big gears on the counter shaft and the mainshaft will sometimes get worn by the needle bearings to the point that they have deep grooves in them. In this case, these gears will have to be replaced. If the grooves are very light, you can emory them out with 180 grit, then 320 grit emory paper.

If you "neuter" the gearbox, that is, if you remove the freewheeling feature, you can leave out items 21 and 22 as they have no further use. You can also leave out items 12 thru 18 and put a plate over the hole in the case where these items resided.

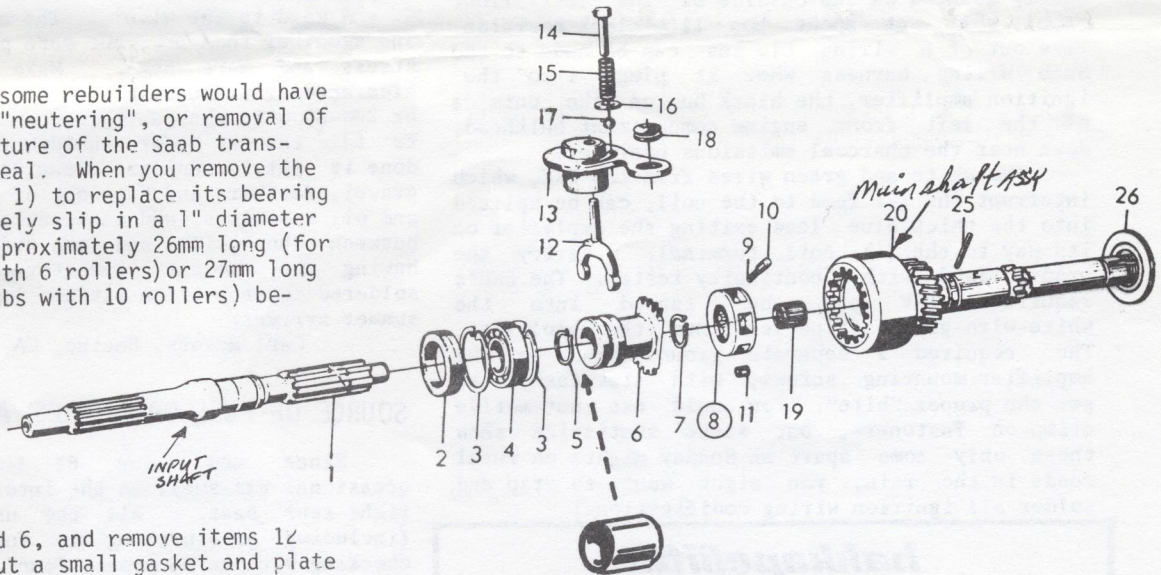
Always replace all three seals and the main case gasket. There is a top gasket for the shift plate cover but I don't use it. Instead I just use a good silicon sealer and thats it. Torque all bolts to Saab specifications and use LoTite or a similar compound on the 3 shaft nuts.

Take care that you do not misplace items 97 and 98 (in 3 places each), 101, or any pieces of the free-wheel hub (item 8).

Above all, read and re-read the SAAB SERVICE MANUAL on the transaxle unit. It is quite good and takes you step by step through the rebuild process.

NOTES ON NEUTERING THE BEAST

Contrary to what some rebuilders would have you believe, the "neutering", or removal of the freewheel feature of the Saab trans-axle, is no big deal. When you remove the INPUT shaft (item 1) to replace its bearing (item 4), you merely slip in a 1" diameter sleeve that is approximately 26mm long (for freewheel hubs with 6 rollers) or 27mm long (for freewheel hubs with 10 rollers) be-



tween items 5 and 6, and remove items 12 through 18 and put a small gasket and plate over the hole in the case.

Cut the sleeve out of brass tubing with a tubing cutter. When the case is assembled to the bell housing, reach down in the hole and see that the freewheel clutch (item 6) can be moved back and forth just slightly (.015-.020" is fine). If it does not, you will have to take it apart and carefully grind the sleeve until you have the proper clearance. Thats all there is to it.

Be sure you reinstall all the clips and a new input shaft seal.

MORE BEARING INTERCHANGE DATA

Use	Saab No.	SKF No.	Fafnir No.
Small Diff Carrier	7033616	6007	9107K
Large Diff Carrier	7074420	6208	208K
Front Ctr Shaft	7073869	6204	204KD
Rear Ctr Shaft	8710329	6304	304KG
Rear Main Shaft	8710329	6304	304KG
Input shaft	7033335	6005	9105K

ENGINE KNOCK ELIMINATOR. INSTALLATION

With the help of Club member Carl Fosler of Hyattsville, MD, I have been able to make the Carter Engine Knock Eliminator work on my '80 Turbo. I had been thinking of trading it in, but after getting the EKE working last week, my Saab feels better than new. Like the APC system, the EKE uses a cylinder-headmounted piezoelectric sensor to sense the characteristic 6000 Hz sound of pre-ignition. The familiar "ping" of pre-ignition occurs when you have too much ignition advance, too much boost, too much load, or too low fuel octane. Whatever the cause, a pre-igniting engine produces less power, more heat, lower mpg, and if severe, holes pistons. The EKE unit instantly retards ignition timing electronically when it senses pre-ignition, up to about 12 degrees, and re-advances it more slowly to the threshold of pre-ignition. What this means to the driver is your own little mechanic under the hood, keeping the car constantly tuned to the ignition timing figure that produces the best power and economy for the rpms and boost pressure at the moment.

The Carter Engine Knock Eliminator is made by the Carter Automotive Division of ACF Industries, 966 Olive Blvd., St. Louis, MO 63132. It lists for about \$110. I bought one for \$75 from Autocessories Wholesale in Sepulveda, CA. Carter can send you technical sources and information. Their number is 703-536-5358.

Carter's installation instructions are simple and straight forward. On a Saab, the EKE is easily mounted on the outside of the left front wheel well, at about the 11 o'clock position. Five out of 6 wiring tie-ins can be made to the Saab wiring harness where it plugs into the ignition amplifier, the black box on the outside of the left front engine compartment bulkhead, down near the charcoal emissions canister.

The white and green wires from the EKE, which interrupt the (-) feed to the coil, can be spliced into the thick blue lead exiting the amplifier on its way to the (-) coil terminal. Verify the proper lead with a continuity tester. The EKE's required +12V can be tapped into the white-with-green-stripe lead into the amplifier. The required 2 separate grounds can be the amplifier mounting screws, with star washers to get the proper "bite". You could use automotive crimp-on fasteners, but since statistics show these only come apart on Sunday nights on rural roads in the rain, you might want to wrap and solder all ignition wiring modifications!

hakkapeliitta

Hakkapeliitta NR-09 snow tires will be available in limited quantities again this year. NR-09's offer good dry road handling and super traction in deep snow and on ice. You can buy high-quality Finish-made Hakka's (at no price increase over last year) beginning in Sept.

165SR-15 -- \$68 each incl. UPS

185/65SR-15 -- \$89 each incl. UPS

For more information, or to reserve your tires now, contact Pat Greer, 1810 E. Jarvis, Shorewood, WI 53211, (414) 964-7463.

Now here's the secret: If you did all this and mounted the sensor, the instructions say you should be ready to re-tune and go for a spin. But you would start the engine and it would die after 1 second. Even Carter did not know why. Conferring with their tech wizards disclosed a problem with all late-model Bosch ignition/fuel injection system on Saabs. Luckily, the fix is simple. Open the fusebox, undo the 2 screws and pull the fuse and relay panel out of the enclosure. Snip the yellow lead to terminal 50 of the fuel pump relay (the lone terminal on the end), leaving enough of a pigtail on the terminal to attach another lead. Tape the other end of the yellow lead (the end that goes to the ignition relay) and forget it. Run a lead from this terminal 50 pigtail down to the same white/green +12V source to the ignition amplifier you tapped into for the EKE voltage source. That's it!

Sensitivity setting on the EKE is done by ear, and with 24 degrees initial advance and 10 pounds boost is set very near minimum sensitivity. You could stay at 2 degrees advance, but low-speed response is sharpened significantly by further advance. If you left your boost limit at 8 psi, you might try 26-28 degree advance. At 24, low-rpm snap is much more like my Rabbit GTI. Finding 10 psi boost is easy: the car has an overboost switch that shuts off fuel over 10 psi, so crank the wastegate gradually until mashing the pedal at 2500 rpm in third, fourth or fifth sends the boost gauge crowding the red zone and a pronounced jerk signals you have exceeded 10 psi. Back the wastegate off a flat at a time until this stops happening.

A word to the wise: The car will be faster and smoother than new, but more power means more stress and more heat. Make sure your valve clearances are acceptable. Use Valvoline Turbo V or 20W-50 oil, change it frequently, and remember to idle the car before shutdown. If you have not done it yet, consider cleaning the accumulated gravel, feathers and bugs out of your A/C, coolant and oil radiators, and sandwiching some screening between the grill and the radiators. Consider having the coolant radiator boiled out and soldered to stop those little leaks before full summer arrives.

Carl Holmes, Encino, CA

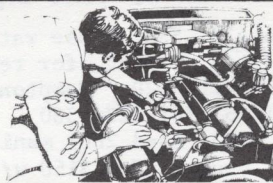
SOURCE OF FUEL ODOR FOUND AND FIXED

Since new, our 82 4-door has had an occasional gas smell in the interior, worse in the right-rear seat. All the usual leak testing (including pressurizing the fuel system and checking with an HC probe) found nothing.

Finally, we found the problem: the filler neck is made of plastic, and secured to the body with bolts. The bolts had been overtightened, as the neck was cracked at each of the 4 corners. Fuel spilled during fillup, normally flows out a drain pipe to the ground. In our car, however, some seeped through the cracks into the interior body space. The back (hidden) side of the filler neck was partially melted because of the fuel saturation. It smelled too. Replacing the neck solved the problem immediately.

David Brick, Santa Cruz, CA

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 September issue will be August 21. There will be no August newsletter this year.

SONETTS FOR SALE

1971 Sonett, needs work. Have all parts & many spares incl. eng.: \$900. Richard Florich, 631 Jordan Cir, Colgate, WI 53017, 414-628-0589.

1972 Sonett III, restored, exc. cond., am-fm stereo, new leather int. Randy Grinspan, 677 Paddock Rd, Havertown, PA 19083, 215-853-4757.

1973 Sonett, #000141, 99K mi., am/fm, extractor exh., red, good body & int., strong eng. & trans.: \$2700 obo. Art Olive, 612-638-4397 days.

1973 Sonett, mech. good, paint fair, rebilt. eng. & trans., 2bbl Weber, recore rad., K+N air filter, alloys, Pirellis, Konis, int. redone. Don Shute, 3994 Catamarca Dr., San Diego, CA 92124, 619-584-7021 day, 560-7359 eve.

1974 Sonett, 20K mi. on rebilt. eng. & trans., am/fm cass., good tires, Weber. Rick Cernik, 303-466-3867 eves., 288-5610 day.

95's and 96's FOR SALE

1960 GT, no eng. or trans., serial # 7389, speed pilot, wood wheel & title, for rest. or parts: \$200. Lou Dollinger, 20 Hampton Rd E., Williamsport, MD 21795, 301-223-7380.

1967 95, 3 cyl., 3 carb., 850cc, body, motor, int. exc., extra eng., doors, finders, etc.: \$1500 obo. Ralph Trepasso, P.O. Box 8835, Missoula, MT, 406-549-0243.

1967 95, oil-inj. 2-stroke, 87K mi., good body & int., many spares incl.; stored inside 4 yrs.: \$850. Wes Verkaart, 25 Cross St, Duxbury, MA 02332, 617-585-8469.

2 1967 96, 2-stroke, 5 spare wheels, 1 rebilt. trans., 1 64 eng., some misc. parts: \$1995 obo. Herb Nelson, 303-755-0326.

95's and 96's FOR SALE, continued

1968 95, 68K mi., good cond., Tulsa car, bad clutch, trans. ?: \$1000. Brad Bradford, 1219 S. Lewis Pl., Tulsa, OK 74104, 918-587-2230 (11 am - 2 pm).

1972 96, good cond., orig. owner, drives well, 85K mi., new paint, bumpers, tires, batt., brakes, muff., shocks, master & slave cyls.: \$1100, Jerry Zaidman, 804-786-9679, 804-353-1499, 516-883-1462.

1973 96, good eng. & trans., 103K mi.: \$925. Ken Overholser, 20 Warrington Rd., Vernon Hills, IL 60061, 312-362-0659.

95, 96, and SONETT PARTS FOR SALE

1969 96 20M mi., for parts ex. eng., CA car, not licensed since '71, no rust, offer. Hank Latunski, 714-493-4066

Parting out '64 96 & '60 96. Call for parts. Ken Ebling, 9025 W. 82nd Pl., Overland Park, Ks 66204, 915-381-5396.

Tinted rear window for 96: \$35; tinted door windows for 95 or 96: \$15 ea. Wes Verkaart, 25 Cross St., Duxbury, MA 02332, 617-585-8469.

1972 Sonett III for parts, floor pan rusted, will sell complete or for parts. 96 bumpers front & rear, hood, trunk lid, dash & gauges, 2 trans.: \$150. ea., 2 compressors. Ken Overholser, 20 Warrington Rd., Vernon Hills, IL 60061, 312-362-0659.

19 95's & 96's for parts, some 2-stroke stuff, but mostly V4. David Brown, 1822 S. 7th St, Minneapolis, MN 55454, 612-338-4210.

Many 93 & 96 parts and manuals. Send SASE for list. John Knight, PO Box 1316, E. Dennis, MA 02641.

V4 radiators, all for \$50 or \$10 ea. + shipping. B. Alexander, 4719 Pitt St., Duluth, MN 55804.

Disassembled V4 eng., boxes of misc. mech. 96 parts: \$50 for all in Chicago. Merton Stone 312-334-5867 eves. or Marc Stone 505-982-2427, PO Box 6237, Santa Fe, NM 87502.

96 Parts, 2 tan fr seats w/rear bench, door kick panels, gray carpet, 2 rear windows, 7 steel wheels, asst, mech & trim parts from '71 96, 1 blue eng., 2 ribbed trans. for parts, 1 black hood. Sold as package only, \$25. Steve Harper, 1624 Secrest, Wooster, OH 44691, 216-264-3534 day, 264-4440 eves.

'60-'64 & GT850 Serv. man. \$30; parts book \$25, 4 sets new brake shoes, \$10/set; many misc used 95/96 parts; 10 Sonett mag wheel lug nuts \$15; 1 Sonett II rear side windows \$20/pr, Sonett II door window \$20; 1 Sonett car cover-cotton \$40. Steve Anderson 515-255-2433.

Want ads continued on next page

95, 96, & SONETT PARTS, Cont'd.

Sonett III windshield \$50; close ratio gear set \$165; V4 eng. and trans. exc. for rebuild. Near conv. Lou Dollinger, 20 Hampton Rd E., Williamsport, MD 21795, 301-223-7380
 New 2bbl manifolds \$140; used 2bbl manifolds \$100; new Saab 6.2 or 7.6 camshafts \$150 w/ lifters; 1 used Isky regrind camshaft (5 mo.) \$60; steel balance shaft gears \$82; 1 set new 90.5 Mahle pistons for 1700 V4 \$200 (incl rings & pins; S&R exh. \$135 + UPS, 3 trannies \$500-650; close ratio gears and new ring & pinions avail. John VanLandingham, 2916 NE 55th, Seattle, WA 98105, 206-632-1116.

95, 96, & SONETT WANTEDS

Wanted: for '67 Auto Lube Sport new piston or where to get them. For sale '69 96 white custom, motor & body exc.: \$300. Joseph Stoval, 16227 Newburg Ln, Grass Valley, CA 95945, 916-273 1674.

Wanted: 96 red seats, fr & back, exc. cond. only. Will trade entire black 95 int. all exc. ex. rear wheel wells. many other parts avail. also or \$100. Wanted 95/96 intact front turn signal lenses. Will trade or \$15. P. or K. Friedman 607-687-5309 h, 752-3276 wk.

Wanted: 2 barrel manifold for V4. Prefer without carb but will consider complete. Have galss, chassis, int. and BMW motorcycle parts to trade. Kari Prager, 1687 Bonita, Mountain View, CA 94040, 415-966-1183 day.

Wanted: broken V4 trans. must have exc. ring & pinion + freewheel. For sale '72 V4 heads \$25 ea., inst. \$15 ea., starter \$40. Larry Armi, 619-481-6288, 12970 Long Boat Way, Del Mar, CA 92014.

Wanted: 2bbl manifold and linkage for Weber carb. Lou Dollinger, 20 Hampton Rd E., Williamsport, MD 21795, 301-223-7380.

Wanted: crank shaft ass'y for 66 2-stroke (850 MC), or info. on where to obtain. P/N 7829807. Frances Hartwell, 415-527-8735.

99's and 900's FOR SALE

1970 99, nice eng. but seized man. trans., good hood, new brakes & clutch, trlr. hitch, 2 new tires: \$200. Charles Barnard, 225 Valley Rd, Cos Cob, CT 06807, 203-661-0588.

1973 99L, 4dr, 110K mi., eng. & trans. run well, body, int., & clutch need work: \$400. Rob Moul, 1916 Princess St, Wilmington, NC 28405, 919-343-8599.

1973 99 EMS, 2dr, 97K mi., restored & customized, red, air dam, whale tail, sunroff, late model int., new Vredes. tires, & more: \$3500 obo, will consider trade for late model rebuilder. See at conv. Dan, 319-359-9410 after 5 CST.

1975 99 EMS, sunroof, AC, am-fm cass., 108K mi., eng. & int. exc., body rusting but repairable, needs mech. work, silver w/black stripe: \$900. Doug Marble, 39 Beverly St, Pittsfield, MA 01201, 413-442-1218 h, 494-3711 wk.

1977 99 EMS, exc. cond., 4sp, 107K mi., will trade trans for automatic or car w/auto trans. Cary Simon, Chino, CA, 714-597-5854.

99's & 900's FOR SALE, Cont'd.

1977 99LE, 5dr, 196,500 mi, no rust, coral white, 4sp, AC, am-fm cass., spare clutch parts, tire chains: \$1500. Charles Pattison, 2501 A Fogarty Ave, Key West, FL 33040, 305-296-4814 after 6pm.

1978 99LE, 5dr, 4sp, 120K mi., cruise, air, am-fm/8-track, orig. owner, very gd mech., body needs some work: \$1750. Dick Bolte, 1210 N 78th, Lincoln, NE 68505, 402-467-3030.

1979 900 GLi, brn 3dr, 1 owner, no rust, exc. cond., 82K mi., am-fm/cass., new clutch: \$4200. John Mraz, Phoenixville, PA 19460, 215-935-9052 eves.

1981 900 Turbo, 4dr, auto, AC, sunroof, stereo, brn w/maroon vel., garaged: \$8200 obo, Mark Ebbets, 33 Valliria, Groton, MA 01450, 617-448-6766.

Viggen is for sale! The ultimate Saab Turbo, black w/black Epsilons, rosewood dask, Konig seats, 220 hp. Jon or Pat 312-675-6540 (8-6 CDT), Chicago

1976 99 EMS, 2dr, silver, min. rust & dents, 135K mi., running cond., new head 20K mi. ago, needs some work: \$500 obo. Eric Carter, PO Box 1194, Amherst, NH 03031, 603-673-5811.

99 & 900 PARTS FOR SALE

1971 99 2dr, inj., 4sp, parts car: \$125; '69 99 2d, eng. noisy, trans. good, parts car: \$75. Lars Svedvik or Duane Wallen, 218-568-5764 before 6, 543-4484 after 6.

1976 99 G1 wagonback, exc. parts car. Call or write for needs. Scott Wolf, 4171 Cates St. SE., Prior Lake, MN 55372, 612-447-5864.

6 TRX wheels w/tires, 2 snows: \$50 ea. Ken Ebling, 9025 W. 82nd Pl., Overland Park, KS 66204, 913-381-5396.

4 new Bilsteins rear, '78 & earlier: \$35 ea.; 1 rear spoiler ABS for any hatchback new: \$40; new 99 speedo: \$50; new 99 temp fuel gauge cluster: \$40; 900 heated windshield washer kits new: \$25 ea. Steve Anderson, 515-255-2433.

Saab/Bosch foglight kit complete: \$59; Polyair air spring kit w/air hoses: \$44; Covercraft front bra: \$44; spare tire, wheel, hubcap: \$12; McGard TRX wheel locks: \$8; spare alt & ps belts: \$5. Tom Middleton, 325 Foxfire Dr., #216, Oxford, OH 45056, 513-523-7343.

4 aluminum wheels complete w/covers & lugs, standard cast wheel on '82-84 Turbo, exc.: \$198. L. Mudd, 211 NW 62nd Terr., Gladstone, MO 64111.

4 1985 900 Turbo wheels used 8000 mi, exc.: \$400 + ship. Leon P. Morris, 2036 Shirley Ln, Manhattan, KS 66502, 913-537-0449.

1979 2.0L eng. comp., ex. cyl. head, call for info, '79 900 non-turbo exh w/good cat. conv. & muff.: \$125. James Burt 319-332-4065 after 5 CST.

1978 int. red, \$100, '73 EMS Sport rear view mirrors: \$20, Quad headlight sys.: \$25, green rear seat: \$20. Dan Tully 319-359-9410 after 5 CST.

From 1974 99 body parts: pick up free or \$20 + ship.; brakes: \$100 all or sep., EFI, clutch parts. Ken Van Riper, 54 Valle Vista, Los Alamos, NM 87544, 505-672-1105.

New boxed Ronal Alloy wheels p/n 8945909 - last few: \$100 fob NY. B. Shapiro, 78 Livingston St, B'klyn, NY 11201, 718-403-9696 or 203-327-2273.

99 & 900 PARTS, Continued

Saab literature, Am. & Euro. Send SASE for list. Will trade w/other collectors. Terry Vaught, 3401 Congress Ct, Jeffersonville, IN 47130.

4 Euro headlights & spare H4: \$45; 2 7" Carrelus: \$30, Sanyo underdash cass. w/auto rev. used only 3 mo.: \$55 incl. ship. Mark Whalen, 1657 East Ave, Rochester, NY 14610, 716-461-0389.

A/C from 1974 99 \$60, 1972 99 trans., cond. unknown: \$60; good crankshaft for 1.851 \$20. All plus ship. Bob Andrews, RR Box 143, Pennock, MN 56279, 612-599-4489.

Set of 5 EMS wheels incl. plastic ctr caps & lug nuts. \$199 + UPS. Bill Grace, 10313 Holme Lacey LN, Austin, TX 78750, 512-331-1229.

99 and 900 Wanted

Wanted: Alloy wheels (5.5/6.0" wide), set of 4 with lug nuts to fit '79 900 GLI. Jacques Roeth, 3118 Cole Hill Rd., Berne, NY 12023, 518-797-3075.

Wanted: 1 alloy wheel for '82 900 Turbo, 15". Scott Grunden, 7242 Clairborne Dr., Anchorage, AK 99502, 907-564-5261 days or 248-4197 eves.

Wanted: info on repair of Saab radio controlled model car, or buy working model. Trade/buy set of 4 Inca wheels for 1980 900 GLE w/good tires. Trade 4 TRX wheels and mounted 190/60/390 Michelin TRX tires, fairly new. Phillip Niemann, 7620 W. 52nd St, Overland Park, KS 66202, 913-262-5966.

Wanted: Catalytic converter for '78 99 Turbo. John Blas, 708 N. Harvey, Oak Park, IL 60302, 312-848-0389 eves.

Restoring 1971 99E 4dr; color scheme RD1B (grey ext. & rugs/red nylon tricot & naug. seats. Want top & bottoms for all seats fr. & rear, or orig. red tricot mat'l. Jerry Lund, 82 Canary St, Greenfield, MA 01301, 413-773-5766.

MISCELLANEOUS ADS

2 enthusiasts have access to 6 parts cars, 96, 97, 99, 900. Will be at Nat'l Conv. & are considering bringing parts upon request. Please write with needs and price by mid-July. James Burt, P.O. Box 5, Pleasant Valley, IA 52767.

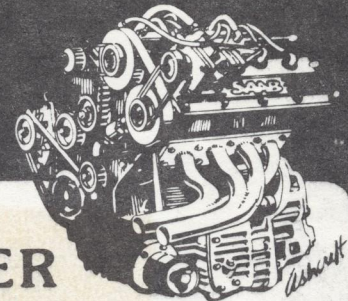
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VALVE CLATTER

by Carolanne Curtis

I was in a panic over scheduling our move to Connecticut around the newsletter deadlines when my printer, Dick Lehto, reminded me that in January, Jeff had announced that this year we would take August off instead of December. Thus, this is the last newsletter from Duluth and the last newsletter until the end of August. The moving van will arrive the day after I take this issue to the post office. By July 9 I expect to have unpacked enough boxes to resume business as usual here at the Saab Club. Please be patient if it takes me awhile to answer correspondence. I do try to process all the mail the same day as I receive it.

I am very pleased with the way the convention weekend is progressing. I think it will be a good time for everyone and the tech sessions will be super. I will devote much of July to convention plans.

Another recent change you may have noticed is the price of the collection of back issues has increased to \$10.00. I think it is still a bargain as the collection averages around 26 issues. We are out of Club tech sheets so I have stopped advertising their availability. We are also out of Club emblems. I will be ordering more soon and when they are available I will send them to those of you have joined recently and are wondering where your emblem is.

It is encouraging that the Club continues to grow. Not only are we getting lots of new members, but we have a very high renewal rate. I have started sending a reminder card in addition to the stamped newsletter and often I have to scrounge to find the 300 lapsed members I need for a bulk mailing. I appreciate your confidence in me as an interim editor. Hopefully in the September newsletter I will be able to announce a permanent editor. I am working very hard to ensure that the transition is smooth. To that end, I will continue to receive all Club mail at the new address for quite awhile, lest you fear correspondence will be lost in the forwarding orders.

Before the Club moves from Duluth, I think a word of recognition is due Dick Lehto who has printed the newsletter for us for the past 5 years. His attention to detail has helped maintained the quality of the newsletter

Please use knife/letter opener

JULY 1985

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White Club Coffee Mugs--with blue Club emblem on both sides-----\$5.00 plus \$1.50 UPS

Club Patches--embroidered three-colored 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
Soft cover 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

Brass Grill Badges --1-3/4x3" brass cloissone badge of Club emblem-----\$5.00 postpaid.

Haynes Manuals-- for V4s, 99s and 900s are available for \$11.00 Third Class Mail or \$12.00 UPS. Please state model.

Club Hats are out of stock. We will announce when they are available again.

Please Note: Shipping costs are per order; i.e. two mugs, UPS is only \$1.50. Send all orders to: The Saab Club, 60 Charles St. S. Meriden, CT 06450

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