



# THE SAAB CLUB

SEPTEMBER 1985, NEWSLETTER #140

## 3rd Annual Convention: A Report

The 320 Saab enthusiasts venturing to Chambersburg, PA to attend the Third Annual Saab Club Convention held at Wilson College enjoyed a weekend of cars and comraderie.

Saab-Scania unveiled some surprises at the concours. A restored 92, one of two in the country was on display, as was a fully restored Sonett I. The Sonett, which had been stripped down to the last nut and bolt and then rebuilt in Sweden arrived in the U.S. just days before the convention. It is one of 5 remaining Sonett I's. Only 6 were ever produced. The car was in full running shape, but as Bob Sinclair, president of Saab-Scania of America found out, the carburetors were in need of adjustment. For those preferring something larger, a Scania truck was also on display.

With so many nice cars on display, judging the concours turned out to be a tough job, indeed for Bob Sinclair, Len Lonnegren, Mary-Linda Merriam, and Erik Carlsson who flew from England just to attend the convention. In the end, the winners were: Andy Bittenbinder, Green 1967 96; Al Sutton, 1967 Sonett; Bill Jenkins, 1974 99; Peter Simcik, 1979 900.

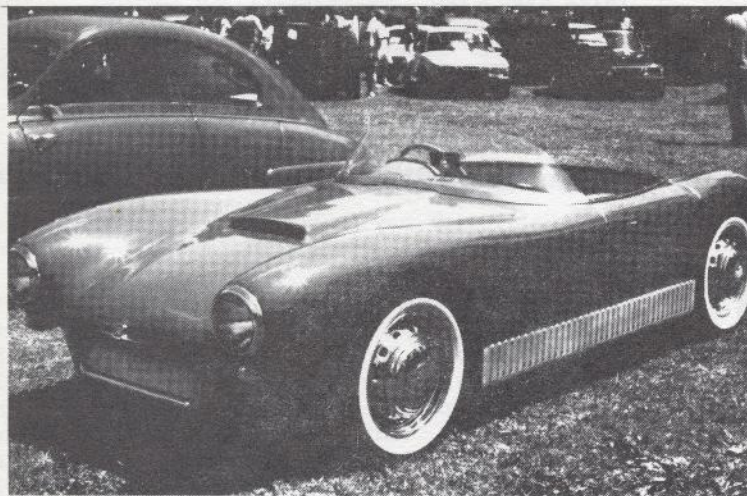


Photo of the restored Sonett I at the convention.  
By David Wolf.

There were 85 cars entered the rally which was won by Rich Fallis and Josie Ryba. Rallymaster Rich Kushner devised a rally based on Saab trivia. Some of the questions included, "What is an Ola Stromberg?", "Who was Per Gillbrand?", and "What was the most talked about safety innovation in 1964?". Answers: A Swedish rally driver, Father of the Saab Turbo, and dual-diagonal brakes.

Saturday afternoon, Ted Tucker from Loki Automotive, Earlysville, VA gave a tech session stressing the importance of proper gear lubricant in V4 gearboxes. According to Ted, EP 80 is the only lubricant to use. This, however is not true for 99 and 900 gearboxes that rely on roller bearings rather than ball bearings. John Moss, Senior Technical Instructor for Saab-Scania demonstrated replacing a water pump in a 2.0l engine.

Arsey Miller of Saab-Scania deserves much of the credit for the lovely commemorative grill emblems given to everyone attending the banquet on Saturday.

Sunday's tech sessions included Bill Jacobsen, Sports Car Service, Wilmington, DE talking about Sonett body restoration, Rick Parr, Parrformance, Litiz, PA talking about Turbo enhancements, and Rich Kushner, Swedish Motors, Marietta, PA discussing basic Saab

maintenance with a SRO crowd. Scott Prentice of the New England Sonett Club presented a history of the Sonett and Bertil Roos, Roos Driving School, Blakeslee, PA, discussed driving techniques. His ocular method of driving is based on the simple principle that a car goes where the driver is looking. Bertil also gave a driving demonstration with his Slide 900 used to teach driving skills.

Once again, Robert Sinclair and his staff were available for an open panel discussion--a most informative session.

The weather co-operated for a lovely weekend, and I am sure it was a memorable convention for all who attended.

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.

## Installation of EKE Questioned

Modifying the fuel pump relay wiring as described in Carl Holmes installation of the Carter engine knock eliminator (July '85 p.8) completely defeats the safety feature of the relay, which is to shut down the fuel pump in a fraction of a second after the relay no longer receives impulses from the ignition module.

In the first CIS injection introduced on the '75 99, the paddle in the fuel distributor was connected to a switch which performed this function. This was abandoned, as it is obvious that if the car ends up upside down, the paddle will fall to the wide open position, and the pump continue to dispense fuel. In the later system, the fuel pump relay must receive a continuous stream of pulses from the ignition system. Interrupting these pulses causes the relay to open and the fuel pump to stop.

There is possibly a way to hook the Carter unit into a Saab. Not having the wiring diagram of it, I cannot say. However I can point out a few reasons for NOT doing it. 1). The ignition pulse runs the fuel pump relay and the tachometer. Adding another load to that signal can cause component failure. 2). Raising the boost, even eliminating the "knock" does not guarantee that no harm is done to the engine. You may cram more air into the engine, but the fuel distributor must either be recalibrated or replaced (and this is certainly beyond the capability of any of us) or a fuel enrichment system provided. Making the engine run on a lean mixture will ultimately burn valves. And last, as I have said so many times--why try to improve on the Saab engineering staff that has probably blown up who knows how many engines trying to determine where the boost cut-off should be to provide added power, driveability, and long life?

Bob Mitchell, Pleasantville, NJ

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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

## Club News

MID-HUDSON SAAB CLUB--has been holding meetings. For more info call Lewis Eig at 914-352-6124.

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 Second Wednesday of each month at the Bethesda Regional Library, 7400 Arlington Rd, Bethesda, MD. 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.

CENTRAL ILLIANA SAAB CLUB--will hold a picnic at 2 pm, Sept. 22 at Margrit Adler's house, 1507 W. University Ave, Champaign, IL 61821. Please call 217-356-9244. The October meeting will feature Saab Films.

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 Thursday, October 3, 7:30 pm at Andrews Auto Rebuilding, #3 Brickton Road, Princeton, MN, for a tour of Westling Mfg. Co. Westling is a major rebuilder of auto parts such as alternators, starters and clutches. Contact Bob Swinehart, 774-4873 or Andrews, 389-3776 for details on any last minute schedule changes.

Tulsa Saab Club-- meets every 4th Tuesday at 7:30 pm at the Hardesty South Regional Library.

New England Sonett Club-- will meets next on September 14 1-4 pm at Auto Motion, 333 Route #1, Falmouth, ME.

## Radio Installation Might Damage Microswitch

This tip may be helpful to some members who decide to install their own radios on the 900, without the DIN opening. Mine's a 79.

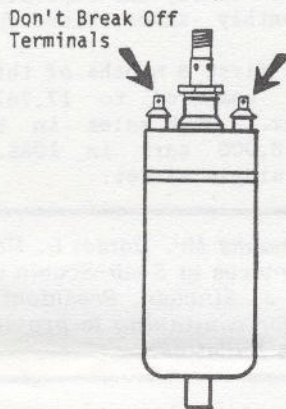
One of the connections for the air selector microswitches is located quite near the opening for the radio in the dash. In fact, it is visible when the radio is removed, as the connector fits atop the air distribution selector. When replacing the radio (especially those with large chassis), make sure that this connection does not come in contact with the radio. Doing so will promptly burn out the microswitch, necessitating a \$12 replacement, as well as much labor removing the front of the dash in order to replace the switch. I would advise that the installer, or you, make sure that the plastic protector on the connector is covering the female part of the wire attached at this point. This means that the plastic must be right side up, or that the indentation faces up, so as the connector is as far from the radio chassis as possible.

Kurt Krauss, Boonton Twsp., NJ

# SAAB SERVICE TIPS

## Saab Service Tips -- July 1985

Saab Service Tips, July 1985--Do not damage the electrical terminals of fuel pumps when removing the nut for the fuel supply line. Because the LH System fuel pump is smaller, we have found that technicians are accidentally breaking off the electrical terminals with the wrench used to remove the fuel line nut. When this happens the pump becomes useless. Be careful during this operation and all operations concerning the handling of the fuel pump.



From VIN Serial No. F103238, Loctite 242 is now being applied at the oil cooler line connections to the oil coolers. The application reduces the chance of oil leakages and is applied in the same manner as described in the April 1985 Service Tips.

Torx screws have recently been introduced at the front speaker grilles (T10) for all models and the spark plug cover (T30) for vehicles equipped with 16 valve engines. Torx screws at the spark plug covers were introduced from Engine No. F106749.

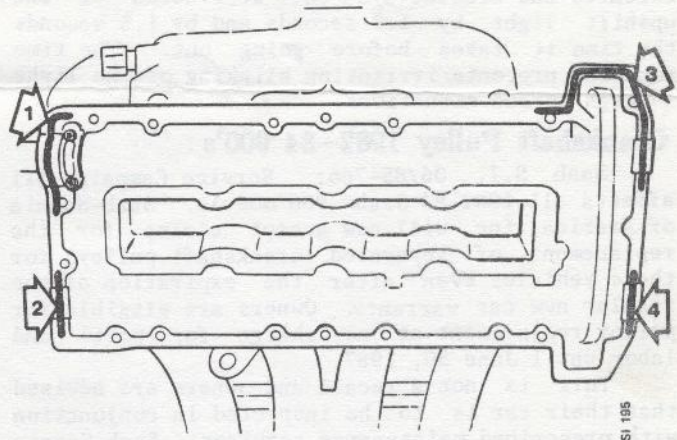
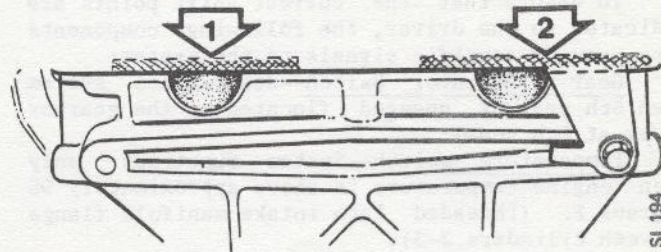
To give a better function and reliability of the gear indicator switch on the transmission cover, a thicker washer (1.5mm instead of 1mm) is now being fitted. This switch indicates 5th gear position to de-activate the upshift light in the upshift light system and was introduced from VIN Serial Nos. F1035765 and F2019022 (8 valve only).

An electrical fault that was traced to a loose grounding point or resulted in a burned engine compartment harness may also cause damage to the electrical components inside the control pressure (warm-up) regulator. If a cold start problem occurs after major electrical repairs (8 valve w/CIS), unplug the electrical connector at the control pressure regulator and inspect it for burned or an appearance of corroded terminals. If burning is evident, this indicates that internal damage has occurred and the regulator may need to be replaced.

## Correcting Oil Leaks in 16 Valve

Saab S.I. 07/85-775: Oil leakage may occur at the 3 sealing plugs and the distributor mounting beneath the valve cover. Hi-temp silicone seal can be applied at these points to prevent oil leakage. This procedure was also introduced as a production fix from Engine Serial No. F092707.

If leakage is detected or anytime the valve cover is removed, sparingly apply hi-temp silicone to points 1-4 as shown in the drawing. Remove any remnants of old silicone seal and thoroughly clean and dry both surfaces and the "O" ring. Apply the silicone in a bead about 3/8" (4.5mm) thick.



## Synchromesh Gear Causes Gear Noise

Saab S.I. 07/85-774: There may be complaints of engagement noise (A short "ERRK" sound) when selecting 5th gear on some M84 and early M85 models with manual transmission. The noise is likely to be more pronounced shifting from 3rd to 5th. It is least likely to occur on a 4th to 5th upshift if the driver pauses in neutral during the upshift. The noise is caused by the synchromesh ring wobbling due to an incorrect surface finish on the synchromesh sleeve (muff).

Surface finish on the synchromesh sleeve has been improved as from the following gearbox serial numbers (early M85 production): 635028, 702292.

Spare parts stock of this sleeve have been of the correct quality since the end of 1984.

To correct the noise complaint replace the synchromesh ring and spring for 5th gear in conjunction with installing a new sleeve (muff).

## Shift Indicator Light M85 1/2

Saab Service Info 03/85-748: During mid-85 production a Shift indicator Light was introduced. This system has a light in the dashboard cluster which indicates the ideal shift points for optimized fuel economy and minimal wear. It was installed beginning with Vin Serial Nos. F1020847 and F2010642.

**System description:** The system is controlled by rpm signals from the ignition coil and vacuum from the intake manifold through a vacuum switch. When engine rpm is above approximately 1800 rpm and the vacuum in the intake manifold is 0.3 bar or greater the indicator light in the dash will light.

To ensure that the correct shift points are indicated to the driver, the following components also provide specific signals to the system:

**Gear Indicator Switch**--deactivates system when 5th gear is engaged (located on the gearbox cover at 5th gear).

**Temperature switch**--System functions only when engine temperature is above approximately 95 degrees F. (Threaded into intake manifold flange between cylinders 2-3).

**Throttle switch**--Deactivates system when throttle is closed. (Incorporated into existing black throttle switch housing.)

**System relay**--Contains all system relay circuits and also delays the activation of the upshift light by 1.7 seconds and by 1.5 seconds the time it takes before going out. The time function prevents irritating blinking of the light in high torque situations.

## Crankshaft Pulley 1982-84 900's

Saab S.I. 06/85-766: Service Campaign 511 affects all 1982-84 Saab 900 models. Saab-Scania of America, Inc. will now accept claims for the replacement of separated crankshaft pulleys for these vehicles even after the expiration of the regular new car warranty. Owners are eligible for pulley replacement at no charge for parts and labor until June 30, 1987.

This is not a recall and owners are advised that their car is to be inspected in conjunction with prescribed maintenance services. Saab-Scania will not pay for an inspection of the vehicle brought in for a visual check of the crankshaft pulley only. If the owner notices a metallic scraping noise from the engine compartment, a possible indicator that a failure is occurring, the car should be brought in to the dealer immediately.

## Electrical Wiring Inspection

Saab S.I. 05/85-761: Service Campaign 509 affects 1984 and 1985 Saabs built until about March, 1985. The campaign involves inspecting the routing of certain electrical wires and in some cases re-routing the wires.

## Source for Wheel Widening

Spartanburg Rim & Wheel House (Spartanburg, SC) has made a jig for widening Saab steel wheels (96, 97, or 99). They do an excellent job and I have run 8 wheels in competition with no problems. The cost is \$25.00 (your wheel) plus return UPS. Call Robert at 803-578-5124.

Mike Tucker, Matthews, NC

## Cold Start/Driveaway S.I. Avail.

I have received an extensive Saab Service Bulletin (S.I. 07/85-769) dealing with cold engine start and driveaway, M81-85 with CIS. It is 13 pages dealing with ways to verify that the engine is within specification and functioning normally, along with advice to minimize cold start/driveaway problems. I will be happy to send copies of it. Please send a business size SASE with 39 cents postage and \$2.00 for copying costs.

Carolanne Curtis, Editor

## Saab Sales Set 39th Record

Orange, CT--Saab sales in the US climbed 20.3% in June to 4,021, up from 3,342 in June last year. This is higher than in any previous month in the company's history and represents the 39th consecutive monthly sales record for Saab-Scania of America.

During the first 6 months of this year 19,763 cars were sold, compared to 17,767 in the same period last year. Saab sales in the U.S. are targeted at 38,000 cars in 1985. The U.S. is Saab's largest single market.

*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.*

We would like to thank the SAAB Clubs of America and its members for an exciting and intense weekend. Bob Sinclair, Erik Carlsson, Len Lonnegren and the SAAB - SCANIA crew should also be thanked for sharing in this enthusiastic experience we'll never forget.

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## Shift Indicator Light Helps Save Gas

According to a recent press release from Saab, fuel economy in cars equipped with shift indicator lights can be improved up to 10% if you shift with the light. Tests conducted by the U.S. Environmental Protection Agency, comparing 10 Saabs with shift lights and 10 identical Saabs without, confirm the savings. The average improvement on the official EPA City cycle was 9.11%.

You can probably do as well with your car. The shift indicator as installed on the new 900 and 900S, as described in detail above, monitors signals from 5 points on the engine and transmission. The most important data are engine speed and engine load.

When the engine speed is high compared to the load on the engine, the shift light indicates that you can get the same performance on less fuel by shifting up. After using the light for some time, drivers learn to shift at this optimum point instinctively.

The nicest thing about the Saab Shift Indicator System is that performance and driveability are not compromised when shifting with the light. It demonstrates how you can save fuel by merely changing your shifting habits even if your car doesn't have a shift indicator light. Shifting into higher gear sooner and using 5th gear as much as possible not only saves fuel, it reduces engine wear. Fifth gear is not only for the highway and high speeds.

The fuel savings you will get are at least equal to what might be attained at high cost by engineering changes to your engine. But modifying your shifting is completely free.



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## How Do You Bleed a 900 Heater?

In previous issues (Aug 83, p. 7, the latest) several people have suggested fixing the buzz in the heater control knob on a 900 with the addition of a large O-ring. In my experience, the addition of a larger O-ring just seems to mask the buzzing problem rather than fix it. Remove the left speaker grill on top of the dash to gain access to the heater control valve and torque rod from the dash temperature control knob. Now start the car and feel the heater control valve with your left hand (careful, the valve is hot). You will notice a strong vibration in the valve that is transmitted, via the torque rod, to the heater control knob. The vibration is caused, I suspect, by air trapped in the heater system.

My car, an 83 900, had no problem with heater control knob vibration until the first time I changed the radiator fluid. After refilling and bleeding the system in accordance with the Saab shop manual, I first experienced the heater control knob vibration. The vibration was initially quite strong but diminished in magnitude over the next year. However, it never entirely quit. Several months ago, I changed all the cooling system hoses and the radiator fluid. Now the vibration is back and very strong. A close examination of the entire cooling system shows that the heater control valve, inside the car, is the highest point in the entire cooling system! Bleeding air from the cooling system through the bleed valve on the engine thermostat housing is not going to bleed air out of the heater. Does anyone have any techniques for bleeding a 900 cooling system so that all air is removed from the heater system as well?

Bill Jones, Layton, UT

## Convention Decals Available

There are still window decals available from the convention. They feature a Jack Ashcraft design with 3 Sonetts, including the Sonett I, on mylar. If you would like one, please send 50 cents each and a SASE to the Saab Club.

## Solutions to '78 '99 Overheating

Concerning the letter from Rick Schultz and his overheating '99 Turbo (June '85, p.3), here in lower Alabama, temperatures will easily reach 100 degrees and occasionally 110+ with 80% humidity. I drove a '78 '99 Turbo for 6 years without overheating problems except when there was: 1). An air bubble in the cooling system. The fix is to start the engine and "burp" the valve on the firewall near the heater core; 2). Blown fan fuse. I had to use a slow blow fuse from 6M to fix that; 3). Water pump not rotating properly due to bad lay shaft gears on water pump gears. This usually makes it really heat up quickly; 4). Lousy oil. I used Kendall 20W50 successfully; 5). Advanced timing--too much boost, lean mixture. Correct as needed; or 6). Temperature gauge sender bad.

My car often ran with both cooling fans on at highway speed but the temperature only got above "N" when using A/C, lots of boost and a hot day simultaneously. I hope this helps.

Basil McNeely, Mobile, AL

## Peter McLaughlin on 96 Preservation

In my article in the April newsletter, I thought I had given the bottom line on my frying, squealing brakes, (vis-a-vis frozen caliper assemblies), and I said I was hoping the problem did not involve more hydraulic work. However, Murphy's Law states, "Any time you submit an article purporting to be the solution to a problem, the problem will resurface with a vengeance about 5 minutes after putting the article in the mailbox." Jon Peterson was correct in that the caliper assembly was frozen, but in my haste to correct the "easier" problem, I overlooked its companion--rusted pistons. There were just enough rust nodules on the surface of the pistons to hang them up as the rust got stuck on the seals of the cylinders. With new pistons and seals in hand (about \$36 from Saab), I now have no excuse to stop me from doing my silicone brake fluid retrofit. Incidentally, on taking apart a spare set of used cylinders for rebuilding, the fluid remaining in them was about half root beer and half mud pies, neither of which resembled what originally comes out of a can of glycol fluid.

Another minor correction, regarding the tie-rod problem. On tearing down the spare rack that will replace the bad one still in the car, I found that the "ball inner seat" is not nylon on a '71 96, but steel. I believe Saab went to nylon on the 99 or 900. It took about 3 weeks for Saab to come up with the necessary springs and retaining pins (see your manual for pictures), so if you plan such a project, order accordingly. The spare rack looked and felt fine, but this is not a job I want to do again due to the wearing out of about 2 bucks worth of springs.

Both the above experiences (pistons and steering rack) illustrate the value of saving old Saab parts, or of keeping or disassembling a parts car. In both cases, I am rebuilding the spare parts at a leisurely pace while continuing to drive the couple of miles to work, etc. This winter my fan switch went limp right when I needed the defroster the most. A quick trip to the basement produced a "new" switch from an old dash, and voila, back in business. In that case, the switch saved me over \$20 on the price of a new one, as well as the wait for the part to come in. It also saved the time I would have spent hot wiring the fan or temporarily putting in a generic toggle switch. You do not have to have things like that happen too many times before you have justified the cost of a wreck.

Incidentally, the broken switch was repairable. (This is the flush-mounted "rocker" type switch). The movable rocker is held in place by a thin brass tube "axle", which is slightly flared on each end to hold it in place. Gently squeeze one flared end back to a straight configuration with your needle-nose pliers. Actually, going a little past straight, toward inward, is best. That way you will not damage the plastic as you pull out the "axle". In the case of this switch nothing was broken, it had simply fallen apart internally. A spring, a ball, and a holder or cradle for the ball is all there is to it. I stretched the spring a bit to restore its tension and length, put a little silicone grease

(vaseline will do) where the ball travels, reassembled the whole thing, and reflared the brass tube with a wide center punch. As you flare it, rest the opposite end of the tube on a drift pin or the head of a common nail a wee bit larger than the tube. This will act as an anvil so that you do not damage the brittle plastic while gently hammering on the center punch. If you are as paranoid as I am, you will test the functioning of the switch with a continuity meter before doing the flare. By the way, the hardest part of the whole job is removing the old switch. Carefully observe and feel what you are up against before applying any tools. I am threatening to make a tool to compress the darn clips that hold the thing to the dash.

Several months ago, Mr. Fred Sisson wrote a cogent article about the possible high costs of restoration (\$7500). Yet the very meaning of what constitutes a "proper restoration" is as wide as your zeal and your wallet, and is a source of continuing controversy amongst old car nuts. How far one wishes to go can include making sure that every nut, bolt, wire and hose not only fit and work right, but are also of the exact OEM color, size, material and country of origin. Then there is another school of collectors who seek out "original" cars that have been unmodified and basically untouched. Necessary repairs, yes, beyond that, nothing. Antique gun collectors would fall into that category. An old Colt revolver with the blueing long turned to brown and the wood grip nicked, chipped and dull is worth exponentially more than an identical piece that has been refinished to like-new condition. Fortunately, there exists a vast middle ground in the car hobby. Mr. Sisson's remarks made me retrench on my use of the word "restoration", and fall back on "preservation of the daily driver", or simply preservation. As far as the bottom line goes, that is entirely up to how perfect you want the car to be, and how much work you farm out. There are paint jobs for \$160 that look great from 10 feet away, but they often do not hold up very long. Beyond that, the sky is the limit, dollar-wise.

Personally, I am of the mind that money spent on farming out jobs is better spent on the tools to do the jobs, and perhaps some education in how to do them. One large expense I purposely left out of my 96 "preservation" budget was tools. It is difficult to know how many of you own air compressors, for instance. With tools, as with farming out work, the sky is the limit. I recommend moderation here. Keep in mind that the very best tools are designed for the professional who uses them every day. In that light, Craftsman hand tools are a saner investment than Snap-on. And of course, they often go on sale, which Snap-on never do, unless you are a large volume buyer. Certain tools, such as spray guns, must perform a given task properly, no matter how infrequently they will be used. There are several made-in-Taiwan guns that are supposedly exact copies of the Binks guns, even to the point of parts interchangeability. At one third the Binks price, it is not surprising that there are mixed reviews on their performance. One dodge is to put a Binks nozzle and plunger/needle on the cheap

*Continued next page.....*

## 96 Preservation, continued

gun. It has been done. Since these are the 2 most quality-result dependent parts of the gun, it should work much better. I digress. Simply stated, for the one to two thousand dollars you are going to have to spend for a primo paint job, you could buy a very nice spraying set-up, and enough paint and supplies to repaint several botched paint jobs (if you are a slow learner). Body repair is another high-ticket item. I just picked up a very attractive Oriental 4-ton hydraulic ram. I have a wrecked 96 that is about 6 inches shorter in the nose than it should be. A frame shop would charge about \$350 to do the job. The ram cost \$99. That leaves me \$250 (in my mind, anyway) for any additional tools I'll need. (Admittedly, I will have to have the final alignment checked to find my mistakes.)

By the way, read Automotive Sheet Metal Repair by Robert L. Sargent (Chilton, 1972). I found it in the library. It is strictly what it says it is, 400 pages worth. Not a word on painting, just how to deal with dents, accident damage and the metal prep done prior to painting. It is the most intelligently written book on the subject I have seen to date.

Peter McLaughlin, Evanston, IL

## Quick Fix for 900 Fan, etc.

Everytime I go to Chicago, something goes wrong with my car. On my 2 most recent trips, the engine fan on my 1979 900 EMS has given me trouble. On the first fateful trip, the thermo switch would not kick in. When I returned home, I wired in a fan switch that allows me control over the fan. A rocker switch fits neatly in the

*Continued next column.....*

# Driving force.



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lower left corner of the plastic cover on the bottom of the steering column. I simply spliced into the fan wires with some of those dandy 3M connectors and it works great. Confident that all was well, I ventured back to the big city, only to have the fan motor fail in traffic. Since my car has air conditioning, it also has an auxiliary fan. If this auxiliary fan and the regular fan are both unplugged and the wiring from the aux fan stretched across the front (back) of the engine, it can be plugged into the wiring for the regular fan and you can be on your way with a "fixed" engine fan. The whole operation takes 30 seconds.

While I am on cooling, I should say that this is the third Saab I have dealt with. In no case was the correct thermostat fitted to the cars when I purchased them. Fitting the 3-way thermostat has always cured any overheating problems. With the fan switch and the correct thermostat, my 900 rarely runs above normal, even in the worst traffic.

Last winter I had the pleasure of installing a new heater valve in my 900. Putting together many suggested techniques from the newsletter, I found that the easiest thing to do was to drop the valve down through the dash vent (as per Saab's new instructions). But lacking the long screwdriver, I also disconnected the heater core (as per Saab's old instructions). I then screwed the 2 units together and fitted it back to the car. This proves much easier than either snaking the valve up from the bottom when already connected to the core (an almost impossible task) or, lacking the appropriate tool, replacing the valve in place. It probably would have been even easier if the plate on the heater valve had been threaded as it should have been--mine was not.

A couple of years ago, there was a question in the newsletter about a 3000 rpm rattle in 1979-80 EMS's with air conditioning. I found mine to be the front plate on the A/C compressor. The rivets holding this front plate evidently loosen with time allowing the front plate to vibrate. When the compressor is not on, this plate does not rotate. A simple but temporary fix is to apply some high-temperature silicone around the edges of this plate. My rattle went away.

One more testimonial for the Ford starter relay fix. I have installed this fix on 2 '75 99's plagued with the mysterious no-start problem and it has cured both of them. Great idea!

Dick Peterson, Mt. Vernon, IA

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## Spring-Cleaning Loosens Oil Sender

Tom Gillespie's letter in the April 85 issue and my experience on Easter weekend prompts this letter. As the following will show, it pays to keep your mind open to possible solutions to a mechanical problem and to keep some tools and odds and ends with you in your Saab.

On Saturday afternoon, I set off for a 24 hour, 550 mile circuit of visiting relatives. I usually poke around under the hood of my 83 900 before a long trip, but having just "spring cleaned" the car, I decided it was not necessary. That was my big mistake.

Two days before, I had also momentarily smelled burning oil while getting out of the car but thought it was nothing (another mistake). One hundred miles later in stop-and-go traffic, my oil light came on. A quick stop and oil check revealed no oil on the dipstick. I found I needed 2 quarts of oil to get the oil level back up to full. Finding the problem was easy. The whole left side of the engine was covered with oil. As I followed the oil higher, I saw that the oil sender unit (which is about the size of a quarter in diameter and bolts above the oil filter on the block) was dripping oil at about 1 drop per 5 seconds. Since it was 6pm on Easter Eve my chances were dim on finding a replacement, so I resigned myself to stopping every 50 miles for the next 450 to fill the oil and check the gas.

The car consumed 2 quarts of oil in the next 200 miles and the drip was up to 1 drop per second. Upset by the increase in the leak and worried about an engine fire from the oil, I was determined to slow it down. The sender unit is a brown plastic bakelite cone surrounded by a metal cup and was leaking at the interface. By gently bending the metal edges in around the diameter of the bakelite with a hammer and long screwdriver the leak slowed by 50%. My father who has been a mechanic for over 30 years suggested cleaning and sanding the sending unit and putting epoxy over it. Since we did not have any epoxy and all stores were closed, he managed to find some plastic wood in the basement. I scoffed at the idea, but he insisted on using the plastic wood to completely cover the face of the sending unit. After a 6 hour curing period, I drove the 250 miles back home without losing a drop of oil! So hats off to Dad, keep your mind open to novel solutions and always check the car out before a long trip.

George Marzelli, Bryn Mawr, PA

Note: You can carry a spare sending unit with you as they do fail at bad times (costs approx. \$12). You will need a crowsfoot wrench to put it on, but you could probably find a mechanic who had one if you did not.

Ed Note: I had the same thing happen in my '69 96. It had an oil gauge and in cleaning the engine compartment, I managed to loosen the oil sender line and ended up buying a new engine. Another fix to this problem if you can find a hardware store or plumbing supply house is to buy a pipe plug for the oil sender hole. All oil sender connections are either 1/8 or 1/4 inch openings.

## Alt. Bracket Causes Rattle

Every so often I read an article by a 900 owner who complains of a rattle in the engine at 2-3000 rpm. Well, I have, or should say had, that problem.. I have 110,000 miles on my 1980 900 EMS. It turns out that the rubber bushings on the lower bracket holding the alternator were totally shot. The bracket became partially worn, as was the upper bracket. I easily replaced both the upper and lower bracket to the alternator. No more noise.

The brackets cost about \$30 for the upper and \$6-8 for the lower and \$3-5 for the rubber bushings below. For that price, don't skimp--change all the parts.

Leo Skrzypek, E. Hartford, CT

## Lots of Back Issues Available

Our move to Connecticut in early July was mostly uneventful. However, the moving van driver was astounded that our 1150 cubic feet of possessions weighed over 13000 pounds! It was the largest single load he had ever moved. In unpacking I realized part of the reason. I have consecutive back issues from April 1983 to the present plus about 6 other issues. These are available for 75 cents each or \$10.00 for the whole collection.

Carolanne Curtis, Editor



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### "Crash Parts"

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Front fender fr. 1/2 only 99 & 900	\$95.00

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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 October issue will be September 18. The deadline for the November issue will be October 16.

## Sonettts for Sale

1967 Sonett, 2-stroke, eng. questionable, rest of car in fair condition: \$795. Edgar Waite, Box 5, Dresher, PA 19025, 215-646-0302.

1970 Sonett III, many new parts, eng. needs some work: \$895.00. Mike Sammons, 606-298-7112.

1971 Sonett, yellow, new trans., good int., fogs, power ant., must sell: \$2300 obo. David Shaw, 344 Sunset Blvd. #3, Hayward, CA 94541, 415-581-1728 or 783-3130 leave mess.

1973 Sonett III, solid chassis, strong eng., 1 yr on trans. rebl'd, fiberglass exc., needs paint & minor int.: \$2000. Don Dodson, 203-794-9300 eves., 914-428-6701 day, 83H Hillcroft apts, Danbury, CT 06810.

1973 Sonett III, runs well, fiberglass & Int. good: \$1000. Jan Porter, Middleboro, MA, 617-947-4291.

1974 Sonett, 25K mi., exc int., no rust, paint fair, new clutch, all eng. seals, gaskets, hoses replaced, runs great, pictures avail: \$5500. Doug Whisler, Hutchinson, KS, 316-663-8959.

1974 Sonett III, runs great, new clutch, body, tires new, stored winters, orange: \$3500. Frank Hutter, 414-344-2309 or 276-2831.

1974 Sonett, paint good, needs mech. work, clutch strong, 1 owner: \$1500. Ralph Haybarger, 204 Yuma, Victoria, TX 77904, 512-575-7449 after 6 pm.

1973 Sonett, Porsche red paint cost \$1500, fact. A/C, Blaupunkt, 66K mi., exc. cond: \$2495 obo.

1974 Sonett, yellow, orig. paint, exc. running cond., 64K mi., fact. A/C: \$2495 obo. Alex Ciuca, 213-452-3401, Los Angeles.

## 95's and 96's for Sale

1967 Monte Carlo 96, V4, good mech. cond., body fair, int. good: \$700 obo. Keith Bridges, Sherman Oaks, CA, 818-981-3546.

1968 96 Deluxe, new tan paint, good int., good eng. & trans., exc. tires, some misc. parts: \$1200. Lou Ballini, 201-839-4624, 1443 Madison Pl., Pompton Lakes, NJ 07442.

1968 96, 2 stroke, exc. lt blue int., good mech.: \$800. Lillian Fleming, 312-794-3252.

1969 96, V4, eng. good, trans. bad, body fair, good for parts or rebuilding: \$500 obo. B. Robinson, 11342 Foster Rd., Los Alamitos, CA 90720, 213-431-0435 or 517-3193.

1969 96, exc. mech. cond., body fair to good, complete new exh., well maint. w/complete service rec.: \$900. Ken Neumann, CT, 203-346-0211 or 2285-4261.

1969 96, very good TX car, green, exc. chrome & tires, AC, needs some work: \$500. Ralph Haybarger, 204 Yuma, Victoria, TX 77904, 512-575-7449 after 6 pm.

1970 96, complete, runs, average body. Duane Peterson, 3332 Piedmont Ave., Duluth, MN 55811, 218-722-3803.

1971 95, plus parts car 96, runs well, good body: \$800. Stephen Cass, 617-293-9713 or 585-6533.

1971 95, beige/brn, exc. cond, 45,516 miles, garaged, many extras, orig. papers: \$3850. John O'Brien, 15 Lorraine Ct, Northport, NY 17768, 516-757-8276.

1972 96, V4, new red paint, nice int., am/fm radio, no rust, good car: \$1790. Tom Ewald, 6811 S. Mountain Ave, Ashland, OR 97520, 503-482-3879. 3 96s, plus extra parts (2 trans. & 1 eng.) & literature, enough stuff to build a choice 96: \$475. Bill Pensar, PO Box 1, Lemon Cove, CA 93244, 209-597-2504.

## 95, 96, and Sonett Parts for Sale

Air conditioner for 95/96, complete w/hardware & fittings: \$125 + freight. Dan Bish, 8677 Wagner Creek Rd, Talent, OR 97540, 503-535-3531.

Late Sonett Mag w/center cap: \$30; 155 x 15 Semperit 401, exc.: \$15; 2 good 165 x 15's: \$10 ea. Barry Nagel, 63 Lenox, Albany, NY, 482-8432.

Late 95/96 front fenders, 1 pr. primed & undercoated: \$100. J. W. Belyea, 531 Main St, W. Boxford, MA 01885, 617-352-2720.

For parts: '69 96 U-joints, '69 95 int. good, red, rear hatch little rust. Want vacuum boost for '73 96. Sell or trade for other parts. Jeff Brain, 171 Pine St, Lake Linden, MI 49945, 906-296-9617 after 9 pm EDT.

Want ads continued on next page

**95, 96, and Sonett Parts, cont'd**

Sonett III fr. body sect., exc.: \$1000, fair rear: \$450, fr. or rear bumpers: \$50 ea., 5 late model mags w/centers, lugs and exc. Pirelli tires: \$325 w/o tires \$225, rear window with shocks: \$100, triple gauge set: \$50, good doors: \$125 ea., new early model 96 brake master cyl. (in box): \$50, lots more. Mike Tucker, 2324 Davis Dr, Matthews, NC 28105, 704-846-4098.

Saab service manuals, 1960-64 (95, 96, GT750), 1965-68 (95, 96, Sport) & 68-69 (95, 96 V4), spare parts official catalog (93-96): \$25 ea. Bob Bondurant, 516-575-2238 days.

Sonett III parts, dash grab handle ass'y: \$8; glovebox door: \$8; dash courtesy lamp ass'y: \$4; complete hood support bracket ass'y: \$35; 4 steel wheels w/chrome hubcaps from '70: \$40. Offers to Ron Canaday, 720-G N 63rd St., Kansas City, KS 66102, 913-299-4751 (M-Th eves.).

Parting out 1967 96 2-stroke, no body parts or glass. Earl Hall, 25 Cobblestone Ln, Abilene, TX 79606, 915-695-1547.

1560cc V4 block per J. Ashcraft rebld article, crank & connecting rods ready to assemble: \$50 + ship; brake master used/new for non-vacuum assist: \$15 + ship. B. Alexander, 4719 Pitt, Duluth, MN 55804.

For 1965, trunk lid: \$15; wiper motor: \$10; temp gauge ass'y.: \$10; clock: \$5. For 1969, steering col. w/wheel, switches, & shift linkage: \$30. For 70-72, tail light lens: \$10; hood: \$10; matching door handles w/keys: \$25/pr.; windshield: \$25; inside mirror: \$5. All in exc. cond. SASE to Tom Franko, 3512 Mayfair St., McKeesport, PA 15132.

Racing carbs, '57-64 750-850cc 2-stroke, near new, dual throat Solex w/manifold & linkage: \$200 obo. Dr. Zipin, 215-468-2000 after 6 pm.

**99's and 900's for Sale**

1978 99LE, 5dr., 4 sp., 120K mi., cruise, A/C, FM stereo, eng., trans., & int., exc., body needs paint: \$850. Dick Bolte, 1210 N. 78th, Lincoln, NE 68505, 402-467-3030.

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

99 prepared to SCCA GCR, new fiberglass fr. end & fend., 2L eng. w/45 DCOE Webers, NASCAR-type brakes, incl. spares & tandem axel heavy duty trailer: best offer over \$4500. Terry King, 619-569-9575 leave message.

1978 99 Turbo, beaut. cond., eng. & trans. overhauled, new MXL on Incas, KYBs, brakes, met. gray paint: best offer near \$5500. Dennis Sweeney, 207 E. Church St., Ligonier, PA 15658, 412-238-4556.

1972 99E, good body, whole or for parts. Lee Ann Peter, 312-253-9041.

**99 & 900 Parts for Sale**

1979 Turbo eng. complete, under 5000 mi., ready to ship: \$1000 + ship; '72 99 4dr, very good cond. many new parts: \$1300. Bob Dixon, 802-785-2739, E. Thetford, VT.

From '74 99LE, hood, minor damage: \$80; pas. side mirror: \$5; brn 1ft int. door pannel w/speaker cut: \$10; arm rests: \$5 ea.; 3 wheel covers, fair: \$5 ea. All + ship. Jeff Farris, 515-255-2415.

**99 and 900 Parts, Cont'd.**

Roof luggage rack, fact. type, fits 900: \$50 + ship. Dave Fichter, 100 Glendale, Hinsdale, IL 60521, 312-887-0692 after 6 pm.

4 speed trans. for 99, rebld. by the Saab Ctr, never used: \$395; 4 alloy rims from 84 Turbo, new: \$300. Rich Osner, 609 S. Laredo Cir., Aurora, CO 80017, 303-757-6161.

Pair of complete headlight ass'ys from '84 Turbo, incl. frames, lamps, & bezels, never used: \$75. Rob Stone, 44 Valley Rd., Port Washington, NY 11050, 516-944-7325 eves. & weekends.

4 1985 3 dr Turbo wheels & Michelin rare MXV 195/60-15 tires, used 2000 mi., exc.: \$800 + ship. Dave Miles, 13902 E-Trumbull St., Whittier, CA 90604, 213-944-7651.

2.0L cyl. head, 55K mi. before rework, kept as spare complete w/gasket set, not used b since rework): \$375 will crate & ship COD. Basil McNeely, 205-343-5111.

EMS mags, 15" mounted snows, wheel rims, wheel covers, 99 perf. exh., 99 muff. & tailpipe, Turbo bra, Bosch alt., tools. J. MacDonald, 412-835-2582.

99 cyl. head: \$250; '75 trans.: \$350; other mech. & body parts; allow wheels, 75-85 styles: \$50-100. Dennis Sweeney, 207 E. Church St., Ligonier, PA 15658, 412-238-4556.

Ungo box electronic alarm sys. w/siren TL-1000: \$95; Covercraft front-end mask: \$38; McGard TRS wheel locks: \$5; spare alt. & p/s belts: \$5; spare tire/wheel w/hubcap: \$8. All + UPS. Tim Middleton, 325 Foxfire #216, Oxford, OH 45056, 513-523-7343.

1 pr. Bilstein shocks from '80 900: \$15; Repco semi-metallic brake pads, ind. size #D-227, will fit rear of '75-'75 99, maybe others, too: \$15; 1 new rt. rear mudflap for 99: \$8. Incl. ship. Mark Saklad, 4 Hilda Rd, Bedford, MA 01730, 617-275-2326.

1 pr. Cibie 200 mm halogen headlights for 900, used 9 mo.: \$45; 1 pr. Bosch fog lamps w/wiring, relay & switch: \$30. Dave Andrews 215-752-3000 days, 257-7904 eves.

Spearco Injectronic water injection sys., new in box: \$60 obo. Brian Dahlin, HC2 Box 8641, Ely, MN 55731, 218-365-5751.

1977 99 eng. complete or parts, auto. trans., and other parts, calipers, doors, trunk lid, fuel pump: \$10-500. Alex Ciuca, 213-452-3401.

**99 and 900 Wanted**

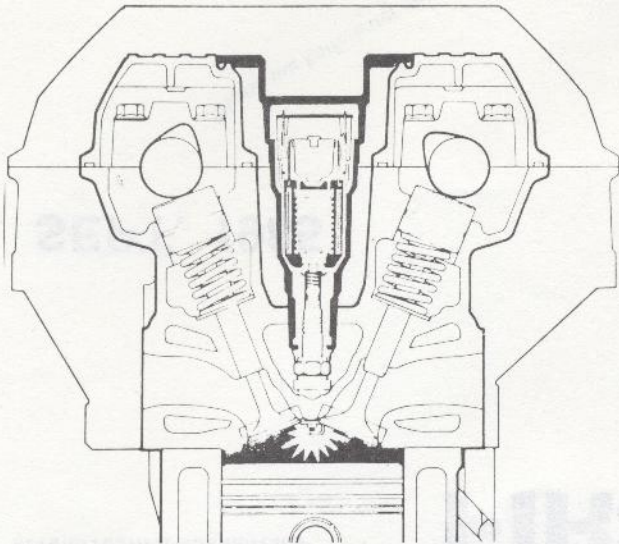
Wanted for '74 99LE: 2-4 center hubcaps \$10? ea., grill \$20?, see parts for sale ad for poss. trades. Jeff Farris, 3400 Aurora Ave., Des Moines, IA 50310, 515-255-2415.

Wanted: thermostat housing for 1977-80 non-Turbo cyl. head, just the housing w/bolts & top cover. Phil Hocker, Box 458, Wilson, WY 83014, 307-733-6116 collect.

Wanted: rear bumper for '78 99, esp. want cover & trim pieces up to \$30, chrome trim strips for fender arches '78 99: \$5. Mark Searle, 14 Summit Ave, Pawling, NY 12564, 914-855-5853 eves.

Wanted: '76-'80 exh. manifold set (prefer '77) non-Turbo, non-CA: \$35? + ship; left tail light lens for 79 900 GLE. W.R. Mathisen, 414-496-7699 days.

Wanted: used shop manual for 1979 99. Cliff Passen, 1125 N. Plata Cir., Santa Fe, NM 87501, 505-982-6308.



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## Beware of "Muffler" Noise

While in San Francisco on business I was parking my car in an underground garage, next to a wall and I happened to have my sunroof open and I heard what I took to be a 'hole-in-the-muffler' sound. The sound was quite low and I doubt if I would have heard it if I was not parking against a wall with the sunroof open. I made a mental note to take it to Midas Muffler when I got back to Seattle.

This came close to being a tragic mistake on my part, because on my home, I pulled away from a stop sign when I heard what I thought was my tailpipe hit the car. What had happened was the neck in front of the catalytic converter ad broken and the converter and tailpipe had fallen to the pavement and were being dragged with the converter facing forward. I was just lucky that it did not catch on something. Anyway, I got 2 coat hangers from a motor home, straightened them out, connecting them together and wrapping them several times around the front part of the 2 jacking points under the front doors, thereby making a sling under the converter. A fellow Saaber stopped and helped me and said he had the same problem with his '82. He also told me that if I could limp for about 30 miles, I would find a Saab dealer in Santa Rosa. I drove very carefully, stopping often to check my on-the-road fix. The dealer, Santa Rosa Saab/Subaru, had a converter in stock and fixed me right up. This part is fully warranted for 50K miles so there was no cost to me.

My point in relating this event is if you hear a muffler leak, immediately check and ascertain that it is a muffler leak and not a crack in the catalytic converter. What happened to me could have been a tragic accident if I had been going any speed at all.

Dan Pierce, Kirkland, WA

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- 1976 Posters--16x20 poster with Mark Stehrenberger drawings of 92,96, Sonett II, Sonett III and 99 EMS-----\$3.00 plus \$1.50 UPS
- Chambersburg '85 Posters--16x20 poster, yellow and black with a 900 autocrossing--\$3.00 plus 1.50 UPS
- Go Yump a Well-Built Swede T-Shirts are back in stock and feature a 99 rallying.----\$7.00 plus \$1.50 UPS Specify S, M, L, or XL.
- Saab Club T-Shirts with the grill design from last year's convention logo, yellow with blue ink. Specify S, M, L, or XL. Orders will be delivered by early Nov.-----\$6.00 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 and Mugs are out of stock. We will announce when they are available again.

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