

THE SAAB CLUB

OCTOBER 1985, NEWSLETTER #140

New Editor Selected for the Newsletter

The long process of selecting a new editor for the newsletter has finally been completed, and I am pleased to announce that Tim Winker will assume the position next month. Candidates from all over the country were considered, yet ironically the Saab Club will again return to Duluth, MN. While Tim has experience with several models of cars, including Saabs. His first car was a 93, he has rallied and ice raced Saabs. He is also very knowledgeable in the realm of aftermarket Saab parts having developed this knowledge over the past 8 years. Tim has experience doing layout and helped out with the September newsletter by managing the printing, folding, labeling and mailing aspect of producing the newsletter. This issue also comes to you with his assistance in that capacity.

To insure a smooth transition, Tim and I will work together on the next 2 issues, though he will assume most of the editorial responsibilities and I will fade into an advisory capacity. After that, Tim will be fully in control of the entire operation of the Saab Club, will start receiving all mail, manage the Club's finances and set all policy. Orders for back issues and club merchandise will be forwarded to me until my supplies run out and I will also help maintain the mailing list.

I know that initially Tim's goals are to produce a newsletter virtually indistinguishable from those produced by Jeff Delahorne, however each editor imparts his own personality and Tim has lots of good ideas for future newsletters and growth of the Saab Club.

For my part, I have enjoyed producing the newsletter since April when Jeff accepted a position at Saab. It is very rewarding to send the layout to the printer each month with the feeling that perhaps this is the best newsletter ever. I have learned a lot -- and perhaps I could eventually learn how to layout pages a bit straighter!

Carolanne Curtis, Editor

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 show Saab films October 20 at 2pm. Contact Margrit Adler, 1507 W. University Ave, Champaign, IL 61821, 217-356-9244 for the location of the October meeting. The November meeting will be on November 17 at Gibson Motors, Perrysville, IN. Frank Gibson hopes to have a 9000 to see and test drive.

TULSA SAAB CLUB-- meets every 4th Tuesday at 7:30 pm at the Hardesty South Regional Library.

SUSQUEHANNA SAAB CLUB will have their Fall Foliage Tour '85 on October 20. Registration is due by Oct. 13. The rally will be on paved roads through scenic parts of NE Pennsylvania for approximately 2 hours/60 miles. Refreshments afterwards. For more information contact Bette Anderson, PO Box 193, Berwick, PA 18603, 717-752-5304.

Club News, continued p. 10

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.

Bleeding 900 Coolant & More

In the September newsletter, Bill Jones asked for techniques for bleeding a 900 cooling system. Well, I do not have any special techniques, but I have done the job several times in accordance with Saab's manual and it always seems to work. There are, however, some important things to remember: 1). The heater must be set to full heat so you get a good flow of water through the heater. 2). You must run the engine until it is thoroughly warm so that the thermostat opens and you get full coolant flow through the engine. 3). There should be a steady stream of water from the bleeding nipple before you shut it off (catch the water or divert it so it will not damage any electrical or mechanical components. 4). Keep the overflow tank topped up while bleeding.

From time to time myself and others have commented on notchy/difficult shifting in 900 5 speeds. My contention has been that a dragging clutch could be a major contributor. (I know it was in my car.) Well, I decided to replace the clutch--disc, pressure plate, throw out bearing, new seals in the slave cylinder--this summer. I am happy to say the shifting has been greatly improved - -less notchy gear-to-gear shifts, much better shifting into low and no grinding going into reverse (unless my foot is slower than my hand!) Unfortunately, I cannot pinpoint the exact component that was causing the problem since there was no obvious failure in any of the parts. The wear pattern on the clutch faces indicated it was dragging on the inner half of the faces, and the wear pattern where the throw out bearing presses against the clutch diaphragm was not concentric with the clutch center.

So far I have put over 3000 miles on the repair and it is still doing fine. I feel I will need 10,000 miles on it before I am sure the repair will be permanent. By the way, there was still plenty of lining left on the clutch disc with 60,000 miles on the car.

Steve Parsons, Washington, IL

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Dues for membership/subscription are as follows:

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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

Fuel Pump Failure & Other Tips

In the June issue, Rick Schultz wrote about a problem with the fuel pump in his 99 Turbo. While I have a 1980 900 GLi, his description of the problem and my symptoms are close enough to be worth commenting on, especially since I replaced the fuel pump earlier this summer. I would recommend doing these tests on a low tank of gas (for worst case).

Do a pressure check of the fuel pump when the car is cold and also when the car is hot on a day when you experience your behavior. In addition, measure the current the pump draws when the car is cranking and running. The specs for the fuel pump are in the manual. The current consumption is a test my mechanic performed. I do not know if there are any specs written down. Furthermore, his comments were that fuel pumps almost always go when it is hot and that they go with little warning. One other thing to check is the check valve located underneath the car by the fuel accumulator. In my case, the clamps had crushed the plastic ends on the check valve and allowed gasoline to leak out.

I also experienced an interesting problem with the fuel injection system. The symptoms were stumbling and no pickup at high speeds and very poor idle. While the car was idling, it acted as though the mixture was very lean and sure enough, when the hood was open, you could hear and feel the modulation valve buzzing intermittently. There was also an intermittent reading on the test plug. The problem turned out to be that the single wire connector that is next to the radiator fan connector was so corroded that the contact was intermittent. My mechanic used some type of acid to clean things up, and plugged everything back together. The moral to the story is that the connectors that dangle from the grounding point by the radiator will get looked at once a year.

Lastly, I have been able to greatly diminish all the squeaks and rattles from the rear seat in my 3 door. First check ALL the posidrive (#2 and #3 screws in the back rest and bench, including the hinges. Then inspect the cargo compartment side of the back rest to make sure all the screws are there. If there are any missing, replace with #10 sheet metal screws and upped washers. Now on each end of the bench, are black plastic pieces. I found the screw heads were striking the metal support. I stopped this contact by installing a rubber bumper under the screw head. The rubber bumpers that abound all around the car are just the right size and my Saab dealer keeps them in stock. The last source of metallic sounds came from the hinge for the bench hitting the support it is fastened to. I backed off the screw and inserted a double thickness of gasket material on each side of the hinge. Make sure it is long enough to bend around the top of the metal support.

David Gabbe, Lincoln, MA

Convention Window 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.

'85 Intercooler on an '83 Turbo

Having decided to intercool my '83 Turbo, I called and obtained brochures from 3 suppliers: Omni Cool, Turbo Car, and Calloway. Although all 3 provide quality products, I found some fault (in my opinion) with each.

The Omni Cool unit mounts on the hot side of the engine, behind the right headlight. The manifold/turbo insulation provided may reduce some low speed intercooler heating, but it also will aggravate turbo bearing heat soak at shutdown.

The Turbo Car unit mounts on the cool side of the engine, behind the left headlight, with the oil cooler moved to allow more airflow. However, like the Omni Cool, it is fitted in an angled fashion with limited - if any - ducting to encourage efficient use of the airflow.

The Calloway unit mounts horizontally-flat behind the air dam, and it incorporates a lower air scoop. The plumbing is a bit long and the location vulnerable, but this is probably the most effective unit of the three. Unfortunately, it costs more than the other 2 combined since it is sold as part of an elaborate "bump-up" system.

I elected to undertake a more difficult alternative - retrofitting the standard '85 Saab hardware. To the joy of my local dealer, I ordered the intercooler assembly with all related piping and hoses from the air inlet horn to the intake manifold flex-boot. Other main items included upper and lower intercooler mounting plates, lower radiator hose, and air dam screen ports. On the '85's, the left port exclusively provides oil cooler airflow, but I feed half of this air to the intercooler, supplementing the normal slotted port flow. Since the '85's use the new compact "mass flow" injection system, the bulky '83 system required some repositioning, and the pre-heat system was sacrificed in the process.

Continued next column...

Intercooler, Continued

It is debatable how much cold weather preheating occurs, especially at high charge velocities. Also notable were the repositioning of the horn and oil cooler, and extensive use of thick rubber sheet pieces to direct airflow.

The total job took about 25 hours, cost \$600+, and is not for the casual air filter-spark plug changers. The results were an honest 12% increase in peak torque (based on uphill runs) with stock boost and a very clean original equipment type installation. Top gear roll-on times were taken during a single, 70 degrees F afternoon test that included runs with the intercooler by-passed. All runs were made with solo driver and 1/2 tank of premium fuel. The average of many runs made in both directions on a nearly flat straight-a-way- showed consistent improvements of 3% in 30 to 50 times (10.6 vs 10.9) and 8% in 50 to 70 times (8.2 vs 9.0). Each run started with the speed stabilized, and with the higher speed runs it took about 4 seconds to achieve full boost.

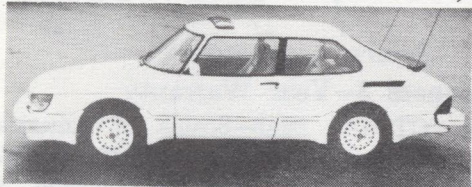
Test numbers aside, the big difference is highway performance. Acceleration feels much stronger in 4th and 5th gears when running near 3000 rpm. It is also improved at higher rpm, but less pronounced due to the reduced boost schedule of the APC unit. Before increasing the boost, I'd advise adding an enrichment device to keep exhaust gas temperatures reasonable. Also, turbo lag appears to be reduced. Boost initiation is the same; but once it begins, the climb to maximum boost is much more rapid. My test results put engine peaks at 147 hp and 193 ft-lbs, vs stock values of 135 and 172 respectively. However, loss of the preheat system may restrict this modification from cold climate areas.

Kevin Kelleher, Wilmington, DE

900 Cleaning Tip

Here's a rather mundane, but perhaps useful tip on sweeping out the rear trunk and cargo areas of 3 and 4 door 900s. Sweep towards the back of the cargo area, then instead of using a dust pan or vacuum, merely pull the rear half of the cargo floor (the part that covers the spare tire) toward the rear sill of the car and use it as an inclined ramp to get the debris up and out. The rubber hinges allow enough movement for this to be accomplished.

George Marzelli, Bryn Mawr, PA

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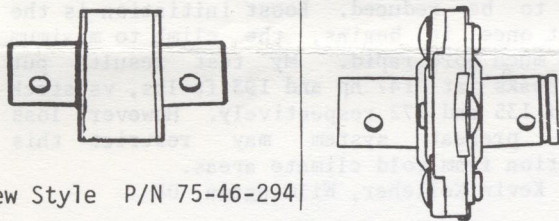
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SAAB SERVICE TIPS

99 Gearshift Joint Modification

Saab S.I. 08/85-777: Gearshift joint p/n 93-03-264 is no longer available as a spare part and supersedes to p/n 75-46-294. Due to different styles of gear selector shafts that were used in production, it may be necessary to modify the selector shaft when fitting a new gearshift joint (p/n 75-46-294). Modification details: 1). If it becomes necessary to replace a gearshift joint, first try fitting the new joint into place. See if it is possible to insert the taper pins with the joint in place. If you can, no further checks or inspections are necessary

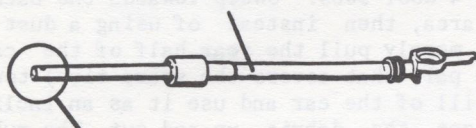
If the holes do not line up, it is now necessary to shorten the gear selector shaft. 2). Remove the gear selector shaft from the car. With a hacksaw or cut-off wheel, shorten the gear selector shaft so the distance from the center of the hole to the end of the rod is 10mm +/- 0.5mm (0.40" +/- .020"). Be sure that your cut is square. Reinstall the gear selector shaft and install the new gearshift joint.



New Style P/N 75-46-294

Old Style P/N 93-03-264

Gear Selector Shaft



10mm ± 0.50mm

Cut Here

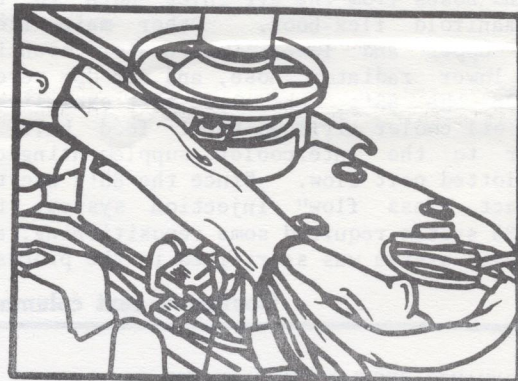
Saab Service Tips -- September 1985

When investigating an engine overheating problem, do not forget to check the engine radiator for obstruction. If you discover a problem with severe bug blockage or debris, also check the engine and transmission oil coolers. The oil coolers share the same airstream as the engine radiator and can also be affected by bugs and debris. Check behind the oil coolers on 16 valve Turbos, too.

Reverse Lights Staying On, M81- 900

Saab S.I. 08/85-780: In certain cases the reverse light switch may protrude inside the gear lever housing and may be damaged when the reverse gear is engaged. A damaged switch may then stick in the depressed position causing the reverse lights to stay on. In extreme cases the switch may be damaged enough to blow the fuse.

Correct the fault by installing a washer (p/n 79-74-686) on a new or undamaged switch and re-install the switch in the housing. Installation of the washer moves the switch 1.5mm further out of the gear lever housing.



SI 181

Reverse Light Switch

Saab Announces 3-Year Warranty

Orange, CT -- Saab-Scania of America has announced that, beginning with the 1986 models, all Saabs sold in the U.S. will be covered by a three-year, 36,000-mile warranty. An additional protection plan warrants all Saabs for 6 years against perforation due to corrosion. The new warranties are transferable from owner to owner.

Saab-Scania of America's warranty coverage also applies to cars sold on the overseas delivery program. While the car remains in Europe, the Saab warranty is good for 1 year. The car is eligible for the remainder of the warranty as soon as it arrives in the United States.

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.



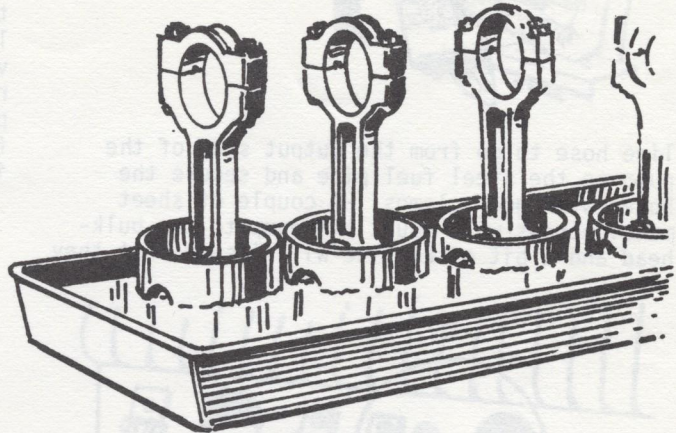
CLEAN UP TIME

Seems to me that cleaning up the parts during a repair job takes about as long as the repair, and it just about as important. Gasket scraping is a real pain. Well, don't despair! An old product comes to the rescue! JASCO makes a "Paint and Epoxy Remover" that you can brush on cantankerous gaskets and just sit back and let chemistry do it's thing for you. In about 10 minutes either all or most of the gasket will just wipe off with a paper towel. A second application of the stuff will remove what didn't come off the first time. It works good on even the toughest gaskets like the ones on the timing covers of Saab engines, end cover gaskets on V4 gearboxes, etc. You don't have to worry any more about damaging aluminum surfaces that are machined to close tolerances because of scraping off old gaskets. Don't sweat it--JASCO it! About \$3.50 for a 16 oz can. Try it--you'll like it!



For those who do their own engine overhauls, cleaning up the piston ring grooves can be a bloody pain, too. A lot of careful scraping with half an old piston ring is the proper way to do it, but it's still a lot of work. If you will remove the old rings

and then soak the pistons over night in mineral spirits, paint thinner, or diesel fuel, you'll find that most of the build up in the groove will just push off the surface the next morning. Your clean up time per piston will be about a third what it would be otherwise!



V4 FUEL PUMPS

If you are having a tough time finding a replacement fuel pump for the V4, you can use the Ford Pinto 2000 pump, available from your local Ford or Mercury-Lincoln dealer.

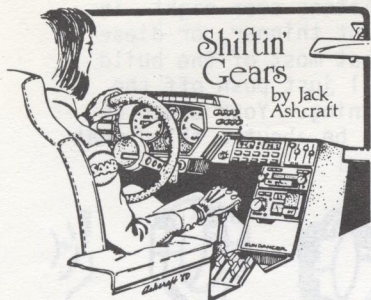
Another replacement pump comes from parts houses that handle the Airtex line of fuel pumps, number 1075.

British Auto Parts stores sometimes have a replacement pump but more often than not they won't have it when you order it. BAP is owned by REPCO and there is some talk among the dealers that REPCO may just bag the BAP/GEON deal and start over. A number of BAP stores on the west coast have already been shut down. Just exactly what REPCO has in mind is unknown at the moment.

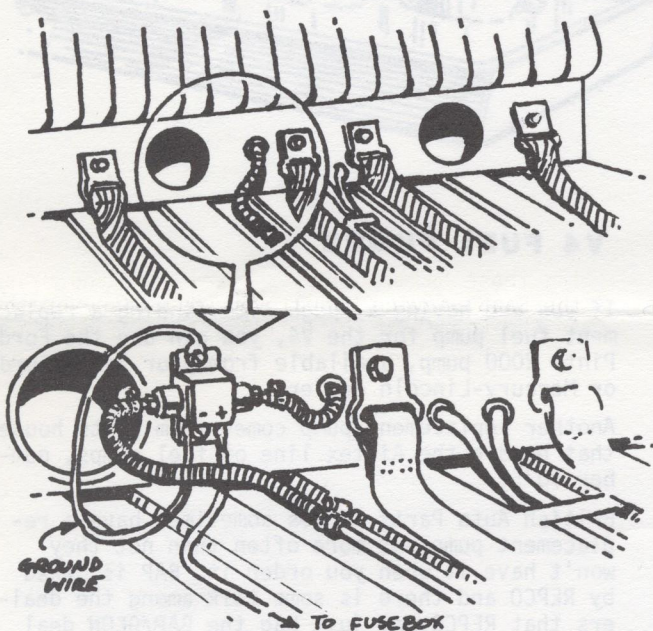
What this means to you is that if you do find a replacement pump at a BAP store, you probably should buy it, the whole store may not be there next week when your pump on your car poops out.

The cost of the replacement mechanical pumps vary from a high of about \$65 down to maybe \$18 or so, with US parts houses being the highest priced and BAP being the lowest.

I usually don't bother with the mechanical pump at all, but prefer to buy the small solid state pump and put that in the car, mounting it under the back seat on the right side of center. I divert the existing hose that leads from the tank to the fuel pipe over to the input of the fuel pump. Then I use another piece of fuel



line hose to go from the output side of the pump to the steel fuel pipe and secure the hoses with good clamps. A couple of sheet metal screws will mount the pump to the bulkhead and a bit of Loctite will insure that they



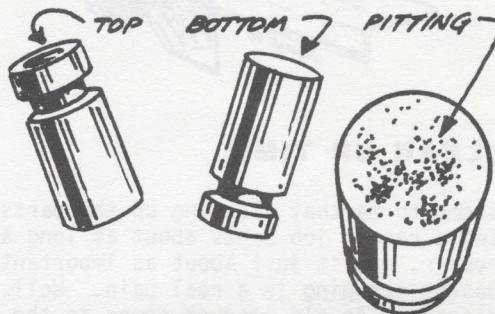
stay put. I do put a quarter inch thick piece of rubber between the pump and the bulkhead to reduce vibration and noise. I run a wire from the pump (+ side) to the number 7 fuse, which is "hot" only when the ignition key is turned on. There is room to mount the little pump in a 95 wagon in about the same spot and still clear the spare tire, the seat, the seat belt mount, etc, no problem.

Don't even bother trying to mount the electric pump in the engine bay. The instructions with the pump clearly state that the pump must not live in an environment that is over 140 degrees F and the underhood temperature on a V4 will easily exceed that on a 60 degree day!

The solid state pump is very reliable and has a fallout benefit besides. it will eliminate vapor lock on a super hot day. Its a good way to go and easy to install.

TAPPET TALK

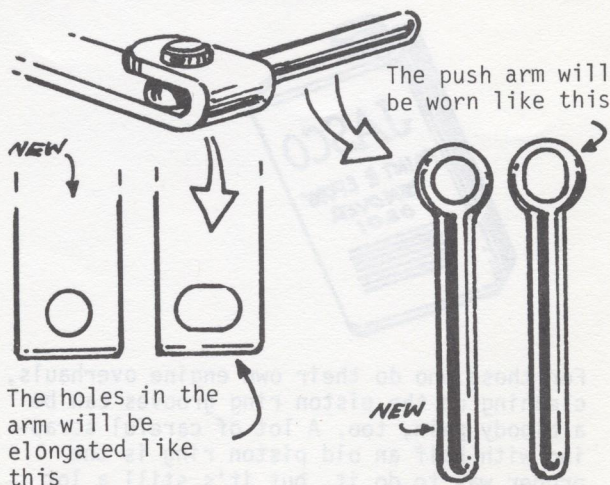
These V4 engines are mostly above 100,000 miles now and when you overhaul one, don't overlook the replacement of the cam follower (or valve "tappet" if you prefer). These become pitted and grooved on the bottom and this will, in turn, accelerate the wear on the camshaft lobes. Check the cam followers when you do a valve job or an overhaul. If they're pitted, replace 'em. You can buy them from most US parts stores if you ask for the cam followers for the 2800 Mustang V6. Allied part number is 213-1656. Around \$3.25 each.

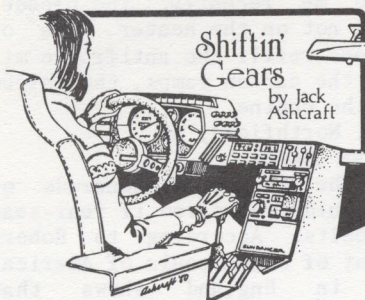


CLUTCHIN' UP

V4 Saabs are beginning to get long in the tooth. They are developing some interesting wear patterns as they age and some ingenuity is called for to affect a "fix" without wholesale replacement of expensive parts. The clutch linkage wear is one that comes to mind.

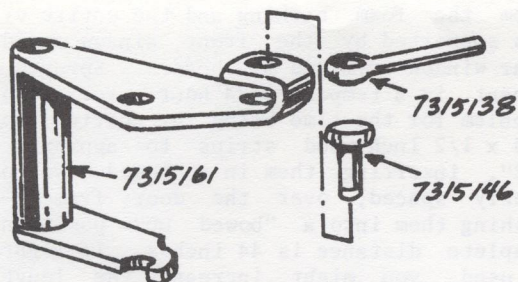
Use of the clutch about 7 jillion times over the course of 100,000 miles causes an elongation of the clevis arrangement on the clutch release arm. If you pull the pin and remove the push arm, you'll find it looks something like this:





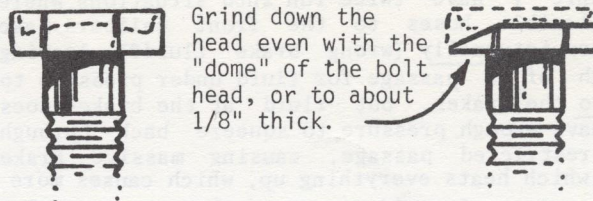
If you measure the total "slop" in the mechanism it will be 1/8" in most cases and up to 1/4" on really badly worn cars. This gets beyond what the slave cylinder can take up and still operate the pressure plate to release the clutch for gear changing.

In the case of severe wear, its best to replace the whole works, the release arm, the push pin, and the clevis pin. In many cases you can make a simple fix without removing the unit from the bell housing. You DO have to remove the engine so you can get inside the bell housing. I check the wear at this point on any car I have the engine out of (to change a clutch, for example) and repair it before the engine goes back in.



Here is the fix:
 Drill out the hole in the push pin and in the release arm with a 25/32" drill. Now, you know those old flywheel bolts you have to throw away when you remove and replace a flywheel? Go dig one back out of the trash (I KNOW the guy in Peoria never replaces his and they work just fine). These bolts are 10mm x 28mm metric fine thread and are very hard. You will need a nut with the same thread pitch. These can be had from a VW parts store--they're the nuts for the engine-to-transaxle bolts for an aircooled VW.

Now go to the grinder and modify the head of the bolt slightly so there is plenty of clearance at the bellhousing when its assembled:



Grind down the head even with the "dome" of the bolt head, or to about 1/8" thick.

Discard the old pin. Put white grease on the bolt where it goes through the push pin. Now assemble the mechanism, turning the beveled part of the bolt head to give the most clearance with the bellhousing. Put Loctite on the nut threads and tighten onto the bolt. Check to see that the push pin moves freely. The Saab flywheel bolt is a tough one and will give many thousands of miles with little wear and zero chance of shearing off.

STRETCH BOLTS & THE PEORIA SYNDROME

The guy in Peoria didn't change his flywheel bolts. He drove it for a long time and nothing happened. So what's the big deal about changing these bolts, anyhow? Well, if you read the Saab Service Manual you will discover that in the Ford/Saab V4 engine there are 2 sets of bolts that MUST be replaced ANY TIME they have once been torqued and then unscrewed.

The reason is in the torque figures. The flywheel bolts are torqued to 50 foot pounds. The rod bolts, the other replaceable bolt in the V4, is torqued to 24 foot pounds. Both are just about 15% beyond the normal torque range for a bolt of that grade and that diameter. In fact, they are "TORQUED TO STRETCH". They DONT come loose, either, though neither uses lock washers of any kind. It's an old Ford trick that works well, but does cause you to have to change them when you unscrew them.

If you DONT change them, there is a very good chance you will snap them off the next time they are torqued up to spec. If the guy in Peoria had ever seen the inside of a V4 bell housing where the blywheel came loose--especially at about 6000 rpm--AKKK! The price of a set of bolts is really CHEAP compared to fixing up that mess!

Happily, no such condition exists (torque-to-stretch) in the 99 or 900 engines. The V4 is a Ford engine and thats how Ford did things when that engine was designed.

More on 96 Brakes

In regards to Peter McLaughlin's brakes (or anyone else's 96 brakes for that matter) as a mechanic I have twice run into situations where the flexible hoses to the front calipers have swelled internally (wrong brake fluid?) leaving enough of a passage for fluid under pressure to get to the brakes, but fluid at the brakes does not have enough pressure to squeeze back through the restricted passage, causing massive brake drag which heats everything up, which causes more drag, etc. I would recommend that anyone with a front drag problem should jack up the front of the car, select neutral, and have an assistant push the pedal hard and release while you try to spin the wheels by hand. The wheels should be free to turn almost instantly upon release of the brake. If not, remove the wheels, loosen the bleeder fully, and push the pistons back with a suitable tool. If they move freely, with fluid squirting from the bleeder, and there is no mechanical problem (rusted caliper pivot, slide points, etc.) I would suspect the hose.

One side at a time, undo the hose at the caliper, put the loose end into a container to prevent a mess, and watch the hose as the faithful assistant again presses the pedal (not so hard this time). If the hose is blocked, the fluid will dribble from the hose instead of spurting out, and the pedal will give a definite resistance instead of going straight to the floor. For a final confirmation, you can remove the nose (a handy thing to do since you want to replace it anyway) and blow through it.

In both cases I ran across, only one side had gone bad, but if I found one bad I would replace both of them if possible, and flush the system with correct fluid.

By the way, I recently rebuilt the brakes on my 122 Volvo, and refilled the system with silicon fluid. About a week later, I began having problems with the pedal not returning. On disassembling the master cylinder, I found little bits of crud blocking the hole that allows fluid from the reservoir into the cylinder itself. Apparently I had left a little bit of conventional fluid in the reservoir and it had "curdled" and formed lumps. Once I had cleaned everything out and refilled the cylinder again, it worked fine. I have 2 other cars running silicon and have had no problems, but the both started from scratch with new brake systems. If you are going to use silicon, make sure you get all the old fluid out before the silicon goes in.

Michael Seidman, Philadelphia, PA

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Bleeding 900 Coolant

The answer to Bill Jones' inquiry on changing the coolant on an '83 900 page 5 of the September newsletter occurred to me recently. The bleeder valve on my '69 99 was not on the heater core of the new car. Solution: refill the antifreeze mix with the front end of the car on ramps, then bleed it with the valve on the engine.

Eric Johnson, Northfield, MN

Rear Seat Belts Save Lives

Orange, CT -- The lives of hundreds of front-seat occupants would be saved if rear-seat passengers wore seat belts. According to Robert J. Sinclair, president of Saab-Scania of America, research conducted in England shows that front-seat passengers share the benefits of encouraging rear-seat passengers to buckle up. Belts prevent people in the back from being thrown against front-seat occupants, forcing them against the steering wheel or windshield in spite of their own seat belts.

"In a collision at 35 mph, a 150 pound back-seat passenger becomes an 8000 pound missile," Mr. Sinclair said. The result of this law of physics is severe injury or death to front-seat occupants who would have survived unhurt--if belted themselves.

"This is added incentive for rear passengers to buckle up," Mr. Sinclair said. "For in addition to their own protection, they should consider the safety of front-seat occupants."

Sonett Headliner Repair Tip

The headliner of my '73 97 recently separated from the foam backing and the entire vinyl roof was supported by the front window moulding, the rear window trim and my head. Sprayed contact cement is a temporary 24 hour cure. I solved the problem for the time being by cutting 3 pieces of 1/4 x 1/2 inch wood strips to approximately 42 1/2", inserting them in a "bowed down" position, evenly spaced, over the door frames and then pushing them into a "bowed up" position. The complete distance is 44 inches. If lighter stock is used, you might increase the length - and conversely. We will solve the problem permanently with a sunroof, etc. I think the '74 97 insulating roof, if available, might also work.

Gus Shindle, Vienna, VA



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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 November issue will be October 16. The deadline for the December issue will be November 13. Note: the deadline for commercial ads is 1 week before the classified ad deadline.

Sonetts for Sale

1971 Sonett, 49,000, power train rebilt by Ted Tucker, no rust, 4 new Michelins, Weber, MSS exh., very good shape: best offer. Bill, 804-973-2184 nights.

1974 Sonett, green, rebilt eng., carb, & trans.; new clutch, a/c, exc. fiberglass, newly painted: \$5000. Dave Johnson, 913-897-3311.

1974 Sonett III, exc. cond., have all serv. rec. since new; new MSS intake, carb and exh: \$3000 obo. Grant Gongoll, 701-772-1675, 2120 Library Ln, Apt 306, Grand Forks, ND 58201. Deliv. poss.

1974 Sonett III, repaired rust, reas. good cond., needs clutch: \$1800. John Bell, Werner Motors, 1250 N. Broad St., Lansdale, PA, 19446.

95's and 96's For Sale

1964 96 20K mi. on rebilt. eng., many spare parts incl trans., in daily use, exc. mech., needs needs minor body work, exc. underneath, rare full sunroof: \$1000 obo. Jim Baker 919-848-6995 eves. or weekends, NC.

1976 96, exc. cond, orig. owner, new tires, batt., 56K mi.: \$1800. Joe Scimeca, 36 Barbara Terr., Middletown, NJ 07748, 201-671-4920.

95, 96 and Sonett Parts For Sale

1971 96 hot rod; eng. overlap cam, bored valves, holly carb, 1700 cc, 28K mi.: \$900; body new paint, roccaro seats, leather steer. wheel, rusted floor pan: \$250; 5 alum. mag wheels \$400; Total car (no trans.) \$1350. Pat Anerson, 804-924-7007 day, 979-6447 night, Rt. 644, Howardsville, VA 24562.

V4 spare parts catalog, exc. cond.: \$50; '65 2-stroke owner's man., v. gd. cond. \$20; '70 owner's man. good cond. \$15; Autopress Ltd workshop man for '60-'68 2-stroke good cond. \$12. Mark Zenick, RD1 Baptist Corner, Shelburne Falls, MA 01870.

95, 96 & Sonett Parts, Cont'd

1968 fr. turn sig/park light ass'y p/n 73-42-470 \$10.26; door window wind screen \$2.99; outer door window seal \$6.75; all new parts. Willy McBride, 2529 S.E. 14th Ave, Portland, OR 9702, 503-231-7753, 240-4160 (M-Th days).

V4 w/rebilt heads, trans, 2 alt., & more; \$200 takes all. Drew Cullen, 117 Abdale Ave., Syracuse, NY 13206, 315-482-0714.

V4 trans. 1970 from Westinghouse exp. batt. powered car, very low mi., exc. cond.: \$350. Bob Racki, Pittsburgh, PA 412-963-8375.

Left door for 95 or 96 mech. work well, some bondo \$30; left fr. fender panel needs work: \$10 or \$30 for both. Want for 1970 V4 front bumper, rear left marker lens & ass'y (95), hub caps, fr blinker lenses, grill centr, rt. mid-window seal (95). Jeff Mintz, 1246 Devon Ave., Los Angeles, CA 90024, 213-275-3656.

Sonett III parts have parted out several cars, body, int. & mech. parts avail. Send SASE ofr list. Randy Cook, 58 Cinderella Ln, Ft. Walton Beach, FL 32548, 904-863-9399.

95, 96 & Sonett Parts Wanted

Wanted: seat belts for '67 or early '68 96 and '69 grill center. Tom Foote, 512 S. Sherman, Olympia, WA 98502, 206-357-9925.

Wanted: V4 service & maint. tools for eng. & trans. liste on p 101-1 to 10 in drivetrain serv. man. Gus Shindle, 100 Oakmont Ct., Vienna, VA 22180, 703-938-6808.

99's and 900's For Sale

1971 99 to fix or for parts. eng. needs work; very good body, trans., int., fuel sys., tires: \$350 obo. Laura, 914-359-9331 eves., Rockland County, NY, or 803-254-4373 for detailed info.

1974 99LE, 4 dr, 4 spd, am-fm, runs well, body good, int. good, 109K mi., valve job 98K: \$1575 obo. Chuck Gougler, 216-376-0700, Akron, OH.

1974 99GL, 2dr, parts or whole car, good trans., does not run. Henry Rosin, 401-789-7719 eves, New England.

1978 99 Turbo, 3dr, 45K mi., met. anthracite gray, maroon int., sunroof, Blaupunkt am-fm/cass., Pirellis, garaged, serv. rec.: \$6200. Brand Griffin, 205-882-9406.

1982 900 Turbo, 3 dr, 5 sp, 32K mi., garaged, very clean: \$9500. Lou Gaburo, Madison, NJ 07940, 201-377-4074 after 7 pm.

1982 900 Anniversary Saab, exc. cond., dealer maint., 51K mi., avail in Nov. to best offer. Jim Neely, 412-285-4816.

1978 99 Turbo, beaut. cond., eng. & trans. overhauled, new MXL on Incas, KYBs, brakes, met. gray paint: best offer near \$5000. Dennis Sweeney, 207 E. Church St., Ligonier, PA 15658, 412-238-4556. Will deliver.

Want ads continued on next page

99 & 900 Parts For Sale

Parting out '75 99LE, 4 dr, auto., a/c, exc. bumpers, doors, trunk, green int., trans, eng. parts. Parts or \$800 complete. Al Krebs, PO Box 72, Holicong, PA 18928, 215-794-7098.

Turbo wheel, EMS mags, wheel rims & covers, exh. & more. Jennifer MacDonald, 412-935-2582, 2572 Aldon Dr, Sewickley, PA 15143.

1971 99 rear bumper, needs straightening: \$20. Wanted: '71 99 rear bumper, rt. fr. blinker lens, grill center, VDO tach to fit where clock is. Jeff Mintz, 1246 Devon Ave, Los Angeles, CA 90024, 213-275-3656.

Brake pads front & rear for 900: \$11 per axle, ship. incl. Dennis DeLeonard, 2812 Ole Pike Dr, Germantown, TN 38138, 901-756-0377.

4 EMS wheels w/blue centers, good shape, offer. Bill, 804-973-2184.

99 cyl. head: \$250; '75 trans.: \$350; other mech. & body parts allow wheels, 75-85 styles: \$50-100. '80 900 Turbo for parts; EMS tachs \$50. Dennis Sweeney, 207 E. Church St., Ligonier, PA 15658, 412-238-4556.

99 and 900 Wanted

Wanted: rear headrests & front headrest inserts, green, for '79-80 900 GLE. Chuck Gougler, 216-376-0700, Akron, OH.

Wanted: flywheel for '78 99 w/auto. trans. \$50. Bernie TenCate, 4020 Allen Rd., Tecumseh, MI 40236.

Wanted: hood for '77 99 EMS (burgundy) \$80 or ?, fr. left turn sig. ass'y for same excl. lens \$15 or ?, hubcap for '79 900 GLE w/ wide spokes \$20. Lewis Eig 914-352-6124.

Wanted: fr. bumper, grill parts, other fr. end parts for '85 16 valve Turbo. Michail Corder 805-872-2169.

No August Issue & Other Notes

It seems that a few additions, corrections and clarifications to the past 2 issues are in order. First, I received many letters and calls from people who never received an August newsletter. I announced in July that I was taking August off instead of the traditional December hiatus. There was no August issue, but there will be a December issue this year.

A final word on the convention--I mistakenly listed Peter Simcik as the 900 concours winner. Indeed, the winner was Peter Rechnitzer with an '83 Turbo. Also, Bill Jenkins deserves recognition for his work as the local convention organizer.

Carolanne Curtis, Editor

Club News, Continued

OREGON SAAB CLUB--people interested in forming a group in Oregon should send a SASE to Willy McBride, c/o 2529 SE 14th Ave., Portland, OR 97202. Include year and model. Free copies of parts breakdown with Saab part numbers available for V4s.

Sports Car Service Has Moved

Sports Car Service has a new location. You will find them at 3500 Governor Printz Blvd., Wilmington, DE 19809, 302-429-SAAB.

Club Structure Clarified

With the selection of the new editor, perhaps this is also a time to clarify the structure of the Saab Club. The Saab Club is essentially a sole-proprietor small business producing 11 technical newsletters each year. The newsletter is run in the interest of Saab owners and enthusiasts and its goal is to provide timely technical information in a professional-quality publication. However, there is no formal club structure, no officers, by-laws, etc. Of course the editor provides much more than the 11 newsletters by answering technical questions on the phone and other similar services, and I hope that many subscribers feel part of a "club" from the comraderie of sharing ideas and experiences with other enthusiasts through the newsletter. I feel that the absence of the kind of club politics that have affected other car clubs is one of the reasons the newsletter has flourished for over 10 years as well as allowing it to maintain a strong focus on technical information.

The editor bears the responsibility for editorial policy, club growth, and financial assets and liabilities. While there are no official ballots, everyone has access to the editor through the mail and all suggestions and comments are considered. This unique structure of the Saab Club was established by Dick Grossman, the original editor, and has allowed for continued survival and growth for over 11 years. Many car clubs, even Saab clubs have come and gone in that time and I think our newsletter is exemplary for the information it contains for the modest subscription price.

Carolanne Curtis, Editor

New Type Fonts Tried

I have been experimenting with different type fonts in this issue. Your comments are welcomed.

Carolanne Curtis, Editor

Coming Next Issue

- Saab Introduces Its 1986 Models
- Jack Ashcraft On Replacing Front Wheel Bearings in 95, 96 & 97
(Jack has several other articles underway, perhaps even some on 99's!)

hakkapeliitta

NEWS FLASH: Snow predicted this winter! Now is the time to order your Hakkapeliitta NR-09 snow tires. Hakka's allow you to get the most out of your car in winter driving. Excellent traction in snow and on ice for starting, stopping and cornering, good dry road handling and long life.

Quality from Finland

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

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Pat Greer, 1810 E. Jarvis, Shorewood, WI 53211
(414) 964-7463 (other sizes available)

Wiring Directionals for Trailer Hitch

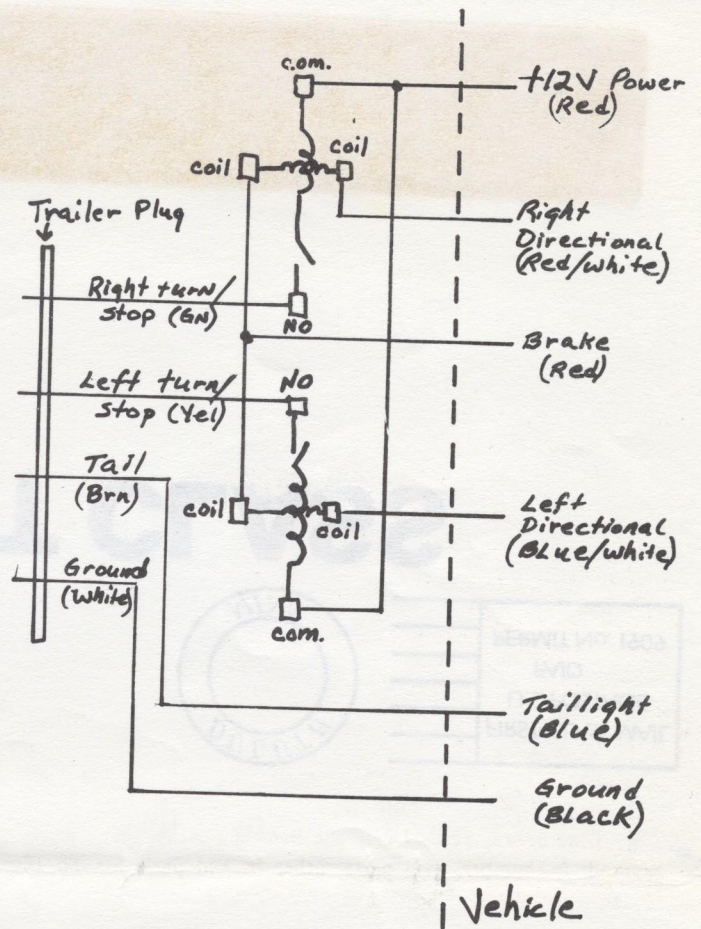
For those of you who have just purchased the Saab trailer hitch and are looking for ways to avoid additional costs for the amber directional lighting adapters, here is a simple and cheap solution you can do yourself in one evening. The Saab harness (about \$30) and the additional amber converter kit (about \$24) to connect the directionals to a standard 4-prong trailer harness plug are both eliminated by this solution, substituting instead parts from Radio Shack totalling about \$9.

The concept used by this design utilizes the unusual fact that the Saab 900 tail lighting system is connected to ground when the particular bulb is not energized, including the amber directions signals. When the +12 volt light signal is applied to the coil side of the relay shown in the schematic, a +12 volt power signal is also applied to the appropriate trailer light. The spare +12 volt power lead (unswitched) is used so as to maintain brightness in both the trailer lights and the vehicle lights: simultaneous operation otherwise could cause the current to be shared between the lights with the resultant dimming.

All vehicles with amber directionals do not have grounds in this way, so if you plan to pass this on to a friend owning a different make of vehicle be sure their lights also go to a good ground when not energized.

To complete the project, assemble the following components:

Item	Radio Shack Cat. No.
2 - 12VDC REED RELAYS	275-233
2 - INLINE fuse holders	270-1281
1 - PK3 AGC 5AMP fuses	272-1278
1 - PKG tap-in squeeze connectors	64-3052
1 - Experimenter's perfboard	276-170
1 - Misc. stranded hookup wire, 20 ga. from your toolbox	
1 - Black electrician's tape from your toolbox	



Connect the circuits shown using the components listed. Be sure to glue the 2 reed relays to the perfboard after assembling for maximum durability, and use a simple strain relief (e.g. wire woven through the holes in the perfboard) to avoid damage to the relays during the rough handling during boat launchings. A long rectangular shape with the relays end-to-end works best. Tape securely and attach to the wiring run under the center strut alongside the spare tire. Verify your circuit with a test light before attaching to the trailer.

Kenneth Williams, Old Saybrook, CT

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CLUB ITEMS AVAILABLE

- 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
- 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