



THE SAAB CLUB

DECEMBER 1985, NEWSLETTER #143

1986 SAAB 9000 IS A DRIVER'S CAR

The numbers are impressive: Top speed, 140 miles per hour; acceleration for 0 to 60 in less than 8 seconds; performance form a 160-hp, twin-cam, 16-valve, turbo-charged engine...

...cargo capacity, 56.5 cubic feet; rear legroom, 39 inches; EPA size class, "Large Car"; width in the back seat, 58 inches.

The all -new 1986 Saab 9000 Turbo is a large, safe and comfortable sedan with the performance of an exotic sports car and the utility of a station wagon.

For Magnus Roland, Saab's manager for chassis development, performance is more than speed. His concept of performance focuses on the driver.

"Communication between car and driver is fundamental," Mr. Roland said. "For the driver to interact properly with the car he must receive clear feedback and the car must respond accurately to his commands."

When signals are clear, the driver enjoys his car. According to Mr. Roland, the difference between a mature chassis and a dangerous one lies in how these immeasurable signals are transmitted to the driver.

An accomplished rally driver, Mr. Roland spent countless hours at the wheel of prototypes fine-tuning the Saab 9000 chassis.

"The 9000 is a driver's car," he said. "The driver takes the proper corrective actions instinctively, the car responds accurately to the driver's adjustments."

The Saab 9000 chassis has a new independent front suspension system with MacPherson struts and gas-filled shock absorbers. The rear is a modified version of the lightweight axle used on the Saab 900.

Leading edge technology

At the heart of the Saab 900's performance is



the four-valves-per-cylinder engine. This is the third generation Saab Turbo and represents the leading edge in turbocharger technology with APC, double overhead camshafts, intercooler, self-adjusting hydraulic valve lifters.

The LH-Jetronic fuel-injection system compensates for temperature, humidity and altitude changes. It includes a fail-safe function: The car runs on a pre-set fuel-injection strategy if there is a failure in the control system.

The integrated powertrain -- engine, transmission and differential form a single unit -- is mounted transversely. Equal length drive shafts on both sides give the 9000 straight and true acceleration even on slippery roads.

The transverse-mounted engine helps make the interior of the 9000 very spacious. It is the only European sedan classified as a Large Car by the EPA.

The overall length of the 9000, at 105.2 inches, is actually 4.8 inches shorter than the Saab 900. But the wheelbase of the new car is a full 6.1 inches longer and the 9000 is 3 inches wider. The result is a compact overall package with a phenomenal amount of room inside.

(continued on page 8)

Saab Clubs of North America
Editor & Publisher: Tim Winker, 2416 London Rd., Unit 900, Duluth, MN 55812
(218) 525-3253, 9 a.m. - 8 p.m., except Sunday
Consultants: Dick Grossman, Jack Ashcraft, Carolanne Curtis, Mark Strohm

TIME
TO
RENEW

VALVE CLATTER

Greetings from your new editor! I had written an introduction to the members for last month's Newsletter, but I bumped myself in favor of more tech articles. After all, this is primarily a technical publication; a sharing of information among Saab owners and enthusiasts. So who is Tim Winker, and what is he going to do for you?

My days as a Saab fanatic go back to my first car, a 1960 93F with an 850 engine. I learned quite a bit about things automotive on that vehicle. And I met quite a few other folks who shared my fanaticism for this strange vehicle that was designed for aerodynamics and had front-wheel-drive. ("Why would anyone want to build a car like that?" asked the non-believers.) Since then I've kept up with Saab with the interest of one fascinated by engineering and automobiles.

My background is well suited to the position of editor for this publication. Several years as a radio announcer and newswriter taught me about working within the media. That was followed by eight years in the import automotive field, primarily parts and accessories sales, in Minnesota and in California. My latest job was to research and assemble a catalog of Renault performance accessories. In the meantime, I've organized and done Public Relations work for rallies and races, and worked as an announcer for races at tracks such as Brainerd International Raceway, Laguna Seca, and Sears Point. I've also edited and written for several local club publications.

I met Jeff Delahorne and Carolanne Curtis shortly after I moved to Duluth two years ago, though I had been familiar with the Saab Club for several years. Since we were members of the Arrowhead Sports Car Club and shared an interest in Pro-rallies and ice racing, we occasionally got together over a few beers to swap stories and opinions. When Jeff took a job with Saab in Connecticut, I considered taking over the editor's position, but was uncertain as to my technical knowledge concerning Saabs.

After a lot of thought, and persuasion from several friends, I decided that I was one of very few people in the country who would be dedicated enough to work for the personal gratification, and would be willing to accept the minimal financial return. That

may seem a little strange since Saabs can be expensive and demanding animals at times, but this is, after all, something that I will enjoy sharing with you.

Sorry that the Newsletters have been a little late in arriving while I've been learning the ropes. I expect to have them in your hands around the first of each month from now on. Thanks to those who have written offering congratulations and good luck. Your support and your input is what has kept and will keep the Saab Club Newsletter going as a service to Saab fans in the U.S. and elsewhere.

For your reference, the new address is:

The Saab Club
2416 London Road, Unit 900
Duluth, MN 55812

The phone number is 218-525-3253.

Tim Winker, Editor (in training)

CLUB NEWS

SAAB CLUB NATIONAL CAPITAL AREA -- meets the Second Wednesday of each month at the Bethesda Regional Library, 7400 Arlington Rd, Bethesda, MD at 8 pm. For more info, contact Toby Turpin, 301-384-6732.

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

WEST MOUNTAIN SAAB CLUB (MASS.) -- will meet on December 15 to discuss our upcoming winter rally and exchange cold weather maintenance tips. We'll also take a short ride to group view the 9000's that have just arrived. Any Saabers who would like to join our club or attend events please contact David Sullivan, 39 Auburn St, Apt. 1, Framingham, MA 01701, 617-879-8288.

CENTRAL ILLIANA SAAB CLUB -- will meet at Gibson Motors to see and drive the 9000. Contact Margrit Adler for date & time at 217-356-9244. The January meeting will be held at 2 PM on the 26th at Margrit Adler's, 1507 University Ave., Champaign. Speaker will be announced later. There will be no February meeting.

FLORAL CLOCK SAAB-SCANIA CLUB -- meets the 3rd Tuesday of each month at 7 PM at Todpoles, Holiday Inn, 855 Louisville Rd., Frankfort, KY. For more info contact Jack C. Baxter, Sr., 322 Murrell St., Hill-Top House, Frankfort, KY 40601. 502-223-8434.

MEMBERSHIP/SUBSCRIPTION

Dues for membership/subscription are as follows:

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

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

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IN DEFENSE OF THE 99

I always read with great interest the articles by Pete McLaughlin and Jack Ashcraft describing the virtues of the V4 and the cars it powers. Maybe it is sour grapes, but I'd like to have the soap box a moment to talk about the 99.

I am a newcomer to Saabs, having purchased a '74 99LE last February after the unfortunate demise of my '71 Volvo 164 during a snowy commute. The more I drove my "new" Saab the more I wanted to know about the car. That is when I joined the Club, bought a couple aftermarket manuals, and dove in.

Here are a few things I have done for my 99 I stumbled across. Other 99 owners might want to check out the same items. Clutch master cylinder and slave rebuild -- if you do not have the Club tech sheet for this, get it before you start the job, it is great. Steering rack boots replaced -- certain years ('74 on I think) have a gear lube rather than a grease system. If there is any kind of tear in the boots, it doesn't take long for every bit of lubrication to leave the scene. When I opened my steering box, I found that I arrived just in the nick of time, no major pitting yet, but there was water. This job makes you take a good look at your tie-rod ends as well. Brake rotors -- the only thing I have to say is, shop around. I found prices ranging from \$80 per rotor (Midas not installed) to \$35, and then saw an ad in the newsletter that could have saved me another \$20 on a set if I had had the time to mail order.

Radiator rebuild -- the previous owner let me have the car for a song because he was tired of putting money into it. He was the kind of person who wouldn't listen to someone tell him to spend \$75 to rebuild the radiator, and waited until the head warped. Then he dropped big bucks for a resurfacing job. Check out your 99 radiator -- the fact that both inlet and return are on top allows a lot of crud to deposit, unless the radiator has always been perfectly maintained. Mine was over 50% plugged. After the rebuild, cooling is no problem. The manual fan switch I installed rarely has to be switched on.

I also attacked the body with the assistance of another Saab owner. The only rust we found was behind the mud flaps. You might want to pull yours off and have a look. We pounded out dents, welded in new steel, bondo-ed, ripped off some God-awful vinyl roof that somebody along the line had glued on, and finally laid on a beautiful coat of Saab Cherry Red. I am in the process now of carefully cleaning and replacing the trim. I am planning on including a generous dose of silicone between the mud flaps and the fenders to prevent a repeat performance of the rust.

What I guess I am getting at here is that I bought my 99 as a "beater" and found a very nice car underneath. It needs a little coaxing to come out and I am lucky that my fuel injection system, engine, and transmission seem incredibly strong after 119,000 miles. I agree with Jack Ashcraft -- why not put a

little money into the maintenance of one of these wonderful little autos instead of tying yourself down to payments on a new piece of tin. I will write again as things progress. If any of you are ever in Des Moines, watch out for a red blur going down the road. Honk, flash your lights and stop me -- I love to talk about Saabs.

Jeff Farris, Des Moines, IA

Ed note: The tech sheet referred to is out of print, however I will make copies for those who send a SASE and \$.25 to cover costs.

Carolanne Curtis, Editor

STARTER SOLENOID PROBLEMS IN '78 99

On our way to Cape Cod last Summer, one time when I tried to start my '78 99 GLE, nothing happened. The key would turn, but there was no action from the solenoid. Of course I checked the starting relay, cleaning the terminals, etc. Still no action.

On a hunch, I removed the wire from the solenoid and wired a direct connection to the battery. The car started. But for the rest of the very rainy week, I had to open the hood and use my jumper to start the engine every time. It would surprise you how many times a car has to be started in a week (in the rain).

Getting home, I borrowed the starter relay from my son's Saab. The car started. The problem was in the old relay.

I picked up a new relay from a Saab dealer. The numbers were different, but the clerk assured me it was the correct replacement part.

The new relay started the car OK, but when I tried to shut it off, the engine kept running. Even with the key removed.

Then I remembered an article from the Newsletter about bum solder joints. That's what it was. I repaired the old relay, returned the new one, and my Saab has been starting and running fine for eight months.

Al Turner, Lenox, MA

CHRISTMAS SPECIAL

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LAMBDA SENSOR REPLACEMENT

My '82 900S seemed to be running poorly. It lacked acceleration and pep, not at all the performance when it was new. The car was also getting better gas mileage, two to three miles per gallon better. It appeared the engine was getting a lean air/fuel mixture.

I knew that the air and fuel filters were clean, the fuel pressure correct, and the valves adjusted properly. The spark was good and I didn't have an alternator problem. But I did have 36,000 miles on the Saab.

The problem was a worn out Lambda sensor.

The Lambda sensor is located on the exhaust manifold. It appears to be a cylinder about 2-1/2 inches long with a hex nut end towards the manifold and a single wire coming out of the top. This wire goes to a white connector near the top of the right front wheel well.

The purpose of the sensor is to measure the exhaust gasses, determining if the current air/fuel ratio is rich, lean, or normal.

A signal is sent from the sensor to the Lambda Control Unit (under the rear seat). The Control Unit determines if the signal is indicating a rich or lean condition, and the controller sends the appropriate corrective commands to the fuel modulation valve. If



Bruce Clark puts his Sonett through its paces at the Porsche Club Auto-X, Brainerd Int'l Raceway.

the sensor signal indicates a rich condition, the controller will close the fuel modulation valve. This, in turn, causes the fuel injectors to put less fuel into the air/fuel mix, creating a lean condition. The system is not designed to maintain a steady state, be it rich, lean, or the proper fuel ratio, but alternates rich to lean and back to rich...

Saab recommends Lambda sensor replacement every 30,000 miles; in fact, that's the purpose of the "EXH" warning light on the dash. The sensor "wears out" because hot exhaust gasses gradually erode the sensor material. Trying to outfox the Saab engineers, I hadn't replaced the sensor.

Replacement is very easy. Disconnect the sensor wire, and with the proper wrench, remove the sensor. Do this with the engine cold for two reasons: first, so you don't get burned, and second, there is less chance of stripping threads when materials are cold.

I strongly recommend removing the old sensor first and recording the part number (stamped on all Bosch parts). Then reinstall the old sensor. Now with the proper part number in hand, you can go shopping for a new Lambda sensor. They are not cheap. Expect to pay \$150 at a Saab dealer. I purchased mine through "Small Car Parts" in Springfield, Virginia. They did not have it in stock, but ordered it, and it arrived the next day. For less than \$100 I walked out of "Small Car Parts" with a new Lambda sensor and a new fuel filter.

Installation was easy. I removed the old sensor again, and installed the new one. The new sensor even had anti-seize dope on the threads.

If you have the proper meter, there is a two-holed Lambda sensor test connector on top of the left front wheel well, just in front of the fuse box. Do not connect anything but the proper meter to it as it may destroy your Lambda Controller.

Finally, check to see if you "EXH" light is on. You can reset it yourself. The reset button is on a box inside the car, behind the dash knee pad on the extreme left (driver's) side. There is a pushbutton, reset, on the box, some electrical wires, and a short cable going to the speedometer.

After replacing the Lambda sensor, my engine performance returned, and I didn't have to worry about burned valves or pistons.

Doug Bloomberg from
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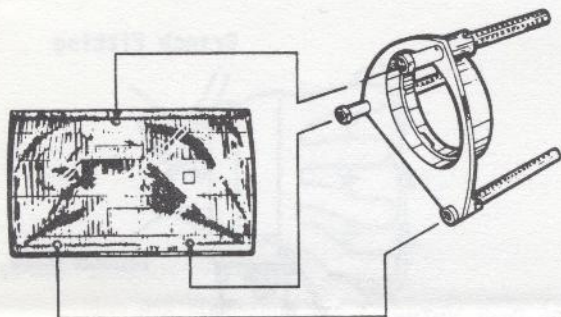
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SAAB SERVICE TIPS

SAAB SERVICE TIPS: OCTOBER 1985

The Saab 9000 requires special headlight aimer adapters due to the aerodynamic design of the headlights. All designs to date use a replaceable bulb (No. 9004) and one of 2 aiming pad sizes. The 9000 has the larger of the 2 types, which is determined by the spacing of the 3 aiming points on the surface of the glass. Each point is coded which determines the position of the feet in the adapter.

LARGE UNIVERSAL ADAPTER



Special adapters made to fit commonly used Hopkins (HOPPY) headlight aimers are now available from Kent-Moore Tools, K-M Part No. J-25300-202 (800-345-2233).

A new cylinder head gasket is now available that is 0.30mm thicker than the standard head gasket. The new gasket may be used in conjunction with a cylinder head that has been machined down. The new gasket (P/N 75-21-859) may only be used on 8 valve "H" engines fo[M81-86.

Improper removal of the black plastic fitting for the AIC solenoid on top of the 16 valve intake manifold will most likely result in breakage of the fitting. If for any reason you need to remove the fitting you must first remove the throttle housing and squeeze the locking tabs of the fitting together to release it from inside the manifold. Trying to remove it from outside the manifold without unlocking it will break off the tabs.

Saab has noticed several instances where technicians are unknowingly replacing entire air conditioning evaporator units for leaks when only the expansion valve may be faulty. The expansion valve is replaceable and we suggest that you carefully check this area if you suspect a freon leak.

MEASURING TOE-IN ON 900'S

Saab S.I. 10/85-792: A mechanical toe-in gauge such as the one shown below is a mechanical device which measures front or rear-wheel toe-in at the rims. When measuring toe-in, technicians must note that the specification given in the Saab Service Manual (Sections 0,6,7) are given for use with such a tool.

When using an optical toe-in gauge or an electronic alignment machine the technician must remember that these machines are not measuring toe-in at the rims. Electronic and optical gauges take and angular reading and convert it to a linear measurement (mm or in.).

For this reason the equipment manufacturers have standardized all toe-in measurements by using a universal circle of approximately 28 inches. A toe-in reading of 2mm at the rims becomes 3.5mm when measured at the 28 inch universal circle.

When using an electronic machine or optical toe-in gauge, use the following specifications:

OIL LEAKAGE AT CYLINDER BLOCK M85 900

Saab S.I. 08/85-778: There is a risk of casting porosity and subsequently an oil leak at the blanked off holes on 1985 engine blocks just below the starter motor. These holes are for gearbox mountings when the block casting is to be used for a 9000.

Porosity may occur on vehicles produced with Engine Serial Nos. from F000001-F090111. From Engine No. F090112, engine blocks are vacuum tested and if necessary, sealed by plugging the holes. A similar can be made to earlier vehicles which experience oil leaks.

Modification Details:

- 1). Clean all traces of oil from the threaded holes.
- 2). Apply Loctite 242 (blue) to the plug threads (Sealing Plug P/N 80-07-619) and install in the block. Tighten to 7 ft.lbs (9.6 Nm).

ENGINE RUN-ON M85 8-VALVE 900

Saab S.I. 08/85-782 (Supersedes 05/85-760): A complaint of slight engine run-on after shutting off the car may be experienced on naturally-aspirated 1985 900's with 8 valve engines. This has been diagnosed as alternator feed-back to the fuel pump relay and can be corrected by connecting a diode in series with the D+ terminal of the alternator.

The diode may be added to a car which had a Turbo fuel pump relay installed.

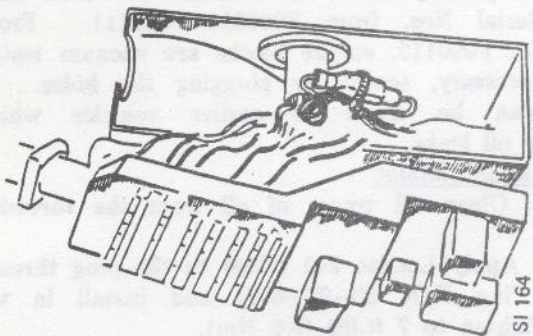
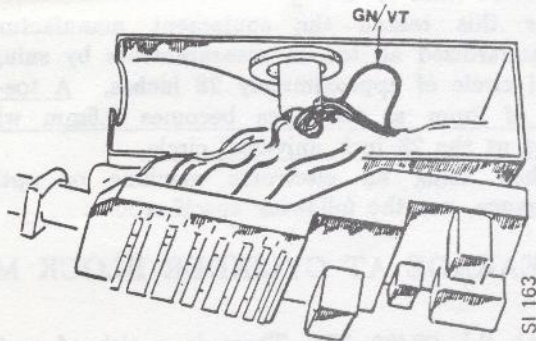
Diode P/N 85-30-966
Electrical Terminal P/N 79-69-231
Electrical Terminal P/N 78-29-609

continued next page...

SAAB SERVICE TIPS Continued

Modification Details:

- 1.) Disconnect the negative battery terminal.
- 2.) Remove the main fuse panel from the main fuse box and locate the GN/VT wire running into the fuse box from the engine compartment.
- 3.) Cut the GN/VT wire in half and strip back the insulation from the 2 ends. Attach electrical terminal P/N 76-69-231 (5mm, blue insulator) to this wire



Attach electrical terminal P/N 79-29-609 (6.3mm, red insulator) to the wire running back to black 29 pin connector in position C1.

Connect the diode to these 2 terminals and cable tie the diode to the harness.

NOTE: The diode features uneven size terminal ends and can only be connected in one direction. Test your repair by turning the ignition key to the "on" position. If the charging light does not come on with the ignition key the diode must be reversed.

- 4.) Refit the fuse panel.
- 5.) Reconnect the negative battery terminal and reset the vehicle's clock.

SILENCING TURBO "HOOTING" M85

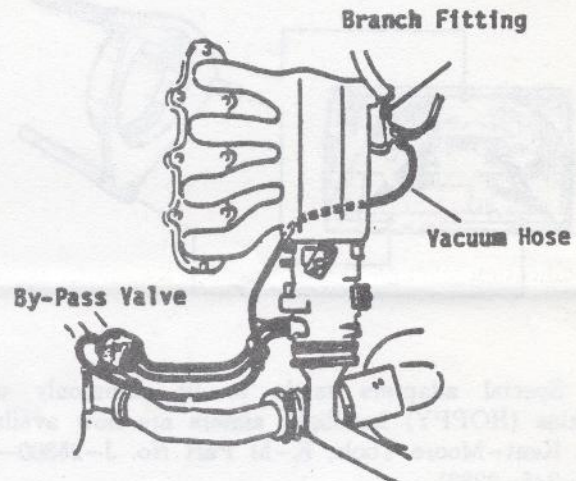
Saab S.I. 08/85-781: turbos produced after VIN Serial No. F1010103 may emit a "hooting" noise from the inlet pipes as charging pressure is applied and released. This noise is caused by a charging system by-pass valve which produces the noise as it opens and closes.

An improved by-pass valve and its connecting hose is now available to correct this problem. Problem cars may be corrected by installing one each of the pieces listed below:

By-pass Valve P/N 93-90-022 (introduced in production from VIN F1029700)

Hose P/N 75-33-185 (introduced in production from VIN F1029584)

Vehicles built from VIN Serial No. F1005777 - F1010103 were addressed by Service Campaign 510 and are being fitted with the improved valve. Earlier vehicles have no by-pass system.

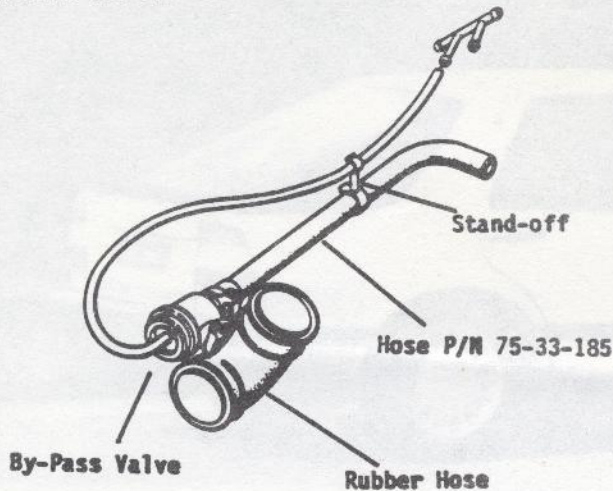


Repair Details:

- 1.) Carefully clean any dirt from the area around the inlet and outlet pipes for the turbocharger.
- 2.) Remove the pipe from the intercooler to the turbocharger.
- 3.) Loosen the connection clamps for the pipe from the air mass meter to the turbocharger. Disconnect and remove the rubber elbow pipe which contains the by-pass valve. Disconnect the 30 in. (750 mm) vacuum hose from the by-pass valve.
- 4.) Remove the noisy by-pass valve. Remove the connecting hose between the by-pass valve and throttle housing.
- 5.) Install a new by-pass valve (P/N 93-90-022) and a new connecting hose (P/N 75-33-185). Re-fit the rubber elbow pipe with by-pass valve back into place. Position the valve and tighten the clamp. Reconnect the vacuum line.
- 6.) Re-install all inlet pipes and tighten the clamps.

Continued next column...

MORE SAAB SERVICE TIPS



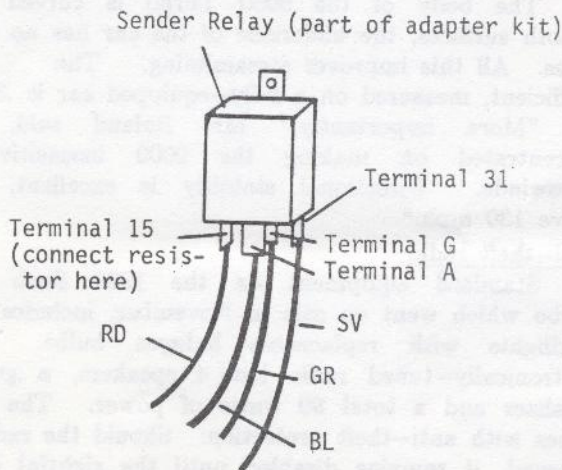
CORRECTING FUEL LEVEL READINGS

Saab S.I. 08/85-779: Complaints of incorrect fuel level readings on cars equipped VDO Adapter kit may be corrected by installing a resistor set (P/N 95-55-533) at the relay under the rear seat.

Adapter kits (P/N 85-46-491) were produced to convert the fuel level transmitter from a Skandia type to a VDO type on M81-82 cars. Due to a specification change it has become necessary to install a resistor.

If there is not a complaint, do not install the resistor Modification Details:

- 1.) Raise the rear seat and disconnect the red wire at terminal 15 of the sender relay.
- 2.) Connect the resistor in series with the red wire and terminal 15 of the relay.
- 3.) Lower the seat and test the readings.



Only three Saabs were entered in the Budweiser Press-On-Regardless Pro Rally this year. FIA seeded driver Ola Stromberg and co-driver Ginny Reese (pictured above) started third, but were plagued with problems, eventually retiring with a broken axle. Rich Kushner and Jeff Delahorne (below) DNFed with a rear wheel bearing failure. A Saab 96 entered by Lester Ewing and Margo Culp finished only four stages of the Oldest, Meanest, Toughest Rally in America. All three Saabs were prepared to Group A specifications, making up half of the "A" class.

The battle for first at POR was between the 4-wheel-drives of Rod Millen and John Buffum, with Millen taking top honors in his specially built RX-7. The Group A win, and Championship, went to Clive Smith and Harry Ward in a Toyota GTS Twin-Cam.

Several Saab Clubbers were on hand as spectators and service crew members. Former Production Class Saab driver Erik Zenz, and Saab road racer Peter Cunningham, were among the spectators seen in the forests of Upper Michigan. Other Saab fans came from as far away as Texas to be a part of the '85 Press-On-Regardless. Two time Production Class Champ (in a Saab 99, of course) Jon Davis, kept folks entertained at his popular Houghton eating and drinking establishment, The Library.



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.



(continued from page 1)

Hay fever proof ventilation

Saab's attention to the driver's environment begins with the air inside the car. All air entering the 900's ventilation system passes through a filter that removes pollen, oil, soot, even bacteria. This protects the driver and passengers from hay fever, sneezing and asthmatic attacks, and eye irritation. It also keeps the car's interior cleaner.

The filter is made of glass fibers saturated with a special oil.

The Automatic Climate Control system deserves special praise. Heater, air conditioner, air vt[, fan speed, air recirculation, rear window defogger, even the heaters for the outside rear view mirrors are computer controlled.

All the driver does is preset the desired inside temperature at the touch of a button. The microprocessor and sensors inside and outside the car take over. Light-emitting diodes on the dashboard give a visual status report on the system's operating modes. Manual override of any or all functions is also possible.

But there's more than space and clean air inside the Saab 9000 Turbo. There's comfort and convenience too. All instruments are circular analog type, easy to read at a glance. They are illuminated independently of the headlights whenever the interior of the car is dark, for example on a gloomy day or

when driving under a bridge. The illumination is by fiber optics. Saab's experience with creating the perfect cockpit environment in its supersonic jet fighters shows here.

The door panels are sculpted with deep storage bins. The front seats are electrically heated and the front seatbelt shoulder straps have adjustable mounting points.

For added protection, the front seat belts have tensioning retractors that tighten the belts in an emergency.

56-cubic-foot cargo area

Practical features abound on the Saab 9000 to take advantage of its roominess. The rear seat folds down to open up a 65-inch-long cargo area with a total volume of 56.5 cubic feet. Because the rear seat is asymmetrically split, there is a lot of flexibility in the use of the cargo area. If the narrower side is lowered, there is room for 2 rear seat passengers, and the cargo space can accomodat[a long load.

The body of the 9000 Turbo is curved with smooth surfaces, the underside of the car has no sharp edges. All this improves streamlining. The drag coefficient, measured on a fully-equipped car is .34.

"More importantly," Mr. Roland said, "we concentrated on making the 9000 insensitive to crosswinds. Directional stability is excellent, even above 130 mph."

Anti-theft radio

Standard equipment on the 1986 Saab 9000 Turbo which went on sale in November, includes flush headlights with replaceable halogen bulbs. The electronically-tuned radio has 4 speakers, a graphic equalizer and a total 80 watts of power. The radio comes with anti-theft protection: Should the radio be removed, it remains disabled until the rightful owner types in a 6-digit secret code.

An available option package adds leather seats, foglights and a glass sunroof that tilts or slides open electrically. A 4-speed automatic transmission will be available later in the model year.

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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 January issue will be December 18, 1985. The deadline for the February issue will be January 15, 1986. The deadline for Commercial Ads is one week before the Classified Ad deadline.

Sonetts For Sale

'1967 Sonett II, 2-stroke, #189, oil inj., triple carbs, 2 Bendix fuel pumps, AM/FM cass., '78 mags w/ Metzler tires, 2000 mi on eng., very clean. Allen Shapiro, 1301 Trenton Dr., Anaheim, CA 92802, 714-632-0420 days, 635-5748 eves.

'74 Sonett III Orange, new tires & batt., mags, manuals, 84K mi., exc. cond., parts car w/ sunroof incl. \$2800 for all. George J. Harris, 913 Regatta Rd., Charleston, SC 29412, 803-795-4617 nights.

'73 Sonett III Rblt. eng. & trans., 2-bbl Weber, Konis, alloys, Pirellis, rally exh., Interior exc., paint fair. \$2500. Don Shute, San Diego, CA. 619-459-2331.

'74 Sonett III strong eng., trans, yellow, needs minor work, exc. running cond.: \$2800. Roy Witman 914-472-7616, 472-7524.

95's & 96's For Sale

'68 96, 2-stroke, exc. interior, Lt. blue, Good mechanicals. \$200. Lillian Fleming, Chicago, IL. 312-794-3252.

'60 93F, compl., not running, real gd body. '64 96, compl., not running, gd body. \$200 for both.

'70 96 IMSA Baby Grand, full cage, Konis & Bilsteins, Maverick mags, new eng. & trans., new exh., spares, all manuals, set of dealer tools incl. 4-spd jig. \$2000 for car, \$1000 for tools, \$2500 for both. Will consider '64 Monte Carlo in part trade. Steven Dougherty, 14 Bell Terrace, Stroudsburg, PA 18360-1810. 302-658-6194 weekdays, 717-421-0715 weekends.

1972 96, green, no rust, 4 Sonett mags w/Pirelli P8's and 4 Vredestein snows on stock rims, int. immac., leather wheel, dash mod. w/Sonett inst., BOXE/Concord Stereo, fr. spoiler, BOBI's, MSS carb and exh (needs rear pipe), 70K mi on trans rebld., needs some work, 140K on eng, runs fine: \$2000. Chris Mills, 10 Woods Ln, Chatham, NJ 07928 201-635-7312.

95's & 96's for Sale, cont'd.

'65 96, '69 eng, hi-perf carb & cam, headers, parts from complete Saab-NY, 4-spd trans w/o 4th gear. Needs body work, no rust. \$400 obo. Mark Vinci, 11-36 31 Ave, #2, Long Island City, NY 11106. 718-726-4550.

95, 96, and Sonett Parts for Sale

'68 Sonett V4 Rear Clip less hatch, \$300. Rear hatch, \$100. Rt door, \$175. All exc. Phil Zarrow, Westminster, CA. 213-325-8000 ext 708 days, 714-831-6219 eve.

Parting out '70 & '72 96's doors, \$30. bumpers, \$25. windshields \$25, 1.5 V4, \$70. New Weber 40 DF12, \$100. Jim Haskins, 2453 Louella Av. Venice, CA 90291. 213-391-0848.

Lenses Ft dir/pkng lens (amber clr) and rear lens (clr/chrome frame) for '69 95 or 96. In factory bags. F. Stohr, 1655 Vroom Rd., Spencerport, NY 14559. 716-293-1408.

Wheel puller and 58 pcs Newsletter 6/76 - 12/81. \$25. M. Craven, 23 Montcalm Ave., Buffalo, NY 14214, 716-832-5251.

Sonett literature, send SASE for list. Will trade with other collectors. Terry Vaught, 3401 Congress Ct., Jeffersonville, IN 47130.

95, 96 & Sonett Wanted

Wanted: front fenders for 1970 95 fiberglass preferred but will take near perfect sheet steel. Have 50K mi eng. (no carb.) and 150K mi trans w/small whine in 2nd to swap. Pete Miller, 201-746-6767 after 6 pm.

Good 2-stroke engine wanted, to fit '65 front radiator 96. Steve Verkouteren, Box 71, Rte 1, Swanton, MD 21561.

99's & 900's For Sale

'80 99 GLi, All orig., no rust or dings, exc. cond. in and out and under hood. Always garaged & maintained. G.D. Johnson, 5715 Killarney Ave., Ft. Pierce, FL 33451. 305-461-5879.

'78 99 Turbo, 3 dr, 77K mi, anth. gray, Pioneer KEX-20, GM-40, Triax, P8s, New head, valves, clutch. Meticulous maint., exc cond in/out. \$5995. Jeff Curnett, Warwick, RI. 401-737-2606.

'72 99E, 85K mi, A/T, runs great, worn seats, needs paint, current insp. \$700. Bob Phillipi, Pittsburgh, PA. 412-487-5886.

'74 99 to fix or for parts. Was driven daily until trans blew. \$300. Steve Orcutt, San Ramon, CA. 415-830-4504 after 5 PM.

'84 900 T, red, sunroof, 5-spd, A/C, Blaupunkt, exc cond, 34K mi. \$13,800. Boyd Smith, 717-433-3861.

'77 99 GL, 4 dr, 4 spd, 75K, new tires & exhaust, no rust. \$1700. Delivery avail. Must sell, moving overseas. Scott Shepard, 220 Lobban, Warrensburg, MO 64093. 816-747-3415.

Want ads continued on next page

99 & 900 Parts For Sale

99 parts from '78T, hood \$80, front windows \$35 ea, hatch window \$50. Plus shipping. Russ Nester, 2857 El Paso, Simi Valley, CA 93063. 805-526-6516.

'78 99 pass. side door, \$200. Trailer hitch for 75-78, Saab mfg. \$75. Fred Stelzner, 960 Nicolet Ave., Oshkosh, W. 54901. 414-235-1653.

1.85 engine, low mileage. \$300 fob. Can hear it run before car is scrapped. Bob Mitchell, 403 E. Redwood Ave., Pleasantville, NJ 08232. 609-641-4460.

'78 99 eng parts, everything but block, low prices, exc. maintained eng. Trans avail also. Mark Lyon, 2271 Emerald St., San Diego, CA 92109. 619-581-0334.

5 99 EMS wheels inc! caps & lugs. \$199 plus shipping. Bill Grace, 10313 Holme Lacey Lane, Austin, TX 78750. 512-331-1229.

75-77 Service Manual, \$16. 79 Serv Man, \$50. Trlr hitch, 79 5dr PN 02307, \$40. "Y" hose #9330820, \$9. Locking gas cap #0240083, \$7. Bill Hardaker, 6600 32nd St. NW, Washington, DC 20015. 202-966-7166.

99 & 900 Literature, Amer. & European. Send SASE for list. Will traie with other collectors. Terry Vaught, 3401 Congress Ct., Jeffersonville, IN 47130.

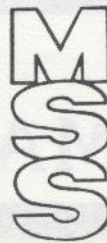
Set of 4 Pirelli P-6s w/ 20,000 mi left, \$150. J. Mutter, 9011 W. 114th St., Overland Park, KS 66210.

Complete '79 900T 5dr many 99 parts, trans & alloy wheels all years. Dennis Sweeney, 207 E. Church St. Ligonier, PA 15658, 412-238-4556.

99 & 900 Parts Wanted

Speedometer/odometer to fit '77 99 GL. Martin Krakowski. 2227 Village Ct., Grand Junction, CO 81503. 303-241-4352.

Shop manual for '78 99. Will pay reasonable price & shipping. Brad Prezant, 421 N 40, Seattle, WA 98103.



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	Outer CV joint (OEM #7312606)	95.50
	Steering knuckle (OEM#7327745)	73.50

Prices good through December 31, 1985

New Items:

V4 heads modified for unleaded gasoline. These heads are exchange, have had the machine surface trued as required, assembled with bronze guides, top quality valves, new springs, keepers and exchange upper retainers with hardened valve seats. Pair 450.00

Old Items:

#370121 Sonett exhaust system. Increase stock HP by 7%. Tuned on our engine dyno. 16 gauge pipe. Longer wear over stock system.

#370122 Sonett exhaust system. As above with alternate tailpipe using two inline mufflers, for less sound..

#475180 96 Exhaust system
#470220 95 Exhaust system

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"T" muffler only, fits '75-on 99s and 900s (non-turbo)
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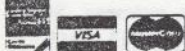
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TIMING CHAIN TENSIONER ADVICE

I find it strange that no one has written in to notify fellow Saab owners about the poorly designed chain tensioner used on early versions of the "H" engine. There must be owners like myself that still adjust their own valves.

Anyway, Saab 900 owners with 1981 to mid 1984 have engines with a timing chain tensioner that requires a special hook to disengage it and take the tension off the timing chain so you can remove the timing chain gear from the camshaft so the camshaft can be removed to adjust the valve adjusting pallets. With 60K miles on my 1982 Turbo, the valves were getting out of spec. I read my repair manual and fabricated a hook from some metal rod. I hooked the rod in the slot in the timing chain tensioner and disengaged it as per directions. After removing the gear and cam, adjusting the valves and reversing the procedure, I unhooked the tensioner and let it snap back into position. However, I did not like all the slop that existed in the chain, but thought it would take up once the engine was run. Needless to say, it did not and I got that terrible sound of a loose timing chain. (A piston slamming into an open valve means a horrendous repair bill as we all know!)

It turned out all the plastic rubbing block broke in half. How, I still do not know as I was careful. Well, it was time for the Saab Club newsletter, and sure enough on page 8 of the February '84 issue is an article about a new type of chain tensioner introduced as of mid-'84 production. This new tensioner only costs \$30 and is simple and foolproof.

Since I did not have the special tools to pull the chain tension cover, I took the car to my friendly Saab dealer who, in exchange for \$515, happily put in my new tensioner. The only saving factor (power of positive thinking, you know) is that the next time I do the valves, that nightmare of a chain tensioner will not be lurking there.

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In talking with the dealer, he said he sent all the old style ones back and did not want anything to do with them. Discussions with a couple other owners here indicated that the old style apparently also loses its ability to keep the chain tight even if it does not break on you when you adjust your valves. The moral of this story is be very careful if you adjust your own valves and if you have the engine pulled for some other reason, it would be worth your effort to have the new type of tensioner installed. It would be a small price for peace of mind.

Rich Bohn, Hollis, NH



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EXHAUST SYSTEMS FOR 900 & 99:

16 gauge pipe, glasspack mufflers, tuned on our engine dynamometer.

99 & 900 complete systems. Include header pipes (eliminate cast exh. manifold), intermediate pipe/muffler, rear muffler and pipe over axle (axle pipe double wall), tailpipe for sedan or wagonback, installation hardware. Parts are also available separately. Smooths out engine and gives 4-12% HP increase.

99 & 900 Turbo rear exhaust. Replaces T muffler and back. Free flow, nice sound, 14 gauge pipe.

99 & 900 Turbo test tubes.

99 & 900 Specials :

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4 #80-2074	-78 99 front	@ \$40.00
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12 #80C-2404	79-82 900 front	@ 35.00
	(non turbo)	
28 #80-2405	79-82 99 & 900 rear	@ 35.00
	(non turbo)	
20 #80J-2074	99 front	@ 40.00
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Con rod set	17.9 & 18.5cc	
.010 thru .030 undersize		\$10.00
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.010 thru .030 undersize		\$12.00

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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
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- 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