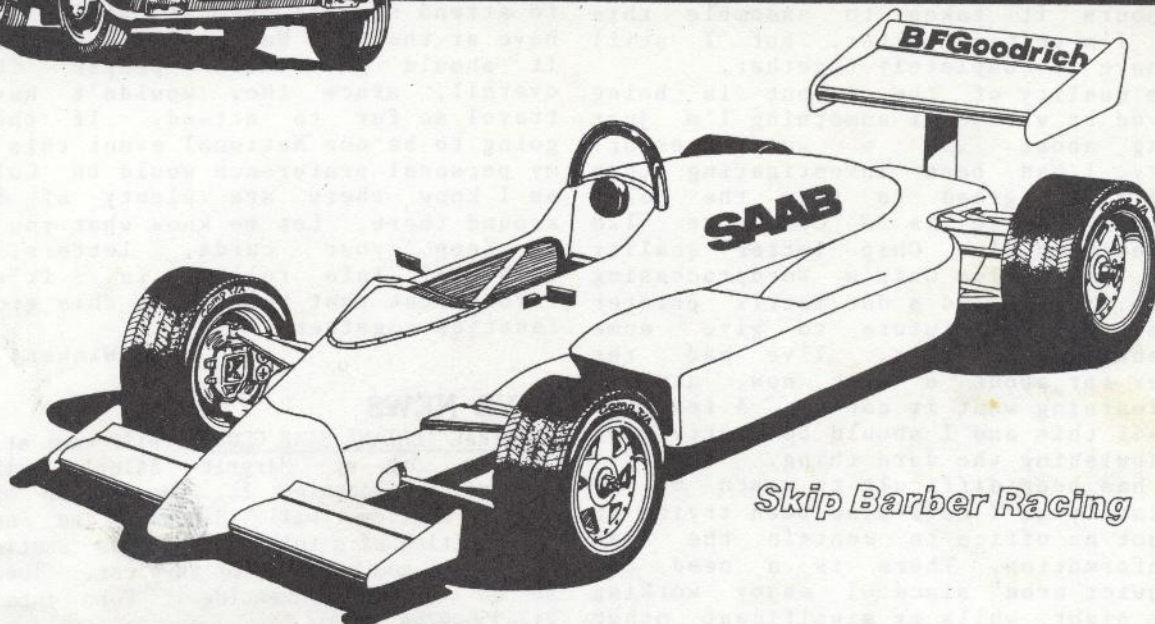




THE SAAB CLUB

JANUARY 1986, NEWSLETTER #144



Skip Barber Racing

NEW BARBER/SAAB PRO SERIES ANNOUNCED

Saab-Scania of America and the Skip Barber Organization have announced a new professional car series designed to develop and showcase American racing talent.

Robert J. Sinclair, President of Saab-Scania of America, said he is very happy the Saab Turbo engine has been selected as the powerplant for, "this exciting new series. The race engines will be the same basic 16 valve, twin overhead camshaft, fuel injected, turbocharged engines currently used in the Saab 900 and 9000 series automobiles. Without any modifications, except those necessary for installation in open-wheeled race cars, the engine will produce over 200 horsepower with racing fuel."

Skip Barber, known for his successful Racing School and Formula Ford Race Series, said "My major objective is to create a significant career step series where the best driver wins. This is a championship money and

engineering cannot buy."

The winged racing cars are being fabricated in Northern Ireland by Leslie Drysdale of Mondiale Cars with testing to begin in early February. They have been designed to be fast and reliable with specifications similar to a modern Grand Prix car: flat bottoms, radial tires and turbocharged engines.

The Skip Barber Organization will maintain all the cars. Consequently, not only will the cars be identical, they will all be prepared and crewed to the same standards and specifications.

All cars will be shod with the recently announced BF Goodrich Comp T/A R tires, running on 15-inch front and 16-inch rear wheels.

The Barber Saab Pro Series is slated to open its 1986 season at Lime Rock Park on Memorial Day. The 1986 finale and the 1987 opener are tentatively scheduled with the Tamiami Indy car race and the February Miami Gran Prix, respectively.

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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, Mark Strohm

**TIME
TO
RENEW**

VALVE CLATTER

The new year brings the official start of your new editor and the return of the newsletter to Duluth. The past few months have brought some confusion and some delays as I have attempted to learn how many hours it takes to assemble this paper. I'm getting better, but I still don't have it completely together.

The quality of the layout is being preserved by virtue of something I'm just learning about ... a wordprocessor. Actually, I had been investigating them since I first agreed to take the helm. The final choice is a Commodore 128 connected to a Blue Chip letter quality printer, using Blue Chip's Wordprocessing software. I may add a dot matrix printer sometime in the future to give some different capabilities. I've had the computer for about a week now, and am still learning what it can do. A few more months of this and I should be pretty good at manipulating the darn thing.

It has been difficult to reach me by phone lately as I have also been trying to construct an office to contain the Saab Club information. There is a need for this "quiet area" since I enjoy working late at night, while my significant other prefers "early to bed, etc." During the interim, things will remain confused around here. If you call, let the phone ring at least five times as I'm often at the far end of the house. If you don't get an answer, keep trying, I really am around the house most of the time, but I may be shoveling the sidewalk or working in the garage.

This next part is important, so pay attention. Though all the editorial duties (typing, layout, printing, folding, labeling, and mailing) will be handled by me out of Duluth, sales of Club items such as T-shirts, patches, posters, and books, will continue from the Meriden, CT, address. Once the supplies run out, those items will be reordered and eventually sold from my address in Duluth. In the meantime, any inquiries on such items listed on the back cover should be directed to the address listed there. Subscriptions, renewals, ads, articles, letters, and anything else should go to the Duluth address.

MEMBERSHIP/SUBSCRIPTION

Dues for membership/subscription are as follows:

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

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

A collection of 20+ back issues is available for \$10.00

There have been some questions regarding a National Convention in 1986. I would prefer to let one of the local clubs make an offer of putting on a convention, and I will publish the where and when. Another thought was to put on an East and a West Convention, or several Regional gatherings. I realize it would be difficult for Saab-Scania dignitaries to attend several such assemblies as they have at the past National Conventions, but it should get more people involved overall, since they wouldn't have to travel so far to attend. If there is going to be one National event this year, my personal preference would be Colorado, as I know there are plenty of Saabers around there. Let me know what you think.

Keep your cards, letters, and technical info rolling in. It's your involvement that helps keep this group of fanatics together.

Tim Winker, Editor

CLUB NEWS

CENTRAL ILLIANA SAAB CLUB -- will meet at 2 PM, January 26th at Margrit Adler's, 1507 W. University, Champaign, IL. Don Dunlap of Don's Amoco Station will discuss the use and capabilities of a full service gas station, and talk about gas and oil for your car. There will be no February meeting. For info, call 217-356-9244.

WEST MOUNTAIN SAAB CLUB (New England/New York) -- will hold a TSD Winter Rally on January 12th. Registration starts at Noon, first car out at 1 PM. A meeting will follow with refreshments. All Saabers are invited to attend free of charge. Call or write, David Sullivan, 39 Auburn St., Al, Framingham, MA 01701. 617-879-8288.

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.

MINNESOTA SAAB CLUB will meet on February 6th to hear about 3M Automotive related products from the company's sales rep serving Andrew's Auto Rebuilding. The meeting will be held at Shakey's Pizza, Snelling & Larpenteur in St. Paul, 8 PM. MISSISSIPPI GULF COAST Area. Anyone interested in forming a Saab Club in this area, please contact John Zupko, 63 Oakland Court, Gulfport, MS 39503, 601-832-6619.

ST. LOUIS AREA. Anyone interested in forming a local Saab Club in this area, please contact: Dave Eppestine, 729 Buckley Rd., St. Louis, MO 63125, 314-487-6341.

The Saab Club Newsletter is published as a service to Saab owners and enthusiasts. Technical articles written by subscribers may recommend procedures or parts not approved by Saab Scania of America, Inc. The Saab Club cannot stand behind the correctness of information contained in these articles, but offers them based solely on the experiences of the writers.

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This index covers technical articles that appeared in the 11 1985 issues of The Saab Club News. It does not include Club meeting notices, want-ads, or other non-technical stories. Back issues are available for \$1.50 each, by writing to: The Saab Club, 60 Charles St., So. Meriden, CT 06450.

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Barber SAAB Pro Series

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Barber concluded, "The Barber Saab Pro Series emphasizes driver skill rather than check writing ability. By running stock engines, tires that don't go 'off' and chassis that are not obsolete after one season, we have created a professional series that will cost half as much as a serious Formula Ford effort." Barber added that this new series will not replace his three existing Formula Ford Championships but will expand that concept into the professional arena.

Sinclair added, "This is an exciting way for Saab to expand our motorsports involvement."

Experienced racers may learn more about the Barber Saab Pro Series by writing the Barber Saab Pro Series, Route 7, Canaan, CT 06018, or phoning Series manager Mike Rand at (203) 824-5461.

900 ROUGH IDLE

I recently encountered a rough idle problem on my '83 900. The symptom was: the 900 idled very rough once warm and the engine sounded as if the fuel was not being delivered in a consistent manner. I utilized the Saab shop manual to fault trace the problem. The warm-up regulator did not show a continuous electrical circuit. I installed a new regulator and found this was not the source of the problem. I double checked both the new and old regulator to find the old one was OK after all (the electrical leads were not secure during the initial test). I replaced the old regulator and proceeded with the fault trace. I checked the electrical continuity of the control box (located under the rear seat). I found the #15 and #16 leads did not create a 12 volt circuit, in fact no current at all. These are the leads for the modulator valve. Sure enough, one of the leads at the modulator valve had come off the valve. Connecting the lead solved the rough idle problem. The modulating valve is located in the left side of the engine compartment, near the fuel and air filters.

In my experience with rough idling fuel injected engines, first check for vacuum leaks, i.e. dip stick not in place, vacuum hoses off, bad gaskets, etc. Second, check for disconnected wires, i.e. cold start valve, modulator valve, ignition wires, warm-up regulator, etc. Third, spark plugs, fuel and air filters may be bad and need replacement, especially if it's been awhile.

E.C. Borchert, Charleston, WV



Prices good through Feb. 14, 1986

- Replacement heater cores, 99's...\$67.50
- Mufflers, '75 up, non-turbo.....29.50
- '78-'83, Turbo.....39.50
- Tune Up Kits (Includes plugs, wires, points where applicable, cap & rotor)
- Up to '80, all.....17.95
- '81, all.....19.95
- '82-'84, all; '85 non-turbo...22.95
- Fuel Filters, '80-'84..... 9.50
- Actual Shipping Charges

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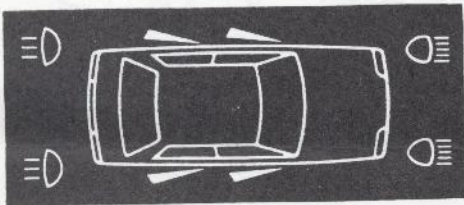
1/2 Block So. 405 Fwy.
(213) 536-0161

SAAB SERVICE TIPS

SERVICE TIPS: NOVEMBER 1985

A pictogram is displayed within the dashboard cluster on the 9000 which indicates a door that might be ajar or a bulb failure. A failure which might occur in the headlights, brake lights, or taillights will be indicated on the display. Parking lights, turn signals, and fog lights are not monitored by the system.

Installing a headlight, taillight or brake light bulb which is not of the original specification will cause the display to indicate a bulb failure. Consequently, connecting trailer wiring will also activate the rear bulb indicators. There are no means of adjusting for this without disabling the bulb warning system.

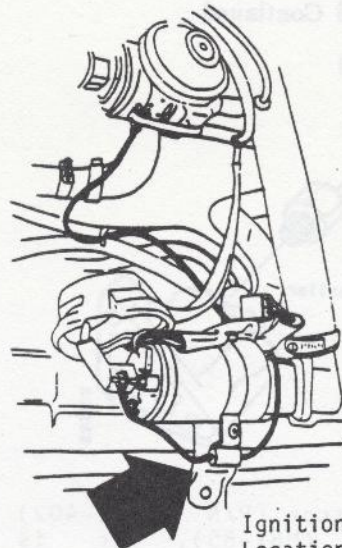


The APC control unit has been relocated from under the rear seat to the left inner wheelhousing on 1986 900 Turbos. In addition to the new waterproof connectors and test harness, a new function has been added which automatically reduces boost pressure to "basic boost" when the brake pedal is applied. As a side effect to this function an audible "click" from the APC solenoid can be heard when the brake pedal is applied. This is to be considered normal.

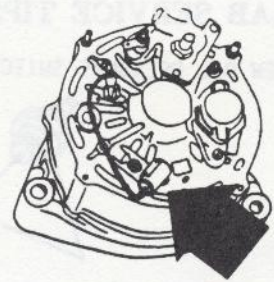
Should you encounter a radio illumination complaint on M86 900 models, first check the BR/VT wire which provides illumination power. A single pole connector is wired into this circuit and can be found just above the knee panel near the hood release lever. We have found this connector to be unplugged in some isolated cases.

Radio noise suppression is now a standard feature on 900 and 9000 models with radios installed as original equipment. This step further reduces the possibility of electrical system noise being transmitted into the car.

Suppression is standard at the alternator and ignition coil, and an



Ignition Coil Location



Alternator Location

additional ground wire is added for the engine-to-body. When changing any of these components be sure to transfer the suppressor to the new component and re-connect any ground wires which you may have unhooked.

On the 9000 you will find two types of wire connections for the alternator noise suppressor. Early production cars employ a suppressor mounted directly to the alternator body while later cars have a remote mounted suppressor at the intake manifold. The 900 will have only one type of noise suppressor mounted at the alternator.

When diagnosing a noise complaint on any model, be sure to check the tightness of all grounds and connections for the suppressors.

NEW OIL PRESSURE SWITCH FOR 900'S

Saab S.I. 11/85-806: Beginning with M86 900 and 900S production a new oil pressure switch was introduced. The new switch provides a better seal to the oil filter housing and can be easily removed and replaced due to the flats built into the switch to accept a wrench.

The new oil pressure switch has metric threads (M14 x 1.5mm) and an integrated sealing washer. The oil filter housing has been changed to accept the new switch.



P/N 75-22-402

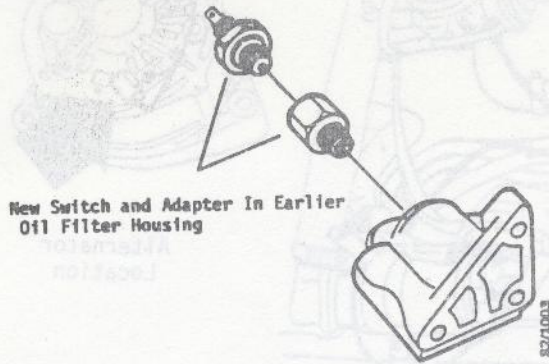


Adapter
P/N 75-64-248

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SAAB SERVICE TIPS Continued

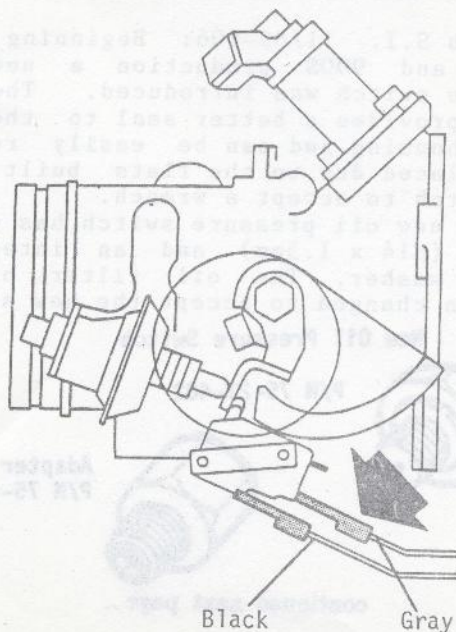
NEW OIL PRESSURE SWITCH



To mount a new switch (P/N 75-22-402) to an earlier car (M81-85), it is necessary to first thread an adapter (P/N 75-64-248) into the oil filter housing and then mount the new switch. The new style switch will be installed into the 900 Turbo production later in the year. Turbos will continue to use the older type switch with its tapered threads and its matching housing until then.

INCORRECT CONNECTIONS FOR UPSHIFT LIGHT

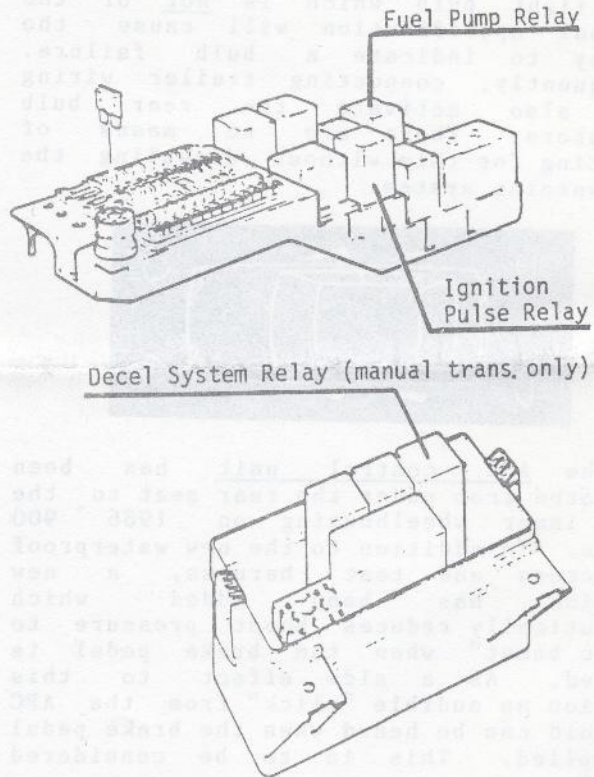
Saab S.I. 11/85-801: '86 900's built in Finland may have misconnected wires at the throttle housing. If this occurs, the "Upshift Light" in the dashboard will not extinguish during deceleration. Cars affected are from VIN Serial Nos.: G7000000 - G7003242. Should you have an upshift light complaint, check the connections at the throttle housing microswitch. The bottom two terminals must be connected as shown in the drawing. The upper terminal must not be used.



HARD STARTING -- M86 900 BASE MODELS

Saab S.I. 11/85-804: An ignition pulse amplifier relay was introduced on all 1986 model Saabs which provides a more stable ignition signal to the fuel system relays, ignition module and tachometer. Early base model 900's may have been built with an ignition pulse relay (P/N 95-18-481), a fuel pump relay (P/N 95-50-948), or a decel relay (P/N 85-99-425) that is not to the 1986 specification. Without the correct relays installed the car may be hard to start or backfire on deceleration.

To remedy, check the affected relays for the part number imprinted on the relay, and replace with the correct one if necessary.



MEASURING TOE-IN ON 900'S

Toe-in specs from Saab S.I. 10/85-792 were inadvertently left out of the December, 1985 issue of SCN. Here is the information:

	Mechanical Gauge measured at rim.	Optical/Electronic Gauge at 28" circle
Front, all, 1 to 3mm Total		1.7 to 5.2mm Total
Rear		
'79-'85, 1 to 3mm/side		1.7 to 5.2mm/side
'79-'84, 2 to 6mm total		3.5 to 10.5mm total
'85 on, 3 to 5mm total		5.2 to 8.7mm total

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.

MORE SAAB SERVICE INFORMATION

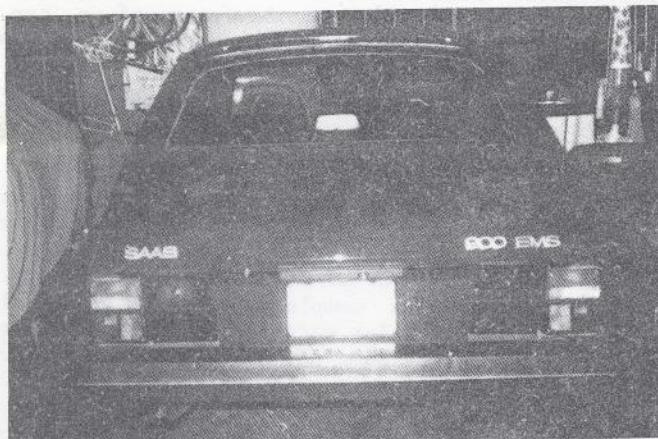
E.Z.K. IGNITION SYSTEM IN '86 900S

Saab S.I. 10/85-791: The automatic knock control system for the 1986 900S is comprised of an electronic ignition system with a Hall-Effect transmitter and a knock detector which allows for a high compression ratio of 10.1:1.

The ignition system adjusts the timing of the ignition to suit the load on the engine, the engine speed and the presence of engine knock.

A knock detector senses ignition knock in the engine and sends a signal to the electronic control unit which then automatically adjusts the ignition advance according to preset parameters and input signals for engine load and engine speed.

The bulletin describing the principles of the EZK Ignition System and fault tracing is seven pages long, and is available through your Saab dealer (see S.I. number above), or can be obtained by sending \$1.50 for printing, and a SASE with 39 cents postage, to The Saab Club address in Duluth.



3rd BRAKE LIGHT FOR 99's/900's

An interesting new safety item from SAAB is a high mounted rear brake light, designed for the 900 and 9000 hatchbacks. This same light will also fit the hatch of the 99.

This "Stop Light Assembly" is P/N 9509522 (\$74.25 List). Needed also are a "Tension Yoke", P/N 9555327 (\$5.75), and a "Clamping Brace", P/N 9553132 (\$1.10).

Although list prices of these items come to about \$80.00, many auto insurance companies offer a discount on collision insurance when you install this rear light.

Installation took me about two hours and required some drilling, but the finished job looks just like the new 900's and 9000's, and I feel safer, too.

Similar parts are available for the four-door sedan. Check with your SAAB dealer for those part numbers.

Mac Steiger, Vallejo, CA

SAAB INVESTS TO MEET DEMAND

Trollhattan, Sweden -- From 66,000 in 1980 to 111,000 in 1985, production of Saab cars is expected to reach 150,000 by 1988. To meet the increasing demand, Saab-Scania AB in the past two years has invested \$250 million in machine tools and production equipment.

Saab's investments were spread among its engineering and production units. Research departments were allocated greater resources for developing technically advanced cars.

A big change in the main production plant in Trollhattan is the body shop complex for production of the Saab 9000. Welding is entirely automated, down to the computerized inspection system that accurately measures each finished body at 91 different places before sending it to the paint shop.

The paint shop has new equipment for phosphatizing, sealing undercoating and anti-corrosion. In the most complicated operation a robot opens the hood and sprays rust-proofing compound at 45 places in the engine compartment.

No more assembly line

Saab replaced the final assembly line with a new system called miniline. It is an extension of the group assembly process pioneered by Saab in the early seventies.

Instead of a continuous assembly line, autonomous groups of 20 to 30 people are responsible for short lines with no more than six work stations. These minilines are separated by buffer zones that allow each group to vary its pace 15 percent in relation to the planned rate.

According to Saab Vice President of Production and Development Rolf Sandberg, quality is improved because the added flexibility gives workers time to correct minor faults.

Build more, better cars

Capital investments for research and development during the past two years have gradually expanded the laboratories, design studios and technical aids that will ensure Saab's competitiveness in the demanding upscale automobile market.

The company built a fatigue and static strength laboratory used for durability testing, and a new test track. An acoustics laboratory in Trollhattan was equipped to simulate, measure and analyze sound and vibrations in cars and individual components.

Finally, Saab added a new design center for Computer Aided Design and Computer Aided Manufacturing development. Said Mr. Sandberg: "We expect the investments to pay off in increased production and value of that production -- in other words, a larger number of better cars."

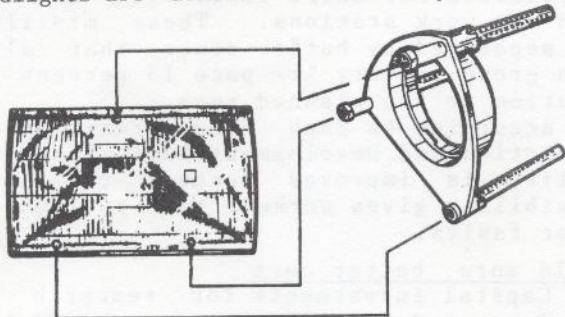
AERODYNAMIC HEADLIGHT LEGALITY

There has been some question lately about the legality of European style headlights on cars licensed in the United States. Advertisements in this Newsletter offer "Euro Headlights", but specify that they are not street legal, or are for Off Road and Racing Use Only. Yet many new cars, including the Saab 9000 and some manufactured in the U.S., now have aerodynamic headlights as standard equipment. What's the difference?

There are two major differences, the bulb and the method of aiming. U.S. law specifies "sealed beam" headlamps. European lights use an H-4 quartz halogen bulb. The H-4 is replaceable separate from the lens, but it has a small hole in the base so any moisture that may have gotten into the lens/reflector assembly can evaporate. A rubber boot is placed over the back of the bulb to keep moisture from splashing into the assembly. Since the reflector is made of metal, moisture can cause it to corrode, and for that reason, those folks in Washington who want to protect us from ourselves have ruled this setup illegal.

In an effort to make their cars more aerodynamic (something that doesn't make much difference at 55 m.p.h.), Ford has managed to get some of the lighting laws liberalized, but only to a point. The bulb used for their aerodynamic lights was designed by Sylvania, and is designated 9004. This bulb is also replaceable, but it seals against the lens/reflector by use of an O-ring. The #9004 and H-4 bulbs are not interchangeable, according to what I've seen.

The other main difference is the way headlights are aimed. In other parts of the



Saab 9000 aerodynamic headlamp with special aiming tool.

world, the vehicle is placed a certain distance from a wall, and the lights are aimed against marks on the wall. Over here, mechanics use a device with a bubble in it, much like a carpenter's level. But it has to attach to three knobs molded into the lens. The Feds say, "No knobs? Not legal since you can't aim the light." But as soon as you put a load into that same vehicle, the aiming changes, because the car sits at a different angle. Some European manufacturers compensate for this by having an adjusting knob on the back of the reflector assembly. If you're carrying a load, just flip the knob and the angle of the reflector changes so you won't blind oncoming traffic.

One more thing about "halogen" headlights. Your local discount stores are now advertising halogen headlights at special prices. These are

superior to the old tungsten filament bulbs that have been in use since the 1930's, because a halogen bulb produces a "whiter" light. But they do not compare with the halogen headlights offered by Cibie, Bosch, Hella, or Marchal. The latter utilize the H-4 bulb, and are usually considered illegal. Cibie and Hella do make headlights to meet U.S. specs, however. The cheap halogen lights use a 35 watt low beam and a glass lens and reflector. The reason for the low wattage is because the lens is so inferior that it scatters light, blinding oncoming drivers. The European manufacturers use a better quality of glass in their lenses, metal reflectors, and a 55/60 watt (low/high) H-4 bulb. The lens gives a distinct cutoff on low beam that can easily be seen against a flat surface. Better quality means a higher price, but many folks have seen the difference and paid it. Higher wattage H-4 bulbs are also available, but I haven't seen that they produce that much more light. Auxiliary fog and/or driving lights do a better job because they can be used to fill the areas the headlights miss.

Enforcement of lighting laws is left up to the states, and some states will allow headlights that have "H4" molded into the lens. Other states don't have regular inspections and don't check headlights. Some states also limit the number of auxiliary lights allowed on the front of a car. Check with the Department of Transportation in your own state on what is and isn't allowed.

Tim Winker, Editor

99 DISTRIBUTOR BUSHINGS?

During the past Summer I started looking for distributor bushings for my 1975 model 99LE. The Saab dealer in Knoxville, TN, said he had been unable to get them out of Orange, CT, so all he could offer was a complete distributor (over \$200). The Saab dealer serving the Rutland region of Vermont said the same thing. Later, the dealer in Woodstock, VT, said the bushings were not stocked by the importer, but he reported having had fairly good luck finding used distributors from low mileage wrecks.

I recently stopped at the offices of Saab-Scania in Orange, CT, and asked to speak to someone in charge of parts distribution. I was referred to Glenn Flynn who didn't have an answer, however, Angela Liebowitz offered to look into the matter and call me the following Monday, which she did, but I got the same story again. "We do not stock distributor bushings."

A Saab owner in Tennessee overheard part of my discussion with the parts manager of the Knoxville dealer and said he had obtained the bushings from a Ford dealer. Apparently a Pinto from the early seventies used a Bosch distributor. Unfortunately he didn't mention the vintage of the Pinto and I didn't think to ask.

During the Summer, I removed, measured and replaced the bushings, so with some slight inaccuracy due to trying to average out readings taken on worn surfaces, the dimensions of the desired bushings are as follows:

O.D.-0.624" I.D.-0.409" Length-0.585"

Any ideas from the readers?

Bob W. Sheflin, Killington, VT

PARTS MART



CLASSIFIED AD RATES

Ads offering parts or Saabs for sale or wanted at prices under \$200 are FREE to members and non-members. 25-word limit, plus name and address. Ads listing prices of \$201 to \$900, enclose \$2. Ads listing prices \$901 to \$2000, enclose \$5. \$2001 and up, enclose \$10. All ads without a price listed, enclose \$10.

Commercial ads: contact Editor for rates and info. We will delete all unnecessary superlatives and abbreviate where possible. Please enclose sufficient funds with ad copy; we will not bill.

CLASSIFIED AD DEADLINE

The Classified Ad deadline for the February issue will be January 15, 1986. The deadline for March is February 12th. The deadline for Commercial Ads is one week before the Classified Ad deadline.

Sonetts For Sale

'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.

'72 Sonett III, Looks & runs great but needs some renovation. Eng & trans good, needs T.O. brng. New exhaust. \$1700. Donna Stone, Bradley Beach, NJ. 201-775-7447.

95's & 96's For Sale

'72 96, Very gd cond, no structural rust. Rblt eng, AM/FM stereo, Dk grn. \$1500. A. Mueller, 14 Candlewood Birches, Brookfield, CT. 203-775-9757.

3 - 96's, plus extra parts (2 trans, 1 eng), literature, enough stuff to build one 96. \$450 takes all. Bill Pensar, P.O.Box 1, Lemon Cove, CA 93244. 209-597-2504.

'71 95, Rblt eng, new exh, reas interior, some rust (doors & ft fenders), needs rear shocks & brakes. \$600. Lance Swanson, Rt. 1, Box 48A, Two Harbors, MN 55616.

'71 96, strong running, clean, tight, quiet car, very little rust. Michelin snows, AM/FM, Winter grill covers, mechanical choke. \$1200. Photos, \$2. Wm. T. Schwartz, c/o Schwartz Ins. Agency, 101 E. Milwaukee St., Suite 424, Janesville, WI 53545. Days, 608-754-9241, Wed. eve. & wknd, 414-674-6226.

'69 96, good eng & trans, body structurally sound, new clutch & all eng & trans seals, block htr. \$500. Louis Stone, 847 Driftwood 8, St. Cloud, MN 56301. 612-259-9499, 5-7PM or 9-10PM CST best.

'68 96, good body, new paint, exh sys, shocks, brakes, 2 new Arrivas. Extra V-4 eng & trans. \$2500. Liam Ingram, 3526 Palmetto Av, Coconut Grove, FL 33133. 305-448-4865.

'60 93 GT-750, Fresh eng, new laquer & interior, bumpers, grill. No rust. Runs & looks great. \$2800. Charlie Dodson, 7 Wainwright Ave, Annapolis, MD 21403. 301-267-9245.

95, 96, & Sonett Parts For Sale

'73 Sonett III, running parts car, terminal rust. Wipers work, 5 alloys w/blue centers, decent F/G. \$1000. '72 Sonett III, for parts, not running. Complete except rear window & seats. Repairable rust, good body. \$750. Randy Cook...

Sonett III Parts Collection, includes 4 engines, 8 wheels, 8 doors, 3 noses, 3 rear clips, interior, electrical, suspension pieces, etc. \$1850. Randy Cook, 58 Cinderella Ln, Ft. Walton Beach, FL 32548. 904-863-9399.

Roof rack for 95, also fits Honda wagon & others. O.E. Saab, so you know it's strong! \$65. Lance Swanson, Rt 1, Box 48A, Two Harbors, MN 55616.

95/96 parts, '68 radiator-\$40, Tach-\$35, Clock-\$5, 2 new vlv cvr gskts-\$4, 2 new exh hngs-\$2. BOOKS: V-4 Service Book, Knowing Your Saab, 95 & 96 book (no cover), all books-\$15. \$85 o.b.o. for everything. Roger Freeberg, RD #1, Box 52, Huntington, PA 16652.

2 Stroke starters, generators, cyl hds, pistons, hubcaps, 93 grills, new 93 wiring harness, new wiper arms, etc. GT-750 Twin Solex 44PII, Make offer. Send SASE for list. Charles Dodson, 7 Wainwright Ave, Annapolis, MD 21403.

Used 95 parts, plus '72 & '73 95s, complete & running. W. Connell, PA. 412-285-1872 after 5PM.

V-4 parts cleanout, '72 96 eng/trans, lenses, etc. \$450. '73 Sonett trans, \$300. Sonett alloy wheels. Frank van Retingham, NY. 516-928-1879 or 369-7669 days.

MSS 43mm Intake manifold, ported, w/brake fitting: \$65. Monte Carlo crank, block, head: \$100. Ron Wilcox, 156 Orchard Hill Rd., Harwinton, CT 06791. 203-485-1196

95, 96, & Sonett Wanted

Headrest insert for 96, \$10? Side-mirror for 96, complete or bracket/arm only, \$5? Max Lyon, Box 342, Star Route 2, La Honda, CA 94020. 415-941-7728.

99's & 900's For Sale

'69 99, 136k mi, gd eng, body & interior, trans slightly noisy. Many spares. \$500. Alan Gewanter, Doylestown, PA. 215-348-3681.

Want ads continued on next page

PARTS MART Continued 99's & 900's For Sale

'71 99, A/T, TR7 eng, new head, eng & trans out of car. Good body, new bumpers, shocks, gen. Restorable or parts car. Over \$3000 invested. \$1000. Bob Ingram, 3526 Palmetto Av, Coconut Grove, FL. 305-448-4865.

74 99 EMS, a/c, stereo, runs great, exc cond. Toni C. DeBiase, Vero Beach, FL. 305-231-6949 or 569-8676.

'76 99 Wagonback, 97k mi, new tires & snows on rims, AM/FM, automatic, gas shocks. Runs well, Saab mechanic maintained. \$2200. Michael Matsko, Bayside, NY. 718-631-9755.

'77 99GL, 2 dr, 4 spd, cruise, sport steering wheel, AM/FM cass & equalizer. Repainted '83, 116k mi. \$2000 o.b.o. Dave Auerbach, 3612 McLean Ave, Fairfax, VA 22030. 703-352-2087 eve's.

'80 Turbo 5-dr, new paint, Comp T/As, new strng rack, w/p, a/c compr. Lots of miles but runs good. \$3800. Tom Higgs, Clinton, MS. 601-924-7631, 6-9PM.

'81 Turbo 3-dr, Immac cond, lt met blue, Blaupunkt, louvers, cover, 65k mi. All maint records. Bought new & kept by Saab fanatic. \$7500. Bob McNary, Ventura, CA. days, 805-643-9936, eve, 805-642-1305.

'84 Turbo 3-dr, Black, tan leather, tinted windows, extra instruments, many accessories. Meticulous care. 29k dry, moderate mi. Stuart MacRobbie, Berkeley, CA. 415-841-6699.

99 & 900 Parts For Sale

Five EMS wheels with nuts: \$200. 1.85 head: \$125. Intake manifold for Weber DCOE, fits 1.85: \$75. Ron Wilcox, 156 Orchard Hill Rd, Harwinton, CT 06791. 203-485-1196.

4 Firestone T&C snows, 165x15 on steel wheels, 2 yrs light use, \$150 o.b.o. '75 Shop Manual, \$15. Mike Vosburgh, Hopkinton, MA. 617-589-6706 work, 617-435-6743 home.

'79 900T for parts. '72 99 trans, \$150, head \$100. '75 trans, \$250. Alloy wheels, all years, \$50-\$100. Much more! Dennis Sweeney, 207 E. Church St., Ligonier, PA 15658. 412-238-4556.

Service Manuals, '75-'77: \$16, '79: \$50. Tow bar/hitch for '79 5-dr: \$40. "Y"-hose #9330820: \$9. Locking gas cap #PNX0240083: \$7. Bill Hardaker, Wash., DC. 202-966-7166.

Warmup regulator (new) for '81 on 900. Bosch # 0438 140 084: \$120. Eddy Borchert, Charleston, WV. 304-747-2129 (8AM - 5PM).

New Thule Combi Box ski holder, never used. New cost: \$135; sell for \$75. New ADDCO 3/4" rear stabilizer bar kit, #238, for all 900, \$50. 2 Conti TS730185/65HR15 snow & performance tires, under 5000 mi., \$100 for both. Plus freight & COD. Steve Schmah, St. Paul, MN. 612-645-4521, 9AM - noon CST.

Sony XR-70B Cass. rcvr pre-amp with Sony XM-21 power amp & Phillips 3-1/2" 2-way speakers: \$250. Pirelli CN36, 175/70HR15, new: \$65. Michelin XZX, 165SR15, 8/32 tread: \$45. Steering wheel from '79 Turbo: \$125. All items shipped UPS ppd. Dave Cobun, Rt. 7, Box 692, Morgantown, WV 26505. 304-594-1900 eve, 304-292-7324 days.

900 Accessory Console: \$35. Dunlop D-3 tires: \$100/set. 900 bra: \$25. Bilstein shocks: \$80/set. 900 front spoiler (not turbo): \$35. Mark Possoff, Ardmore, PA. 215-896-8098 eves.

Ronal alloy wheels, new, factory boxed. P/N 8945909. \$110 ea plus shipping. Bernard Shapiro, 78 Livingston St., Brooklyn, NY 11201. 718-403-9696.

'80 EMS wheels with 185/70-15 tires. Used only winters. \$100 each o.b.o. Leo Skrzypek, P.O. Box 8631, E. Hartford, CT 06108. 203-289-3036.

Bra for 900, used 2 days, \$40, UPS pd. Dr. M. Becker, 505 E. 25th St., Hialeah, FL 33013.

99 & 900 Parts Wanted

Hubcap for '73 99LE. Will pay \$20 in gd cond. Thor Carlson, 326 Morris Ave., Boonton, NJ 07005. 201-334-1738.

'82 or newer 900 3-dr, Turbo or S, wrecked in rear. Must be good incl. doors forward. Finders fee paid for info leading to purchase. Dennis Sweeney, 207 E. Church St., Ligonier, PA 15658. 412-238-4556.

Rear spoilers wanted for '82 4-dr 900T & '79 5-dr 900T. Also gauge console for '79 900T. Dave Cobun, Rt. 7, Box 692, Morgantown, WV 26505. 304-594-1900 eve, 304-292-7324 days.

Compact spare tire or compact tire/wheel assy for '83 900. Bernard Shapiro, 78 Livingston St., Brooklyn, NY 11201. 718-403-9696.

Escort or Passport Radar detector wanted. Leo Skrzypek, P.O. Box 8631, E. Hartford, CT 06108. 203-289-3036.

ATTENTION

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BRAKE PADS	\$15.00



MISFIRING MAY CAUSE OVERHEATING EXHAUST

Operating a car equipped with a catalytic converter with a misfiring cylinder can cause severe problems. The unburned gas is burned in the converter, causing the converter to run hot. This can melt the wiring harness, floor mats, sound deadening material, and emergency brake cables. Needless to say this can be much more expensive than correcting the miss promptly. Just twenty miles of driving can cause melting of the undercoating.

On a 16 valve car or one with electronic (solenoid) fuel injection, the problem can be identified by unplugging the wiring from the solenoid of each cylinder one at a time. The one that causes no change is where the miss is occurring. If that cylinder is left disconnected, no gas is injected and the catalytic converter will not get hot.

The car will be down on power and long periods of operation are not recommended. Get the problem cleared up immediately. The oxygen sensor may also go nuts due to the high oxygen level in the exhaust. The system may go "full rich". This is still less than driving with one cylinder unburned.

Brian Curry, Springfield, PA

REAR DEFROSTER FOR 96

I have a '68 V-4 96 and find the newsletter interesting and useful. Most of us 96 nuts have for some time spent many hours adapting non-Saab parts in an attempt to keep our treasured heaps running.

For what it's worth, I've discovered that a 1" by 4" strip of deceased truck tire makes a much better hanger for the exhaust than the barrel shaped rubber hangers or Olds AC mounts as other members have suggested.

For those with old cars which don't have a rear window defroster, J. C. Whitney sells a very good grid for about \$10 which attaches with adhesive to the glass, and seems to do a good job of defrosting the window.

SAAB OEM PARTS/ ACCESSORIES

* 900 EUROPEAN HEADLIGHT
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When installing an accessory of this sort on the 96, it is advisable to tap into the cars wiring at a point where the source is dead when the car isn't running, to avoid the battery going dead if the defroster is inadvertently left on. In addition, don't tap into something vital such as the windshield wiper circuit. You don't want them to go out if the fuse blows. On my car, an acceptable place to tap in was an unused spade terminal at the fuse box on #7 circuit (the side of the fuse box closest to the engine). This circuit is for the back up lights. You'll also need to change from an 8 amp to a 16 amp fuse. Then you're ready for winter.

Theodore Ehlke, Cross Lanes, WV

TIRES, TWO-CYCLE OIL, AND PISTONS

The best combination for handling that I've found for the 96 (especially in the wet) are Pirelli CN36 175/70 HR 15's on the front and any good 155 SR 15 radial in the back. I know this precludes tire rotation, but as I seem to wear out two sets of front tires to each set of rears, it works out. Don't forget that the front tires are doing virtually all of the driving, steering, and braking, as well as holding up most of the weight of the car. There's no advantage to wider rubber in the rear unless you're carrying heavy loads or towing.

Another recommendation is Amsoil 2-cycle oil, which I mix 80:1 (one pint with ten gallons of gas), although the manufacturer claims that 100:1 is safe. It took me too long to find new pistons and rings to be willing to gamble that much, but it does a great job at 80:1 with no visible smoke when warm and plugs lasting 5000 miles (Bosch MGV 260T 31S).

The new pistons are from AE (Austin Engineering), an English company, and I bought them through Import Parts International, Tucson, AZ, (602) 888-7110. The pistons come with rings and are available in several oversizes, so I don't think it's necessary to have Wiseco make up a batch as suggested in the April '85 newsletter.

Bob Miller, Pomona, CA

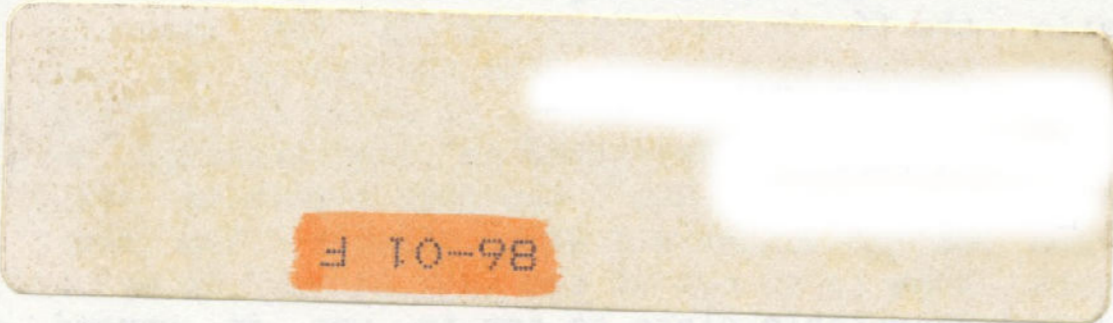
BUZZING PROBLEM CONTINUES

Re a letter sent concerning a buzz that is heard when my '82 900 is in 5th gear at about 60 mph (2000-2500 rpm). A newsletter article mentioned the changing of the alternator mounts. Upon showing this to the local Saab dealership (Wigglesworth in West Chicago), it was pointed out that this repair pertains to 900's earlier than mine, and that this fix is irrelevant to my model.

The buzz appears to come from some metal-to-metal contact between the car's sheet metal and the transmission / linkage assembly. The sound will disappear when (a) the gearshift lever is pushed slightly forward, (b) when the car is in a gear wherein the lever is pulled back (2nd, 4th), or (c) when the car/engine is moving at a speed lower than about 50 mph (2000 rpm). It strangely disappears, as well, during warm spells -- the noise is a cool-weather phenomenon.

Jerry Plotkin, St. Charles, IL

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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.

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