



THE SAAB CLUB

FEBRUARY 1986, NEWSLETTER #145



DRIVING IN THE SNOW

Saab has published an illustrated manual full of advice and hints on how to drive a car under slippery road conditions. The 36-page booklet gives information on what to wear for comfort, skids and how to avoid them, wet ice vs. snow for traction, braking, and some practice exercises so you know how your car will react under slippery conditions. Information is given for front wheel drive and rear wheel drive cars.

This handy little booklet is available free of charge. Send a postcard with your name and address to: "Winter Motoring", Saab-Scania of America, Saab Drive, Orange, CT 06477.

SAAB SALES UP 16.7 PERCENT IN 1985

Sales of Saab cars in the United States reached a record 38,243 cars in 1985, up 16.7 percent over last year when Saab dealers retailed 32,768 units. This does not include the 1021 cars sold in 1985 through Saab's European delivery program. This is nearly triple Saab's sales of 13,513 cars in 1980.

Saab-Scania of America President Robert J. Sinclair is targeting sales to climb to 45,000 in 1986. The Saab 900 series is expected to account for the majority of sales through Saab's 350 dealers nationwide.

SAAB 9000 TURBO NAMED "BEST IMPORTED CAR"

The "best imported car" introduced during 1985 is the Saab 9000 Turbo. That's the verdict of the Motoring Press Association, which honored the new model at its 23rd annual awards banquet in San Francisco recently.

The MPA evaluated all other imported cars introduced in 1985 before selecting the Saab 9000. Said Gordon Martin, president of MPA and automotive editor of the San Francisco Chronicle: "Driving [the Saab 9000] is a heady experience. The new 9000 is a great example of the innovation we've come to expect from Saab."

The 9000 Turbo was also honored by Car & Driver magazine in its January, 1986 issue as one of the Ten Best Cars currently available. C&D also chose the powerplant in the 9000 Turbo as the Best Engine in their choice of Ten Best Features.

SAAB ESTABLISHES SOUTHERN REGION

Saab-Scania of America has established a Southern Region headquartered in Marietta, Georgia. The manager of the Southern Region is William S. Kelly.

Saab's new regional office covers eight states previously in the company's Eastern Region: Maryland, Virginia, North Carolina, South Carolina, Tennessee, Alabama, Georgia and Florida, and the District of Columbia.

Saab decided to divide its Eastern Region in two parts after extreme sales growth in the past years. Since 1981, sales of Saab cars in the 18 eastern states has tripled.

Mr. Kelly's previous position was sales operations manager for the Eastern Region. Before that he was district manager in charge of sales operations in Tennessee, North Carolina, South Carolina, Georgia and Alabama. Mr. Kelly joined Saab in 1980. Also part of the management of the Southern Region are: Brad Helms, business management and dealer development manager; John Molinari, sales operations manager; Martin Prior, service manager; and John Zimmerman, parts and accessories manager.

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

VALVE CLATTER

Another month out of the way with a little less agony. You will start to notice a few minor changes, mostly in the layout, few in editorial content, though I would like to take a few lines to explain my philosophy.

I have heard and received comments that the Newsletter contains too much stuff from Saab-Scania. I don't agree. Saab-Scania is the company to which we owe these fine autos. They are supportive of the Club as a venue to reach Saab owners on problems and clearing up same. The Newsletter is better because Saab does send Service Info, and does participate. Most auto manufacturers ignore the owners of older cars, suggesting they should "Buy a new one" instead of fixing the old one. And Saab maintains a strictly "hands off" policy regarding editorial content. Maybe half of what Saab sends me is used in the Newsletter. Since this was a "non-news" month for the most part, the most current info of any sort is on the front page. The front page is not reserved for Saab-Scania news, but for the most up to date news of any kind. If Saab were to be involved in some sort of scandal, you can bet you'd read about it there, also.

You'll notice the "Membership/Subscription" info has been moved to page 11. This puts the mailing label on the reverse side of it, making it easy to clip out when renewing or inquiring about your subscription without cutting up valuable tech information. Having the label, or at least the number in the upper right corner, makes updating the mailing list considerably easier. Please include which Saab model(s) you own when renewing, as I'd like to get an idea of the distribution of cars among the membership.

The Club News, pertaining to regional club meeting dates and programs, will be on page 2, an easy to locate place of honor. I know there are plenty of other local and regional clubs out there. It doesn't cost you anything to list when and where your meetings are, so send the details. You may pick up some new members.

More drawings and photos would be appreciated. Diagrams with a tech story make it much easier to understand. A photo of something you've added to your car can speak paragraphs. There are professional illustrators and photographers among the membership, and some do contribute. More would be helpful.

I appreciate all the letters I've received lately, and some get reprinted in each issue. The ones that don't are either too long (3 or more pages), or are difficult to read. There were some doozies this month, including a couple on "How dare they call the 9000 a Saab". They're well written, and present some very good points, but they'd take way too much of the space available for letters and tech info. If you're not a fan of the 9000, consider it to be an overpriced "yuppie-mobile", see Jack Ashcraft's article on page 6. I like the 9000, but it's way out of my price range.

I agree that Saab should offer something in an entry level car, much like the 93 and 96 were. My last new car purchase was not a Saab, because there was nothing there that fit my requirements. So we keep fixing up used cars, because the older ones meet our financial restrictions.

It's a bit late to start working on a National Convention for '86, so, unless there's an offer to take on the task, there won't be one. There were a few responses to last month's query, but not enough to constitute a reasonable sample.

That's it for this month. Thanks to those who have written in with your support and your criticisms. I am paying attention, and will stick with what the bulk of the readers have to say.

Tim Winker, Editor

CLUB NEWS

CENTRAL ILLIANA SAAB CLUB will not meet in February. The March meeting will be on the 16th at 2 PM at Milt Adler's office, 404 West Green, URBANA, IL 61801. JMK will present movies and talk on CV joints and suspension systems, diagnosing and repair.

NORTHERN ILLINOIS SAAB CLUB will meet at 1 PM on Sunday, March 2nd for a Champagne Brunch at the Watercross Restaurant in Palatine, IL. A representative from Bosch is scheduled to speak. Reservations are necessary. Contact Jon Petersen or Pat Nelson at 312-675-6540. 24 hour Hotline on activities, 312-673-4752.

PENN-LANCO SAAB CLUB meets the 1st Tuesday of each month at Bube's Brewery, Mt. Joy, PA. Contact Tim Brown at 717-627-SAAB for more info.

MINNESOTA SONETT CLUB contact people are Jeff Schille at 612-457-6891, or Warren White at 715-483-3010.

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. 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.

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 Eppstine, 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.

WHAT ABOUT THE TURBOCHARGER?

I own a 1980 Saab Turbo with 75,000 miles. The car has been relatively trouble free and has been maintained to the book, with the exception of oil changes which occur between 3,000 and 4,000 miles. I have the following questions:

1. What is the average life expectancy of the turbo?
2. What, if any, are the signs of pending failure? (i.e. noises, black tail pipe...)
3. How long can a car be driven after these signs show up?
4. Should a turbo with 75,000 miles be rebuilt as preventative maintenance?
5. Can the turbo be rebuilt? If so, can it be rebuilt by a reasonably competent backyard mechanic? If not then where and how long would it take?

I like the car and would like to keep it a few more years. But I have heard too many rumors of turbo failures and have a paranoid fear of being stranded with the wife and kids at 30 below zero out in the sticks.

Russ Grobe, Rochester, MN

CARE AND CAREFUL FEEDING OF YOUR TURBO

"Oh, he huffed, and he puffed, and he gave 7 pounds of boost..."

Now that the turbocharger is becoming the way to increase performance, it might be wise for some

SPOILERS



- 99 Front Spoiler, flexible ABS.....\$119
- 99 Sedan Rear, soft urethane.....\$119
- 900 Sedan Rear, soft urethane.....\$119
- Includes UPS shipping

900 Aerodynamic Body Kit - 10 piece kit includes front spoiler, side skirts, & rear skirt. Made of paintable, flexible plastic.
List Price, \$1200. CLUB SPECIAL, \$895

Prima Flow Exhaust - Heavy duty, free flow mufflers. Half price on these systems:

- 99, thru '74, CLUB SPECIAL.....\$80
- 99 Wagonback, '75-on, SPECIAL.....\$78
- Includes UPS shipping

MN residents add 6% sales tax.
Saab/Volvo Catalog available soon, \$3.



Svenska Keshun
5401 Avondale Street
Duluth, Minnesota 55804
(218) 525-3904

of the Saab Club members to become a bit more conversant in the care of these little (and expensive) devices.

Basically, a turbo increases performance by packing a denser charge into the cylinder. It can turn up to 140,000 (that's right, one hundred forty thousand) revolutions per minute. Now, the impellers are small, but it can't build up or slow down from that speed instantly.

So you're cruising down the motorway at 75 mph, and you decide a quick pit stop is desirable. Zoom, into the Service Area, screech to a stop, turn off the engine, and dash for the facilities. But what's happened to our poor little blower? You have shut off its oil supply, and it may still be turning over a good amount. Then you rush out, turn on the key, rev it up good, drop the clutch, and away. Again, our poor blower. Remember, the shaft connecting the two impellers rides in bronze bearings and is supported only by a thin film of oil. So our quick start may not mean enough oil pressure to support the shaft.

Now we change the oil -- VERY FREQUENTLY. But why so frequently? Because that little bearing area gets HOT! It is cooled while zipping down the road by the oil flow, but on shutoff it cooks the oil remaining in the turbo, a process called "coking". And just as the name implies, the cooked oil becomes hard little bits that can do absolute wonders to wearing surfaces, especially in the turbo.

But we change the oil differently. After change of oil and filter, we disconnect the distributor (or otherwise disable the ignition system), and crank the engine about a minute to have the pump pick up oil and distribute it to the engine. Don't crank two minutes straight; crank 15 seconds, then pause awhile to cool off the starter. When disabling the ignition, if all you do is pull the center lead out of the distributor, be sure to ground it. Modern ignition systems may go up in smoke if there is no place for the high voltage to go.

So you've acquired a Turbo. Now, I hope you've acquired a bit of knowledge to have it last a long time and give you lots of enjoyment. So read and heed, mistreat the little devil and it will put a healthy crimp in your pocketbook.

Remember, Saab introduced their first Turbo model in 1978. Ford tried twice and failed; they're on the third one now. Then Buick came along, then others, and now "Turbo" is a common word. Take care of yours!!!

Bob Mitchell, Pleasantville, NJ
reprinted from Harbor SCC Newsletter

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INDEPENDENT SAAB REPAIR
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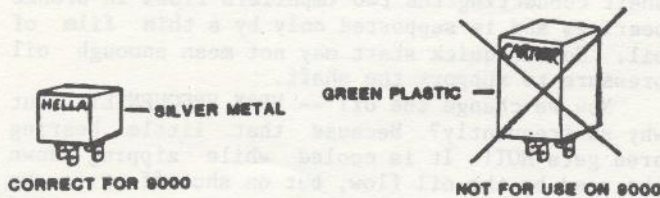
15616 INGLEWOOD AVE. 1/2 Block So. 405 Fwy.
LAWNDALE, CA 90260 (213) 536-0161

SAAB SERVICE TIPS

SERVICE TIPS: DECEMBER 1985

In the past, two versions of the relay, P/N 85-22-310, have been sold by Saab. On the 9000 this relay activates the function of the headlights, horn, and rear window defogger. The two versions are:

Cartier relay (no vendor number)
Hella relay 003 51006



Because the Cartier version is not compatible with 9000 applications, (doesn't plug securely into the relay panel) it will no longer be sold. Until supplies are depleted, the Cartier version of P/N 85-22-310 is restricted for usage in 900 applications only. Only the Hella version may be used on the 9000.

Due to the special design of the 9000 ignition key, replacement keys cannot be cut at the dealership or at any other retail outlet. Replacement keys must be ordered directly from your Saab dealer's Parts Department.

All brand new 9000's are supplied with a total of three keys. Two are normal sized while the other is of the "mini type" and may be carried in a wallet or similarly tucked away.

Alloy wheels presently fitted to 900 Turbo and 9000 Turbo models appear similar although they are quite different. Besides having different bolt patterns and center holes, the 900 and 9000 also differ in wheel width; the 900 being 5-1/2", the 9000 is 6".

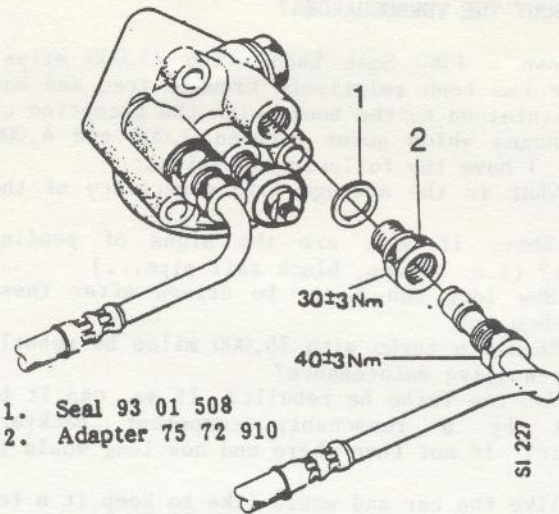
To quickly identify a wheel that is off the car, note the sizing characters that are cast onto the wheel near the center hub:

"5-1/2J x 15 H2" = 900 Turbo
"6J x 15 H2" = 9000 Turbo

ADAPTER FOR CORRECTING OIL LINE LEAKS

Saab S.I. 12/85-810: An adapter was introduced into late M85 Turbo new car production to ensure a more positive connection of the oil cooler lines. This adapter also fits earlier cars with oil line leaks. The adapter and its seal may be used at the connections for the oil cooler, oil filter adapter housing and the angled connection for the automatic transmission cooler.

Adapter P/N 75-12-910
Seal P/N 93-01-508



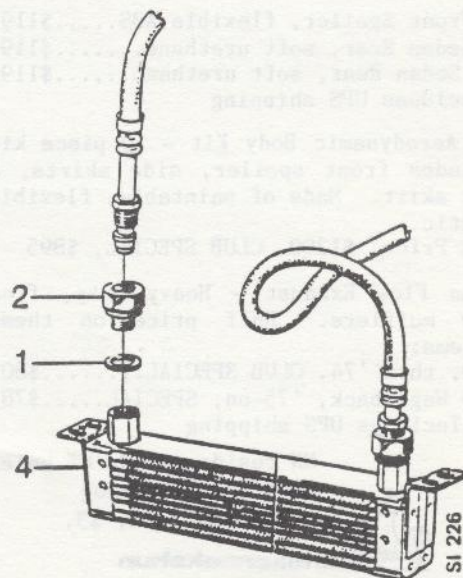
Installation Instructions:

1. Disconnect the battery.
2. Installing adapters at the oil filter housing requires that you first release the housing from the block and remove the oil pressure switch (and cooler lines). Install the rearmost adapter first, then the oil pressure switch and finally the forward adapter. Be sure to use the sealing washers beneath the adapters. Loctite 242 (blue) may be used to seal adapters to the oil filter housing, if desired. Tighten the adapters to 22 ft. lbs. (30 Nm).

Re-fit the oil filter housing, connect the hoses. Tighten the hoses to 29 ft. lbs. (40 Nm). Hold the adapter with a wrench while tightening the oil line.

3. Install adapters at oil coolers by first fitting a sealing washer and threading the adapter into the cooler. Tighten adapter to 22 ft. lbs. (30 Nm). Attach the hose and hold the adapter while tightening. Tighten hoses to 29 ft. lbs. (40 Nm).

4. Re-connect the battery.



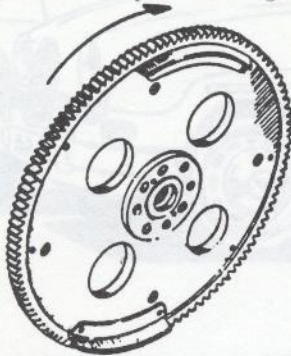
SAAB SERVICE TIPS Continued**FLEX PLATE DAMAGE, 99 & 900, BW TYPE 35 & 37**

Saab S.I. 12/85-814: A new reinforced flex plate has been introduced as a remedy for cars which have sustained flex plate damage from the starter motor. The new plate is a direct replacement for earlier plates and can be used on all M75-, 99 models with the BW-35 transmission, and 900 8-valve with the BW-37 transmission.

Flex plate

P/N 75-61-186

Although less likely to sustain damage, the teeth of the starter pinion should always be examined should flex plate damage occur.



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.

SNOW TIRE RECOMMENDATIONS

Saab S.I. 12/85-811: To assist in your choice of snow tire sizes for 1984 thru '86 900 models, the following table has been developed giving the original equipment tire size, original wheel size, and snow tire recommendations.

Strict adherence to the tire sizes listed in the chart will ensure prevention of problems due to lack of clearance between the tire and chassis. Fit only radial tires with sufficient load capacity and speed rating. Do not fit tire combinations with mixed tire sizes, load ratings and speed ratings. Recommendations for earlier Saab models (1974-83 900 & 99) may be found in the Feb. '83 issue of SCN on page 6 (Saab S.I. 12/82-606).

Inflate according to the recommendations given in the Owner's Manual or the label secured at the driver's door.

Optimum snow performance will be achieved by fitting the car with snow tires on all four wheels.

MODEL	OE WHEEL SIZE	OE TIRE SIZE	WINTER TIRE RECOMMENDATION		
M84 900	5.5 x 15 Steel	185/65 SR15	165 R15 175/70 SR15	175/70 HR15 185/65 SR15	185/65 HR15
M85-86 900	5.5 x 15 Steel	185/65 TR15	165 R15 175/70 SR15	175/70 HR15 185/65 SR15	185/65 HR15
M84 900S	5.5 x 15 Alloy	185/65 SR15	165 R15 175/70 SR15	175/70 HR15 185/65 SR15	185/65 HR15
M85 900S	5.5 x 15 Alloy	185/65 TR15	165 R15 175/70 SR15	175/70 HR15 185/65 SR15	185/65 HR15
M86 900S	5.5 x 15 Alloy	195/60 HR15	175/70 SR15 175/70 HR15	185/65 SR15 185/65 HR15	
M84 Turbo 4Dr.	5.5 x 15 Alloy	185/65 SR15	175/70 SR15 175/70 HR15	185/65 SR15 185/65 HR15	
M84 Turbo 3Dr.	5.5 x 15 Alloy	195/60 HR15	175/70 SR15 175/70 HR15	185/65 SR15 185/65 HR15	
M85 Turbo 4Dr., 3Dr.	5.5 x 15 Alloy	195/60 HR15	175/70 SR15 175/70 HR15	185/65 SR15 185/65 HR15	
M86 Turbo	5.5 x 15 Alloy	195/60 HR15	175/70 SR15 175/70 HR15	185/65 SR15 185/65 HR15	
M85-86 Turbo SPG	5.5 x 15 Alloy	195/60 VR15	175/70 HR15	185/65 HR15	

CHECK DEALER ON PARTS PRICES

I hate to burst Mr. Doug Bloomberg's bubble [Dec. 85], but had he checked with a Saab dealer he would have found that a lambda sensor and a fuel filter would have cost him about \$80.00, not \$100 or \$150. It seems he was fooled by the common misconception that the dealer is always more expensive. Or, perhaps he was quoted a grossly inflated price by an unscrupulous Saab dealer.

In addition to paying too much for his parts,

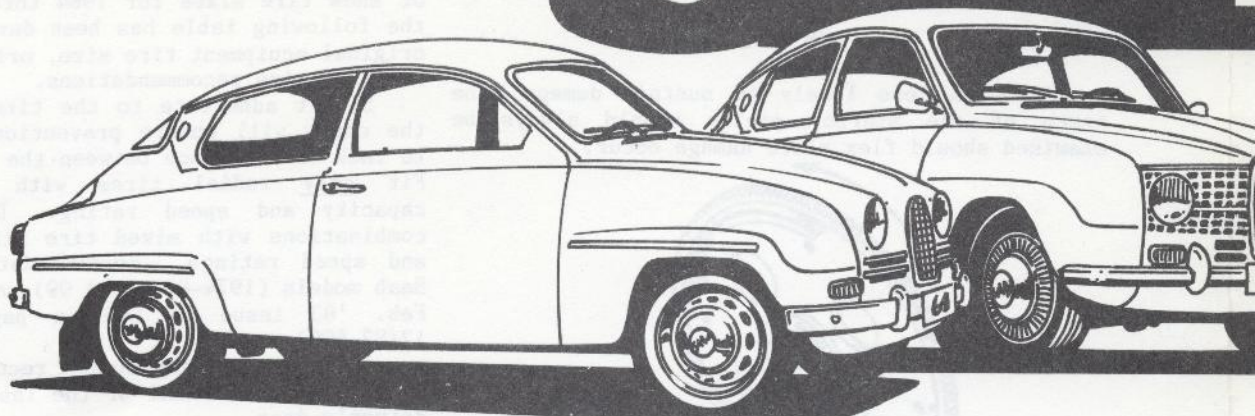
Mr. Bloomberg may have put himself and his Saab in danger. Earlier this year, Bosch changed the design of that particular filter, rendering it unfit for use on Saabs. However, they did not change their part number, so an independent aftermarket parts house would have no way of knowing.

The message is clear. Always check with a Saab dealer for the latest, correct parts for your Saab. You may just find a bargain in the process.

Dave Andrews, Parts Manager,
Yates Saab, Langhorne, PA

HOW ABOUT A REVIVAL OF THE

SAAB



Barring one or two easily fixable glitches, SAAB had a winner in the 96 series, no doubt about it. History unfailably sifts the wheat from the chaff and given the available machinery in the price range of the 96 series in its years of U.S. sales, there was a lot of chaff in the automotive marketplace.

The main glitches, we've found out, were a gear-box not quite up to the torque of the V4 engine, abysmal british water pumps, and perhaps smallish radiators for the warmer parts of this country. All were problems any automotive engineer worth his micrometers could resolve in a long weekend. Saab, indeed, DID resolve the transaxle problem themselves with their heavy duty unit, but that was after the series was discontinued in the U.S.

The rest of the car was pretty darn good. That fact was not lost on SAAB, of course, who continued it's production through 1980 for consumption in Europe. Cost of meeting U.S. smog and bumper laws nixed the car for U.S. sales after 1973, as we all know.

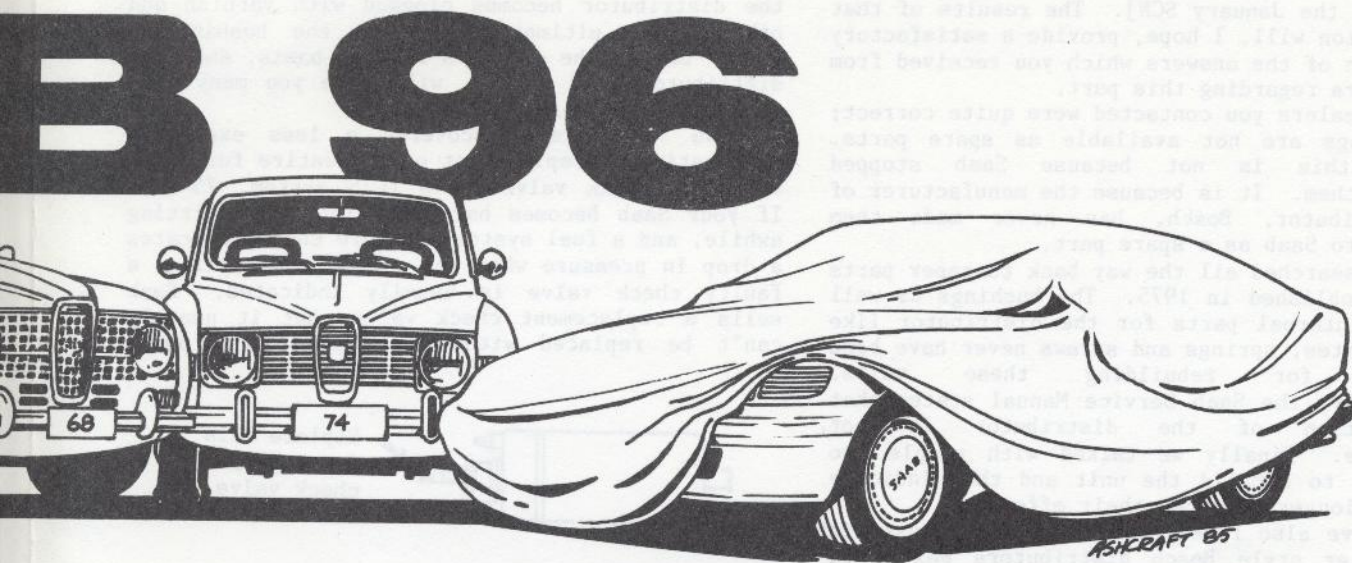
Many of us lament the passing of the 96 series, and continue to rebuild, repair and refurbish the cars, all the while steadfastly maintaining that they are quite superior to the plastic econobox trash now being offered all over the planet, and secretly hoping for an up-dated version from SAAB. Could such a thing happen? Realistically, the chances are SLIM and NONE.

Thanks to inflation, the costs of development and tooling for a new design for an up-dated 96 to sell in the \$7000-8000 class is formidable for even a big company, and prohibitive for a small company like SAAB.

BUT...if SAAB had partner in the venture--one with the megabucks to fund the operation--perhaps a conglomerate with multiple interests and sources of its own--aircraft, ships, computers as well as automobiles--just maybe it might work. After all, the deal with FIAT-Lancia that produced the 9000 didn't sound very feasible to start with either and that deal was cut, right?

Now then, lets just consider this idea for a moment. What if the partner was Fuji Heavy Industries? Ha! Instant megabucks! PLUS proven automotive components of their own (Subaru) with a superior record of reliability. Indeed a record of superb products in all their lines of endeavor.





SAAB needs a small, reliable, light powertrain for any 96 revival and the Subaru unit would do quite nicely. Subaru's flat four even sounds like a SAAB V4, for Pete's sake! It's available up to 1800cc, even has a turbocharged version, and five speeds, automatics--even 4WD--are part of the available hardware.

Now with the powertrain problem solved, what else has to go into this package to give it some hope of survival in today's marketplace? I think the market would just suck up a small car full of what I call PRACTICAL high tech stuff. Not just computer controlled video game instruments but genuinespin off products of the space age: A fresh aerodynamic body with composites used wherever possible to lighten and strengthen the car, a wagon based 90% on the sedan, a fresh look at interior design, enough feel of the old 96 to interest the young engineer who can't yet afford a 9000 turbo. That it would have front drive is a forgone conclusion.

I won't go into a treatise on auto aerodynamics, but suffice to say that the car would have some things sacrificed FOR aerodynamics, not have aerodynamics compromised for other things. The overall design is pretty soft and round, has a smooth underbelly (not even exhaust pipes protrude), near-flush side windows, full rear fender skirts, covered (or surface contoured) headlamps, and no protrusions of any kind from the body save the side mirrors. It is VERY low drag, with CD in the 0.25 range. With low air drag comes another fall out benefit: low interior noise level.

Some things are simplified: the instrument panel/dash board, the window lift mechanisms, the seats, even the license plate holders.

Some things are bonded composites to make the car lighter and stronger: Doors with a steel liner for hinge mounting, impact barriers, and latch mounting, and a fiberglass skin. A roof built in a similar fashion and with a new gimmick added: an inexpensive sliding sunroof panel that can be installed on the assembly line with NO modification of the top structure. And overall, a giant effort made to reduce weight. Light weight means standard brakes and steering without power assist to add cost and complexity. Light weight means longer chassis and tire life. Light weight does not imply cheapness or lack of durability or lack of safety. Finally, light weight (1800 pounds curb weight for the sedan, 1850 for the wagon) means greater performance and fuel economy and less operating costs for the owner over the lifetime of the car.

This is high tech where it counts and the new car is full of it. The new car is slightly lower, wider, and longer than the old 96. It's weight distribution is close to 50-50 and it is 200 pounds lighter than the 96. It is 15 miles an hour faster and gets 30% better fuel economy with the 5 speed gearbox. It's a modern little car with most of the things retained that made us all love the 96 and a lot more added that make it a better car.

Have a glass of good wine and think about it. Next month you get to see it--the SAAB 960 for the 1990s!

REPLY ON DISTRIBUTOR BUSHINGS

We have conducted some research about the distributor bushing problem you outlined in your letter [in the January SCN]. The results of that investigation will, I hope, provide a satisfactory explanation of the answers which you received from Saab dealers regarding this part.

The dealers you contacted were quite correct; the bushings are not available as spare parts. However, this is not because Saab stopped supplying them. It is because the manufacturer of the distributor, Bosch, has never made them available to Saab as a spare part.

We researched all the way back to paper parts catalogs published in 1975. The bushings as well as other internal parts for the distributor like breaker plates, springs and screws never have been available for rebuilding these units. Additionally, the Saab Service Manual states that this portion of the distributor is not serviceable. Finally we talked with people who have tried to rebuild the unit and they indicate very poor longevity after their efforts.

We have also researched the bushings used in some earlier style Bosch distributors which did have replaceable bushings. Unfortunately these bushings are not the same size as the specifications in your letter. You will note, however, that we do have stock of them, even though they fit cars which are 15 years old. As Mr. Sinclair suggested in his letter, we do try to service our customers who own older vehicles.

I am sorry we cannot provide you with some better news. As an engineer I am sure you know that some sort of fix is usually possible. As a Vermonter I am sure that Yankee Ingenuity is a well known characteristic.

With care the distributor can probably be rebuilt as a short term solution, but our experience and the experience of those we know who have tried to rebuild, indicates that money spent for another distributor and another 140,000 miles of troublefree driving is money well spent.

Carlton Dingman, Parts Information Manager/
Saab Sport and Rally
Parts and Accessories Division

MORE ON DISTRIB. BUSHINGS & C.I.S. CHECK VALVES

Replacement bushings are available for the Bosch distributors that came on Saabs thru 1980. We have been replacing them for the past two years, and have not encountered any problems. The bushings are available thru Wurth hardware dealers, and retail for less than \$10 apiece. Each distributor requires two bushings, which are made of a bronze alloy.

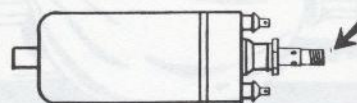
Installation requires a special shouldered punch, and it is important to keep the bushings saturated with oil during the installation. If you are trying to do the job yourself, it may be wise to have a machine shop press in the new bushings.

Removal of the breaker plate can be a problem for anyone who hasn't undertaken the task before. It comes out easily if you rotate the plate about 20° until the slots in the breaker plate line up with the punched tabs in the distributor housing. The tabs can also be ground away, since screws are

also used to hold the breaker plate in place.

Infrequent oil changes are the primary reason for distributor bushing failure. The oil hole to the distributor becomes clogged with varnish and other crud, ultimately causing the bushing to wear. Change the oil on a regular basis, and your distributor, and engine, will give you many more years of trouble-free service.

We have also discovered a less expensive alternative to replacement of the entire fuel pump when the check valve fails (CIS system, 75-80). If your Saab becomes hard starting after sitting awhile, and a fuel system pressure check indicates a drop in pressure when the car is not running, a faulty check valve is usually indicated. Saab sells a replacement check valve, but it usually can't be replaced without damage to the pump.



Replace this fitting with check valve.

Volkswagen utilizes an external replaceable check valve in their cars, and, as long as the pump in your Saab is still functional, it can be placed in line. The VW part number is 035-133-529C and its suggested retail is \$25.40. The VW check valve screws directly into the fuel pump outlet in place of the bolt at the banjo fitting. A new Bosch fuel pump would be about \$165.00.

Mark Strohm, Swedish Express, Inc.
Duluth, MN

AND STILL MORE ON BUSHINGS...

We stock the distributor bushings Bob Sheflin needs for his 99. First let me caution readers that the distributor bushings are not ordinary bronze guys, but special oil retaining stuff. I think they call it "oilite", which is actually small bits of metal pressed together to make a porous material. They are kept in a cup of oil to insure that they can absorb enough oil before being used.

Alan Tetervin, Scandinavian Import Center,
Rockville, MD

ANOTHER UNWANTED BUZZ

In the January 86 Newsletter, Jerry Plotkin of St. Charles, IL, writes about a gearshift lever buzzing (pg. 11).

I've got it, too, in my '82 900 Turbo. My local mechanic theorizes that it's the replaceable joint in the shift linkage which is just ahead of the firewall. I've noticed that it is excited by only a narrow range of engine speeds (about 2200 to 2400 rpm) and disappears when the car has been thoroughly warmed up, perhaps 60 or 70 miles worth.

I haven't replaced the joint yet. Any other suggestions?

David Brick, Santa Cruz, CA

PARTS MART



CLASSIFIED AD RATES

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

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

CLASSIFIED AD DEADLINE

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

Sonetts For Sale

'74 Sonett III, good complete car to be restored, including extra eng, trans, rack & pinions, suspension & misc parts. \$800. Warren Hagen, 431 Anderson Dr., Destin, FL 32541. 904-837-3508.

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

'73 Sonett III, yellow w/tinted glass, 150k mi., strong engine, burns no oil, moly used since new, trans rblt at 100k mi. Original owner. \$2500 firm. Gary Flood, 96 Good Hill Road, Oxford, CT 06483. 203-888-5466 after 7 PM.

'68 Sonett, frame w/o eng, trans, glass, axles, instruments. Metal frame in v gd cond. Stored past 6 yrs after eng fire. \$450. Steve Brown, 107 W. Hubbard, Chicago, IL 60610. 312-467-4666.

95's & 96's For Sale

'73 96, Blue, rustproofed, spare trans, drive axles, more. 77k mi., 2nd owner, gd cond. \$1250 o.b.o. Ken Ingle, Evansville, IN. 812-464-5313.

'73 96, body good, runs fair. '67 parts car incl. \$400 for both, will separate. Chris Miller, 675 E. 400 S., Logan, UT 84321. 801-752-0953.

'72 96, vy gd cond, no structural rust. Rblt eng, AM-FM stereo, Dk green. \$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 a choice 96. \$475. Bill Pensar, Box 1, Lemon Cove, CA 93244. 209-597-2504.

'71 95, not running, Southern car, no rot, little rust, perfect body for rebuilding, interior perfect. Many extras. \$800. Mark Lindy, P.O. Box 195, Franklin, MI 48025. 313-559-5959.

'66 96, 2-stroke, 56k orig mi, great interior, runs OK. \$1000. Mark Lindy, P.O. Box 195, Franklin, MI 48025. 313-559-5959.

95, 96, & Sonett Parts

95/96 Parts Catalog, '67-'80, on Microfiche, \$20. 95/96/Monte Carlo Factory Service Manual, '67-'73, \$25. Chilton's Manual, 750/850/95/96/Sonett, '60-'70, \$10. Chris Miller, 675 E. 400 S., Logan, UT 84321. 801-752-0953.

New V-4 Wire Sets custom made to OEM Saab/Bosch size. 7mm silicon carbon wire, right angle silicone plug, distributor & coil boots, brass terminals, \$23.25. Or silicone stainless steel wire sets, \$26.75. Add \$2 shipping. Peter McLaughlin, 1804 Grant St., Evanston, IL 60201. 312-869-0443.

Alternators, starters, \$20. 95/96 radiators, \$25. Body, glass, wheels, etc, under \$199 ea. All parts tested. Robert Huettner, 10 E. Main St., E. Hampstead, NH 03826. 603-382-6406.

Sonett III parts, Ft. fiberglass, \$375. Doors, \$125 ea. 1.7 V-4 eng, \$100. Trans, \$125. Buckets, \$35. Misc. small parts. Kent Overholser, 20 Warrington Rd., Vernon Hills, IL 60061. 312-362-0659.

4 Sonett steel wheels, 4-1/2" wide, with '68 dome polished hub caps. Vy gd cond. \$20 ea. Steve Brown, 107 W. Hubbard, Chicago, IL 60610. 312-467-4666.

'72 Sonett parts car, ft end wreck. Rblt trans, exc eng. SASE for details. \$350 o.b.o. Mike Easter, Rt 2, Box 164, Leesburg, IN 46538. 219-453-3140.

99's & 900's For Sale

900 3-dr Street Racer, PARRformance's "Darth Vader" as seen at '85 convention, 200+ hp, modified intercooled turbo, custom designs & modifications too numerous to mention. Special 3-tone finish. Whips 16-valve turbos! Rick Parr. 717-627-SAAB.

900 Turbo 16 5-dr., One of a kind! Intercooled 16-valve eng & 5 spd, pwr windows & locks, Clarion stereo & console w/EQ, fact A/C & cruise. Full 1 yr warranty. Rick Parr, 1229 Brunnerville Rd., Lititz, PA. 717-627-SAAB.

'80 99 GLI, white 2-dr, exc cond in & out & under hood. New M/x tires, many extras. Always maintained & garaged. No rust. \$3200. G.D. Johnson, 5715 Killarney Ave., Ft. Pierce, FL 33451. 305-461-5879.

Want ads continued on next page

'80 900 Turbo 5-dr, 5-spd, A/C, snrf, Blaupunkt, Ziebart, trlr hitch, more.. 80k mi. \$6250. Mark Saklad, 4 Hilda Road, Bedford, MA 01730. 617-275-2326.

'79 900 GLE 5-dr, mint cond, A/C, PS, PB, AM/FM stereo cass, 67k mi., orig owner. \$4950. Ralph Silvera, 20 Pond View Dr., Syosset, NY 11791. 516-364-0974.

'76 99 Wagonback, 97k mi., Saab mechanic maintained, new tires & snows on rims, AM/FM, A/T, gas shocks, runs well, \$2200. Michael Matsko, 29-45 214th Place, Bayside, NY 11360. 718-631-9755.

'73 99, 2.0 carb eng, 4-dr, 4-spd, 105k mi, new clutch, runs well, no rust, \$900. Jon Amastae, 3531 Fort Blvd, El Paso, TX 79930. 915-565-2152.

'70 99E, eng, body & trans good, all accessories orig, new radiator, exhaust, front calipers. Needs some work but runs good. \$750 o.b.o. Carl Litwin, 45 Tudor City Pl, Apt 1014, New York, NY 10017. 212-697-5465.

99 & 900 Parts For Sale

Early '70 3-core HD radiator, modified cross flow design, lower left connection (upper right is normal), requires modified hose only. This is the radiator used to correct cooling problems. New in OE Saab box. \$145. Steve Brown, 312-467-4666.

99 radiator cooling fan motor & prop with plastic housing, LN recon. \$70. Steve Brown, 312-467-4666.

'74 Bosch FI electronic tester as shown in manual. Exc cond. originally \$800. Now \$85. Steve Brown, 107 W. Hubbard, Chicago, IL 60610. 312-467-4666.

New 99 parts: air filter #9318509, \$7. Oil filter, \$2. 89° thermostat, \$4. Semi-metallic brake pads, \$8. Haynes manual, \$8. Everything for \$22. Steve Feld, 3 Lattavo Dr., New Castle, PA 16105. 412-652-4282.

New Thule Combi box ski holder, never used, new cost \$135, sell for \$75. New ADDCO 3/4" rear stabilizer kit for all 900, \$50. 2 Conti TS730 185/65HR15 snow & performance tires, under 5000 mi, \$100 for both. Plus freight & COD. Steve Schmahl, 1552 Arona St, St. Paul, MN 55108. 612-645-4521 9 AM - Noon.

Parts from '73 GL 4-dr, doors, \$75 ea. Speedo/gauge/ clock unit, \$25. Bosch brain & mod. valve, elec inj valves, inlet manifold, exh manifold. Manual trans from '77, needs some work, \$150. David Stanley, 3200 S. 1st, #1204, Austin, TX 78704. 512-448-0064.

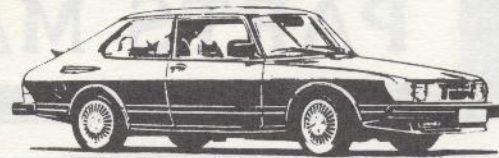
Shop Manual to '74, \$15. 73/74 parts, top primary gear with input shaft, \$50. Cam & carrier with 4 valves, \$45. Sonkyo A/C 5-1/4" clutch assy, \$15. Misc FI parts, too. J. V. Miniatas, 9700 Windsor, Overland Park, KS 66206.

HELP! No Room! Parting out '85 T-16 4dr, '85 T-16 automatic, '84 T-8 3dr 5spd, '83 S 4dr 5spd, '80 T 5dr 5spd, '79 EMS 4spd. Example: '80 B motor Turbo complete with 5spd, PS, alt, A/C compr, & clutch hydr, \$1500 + shipping. Rick Parr, 1229 Brunnerville Rd., Lititz, PA. 717-627-SAAB.

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Wanted, All Models

Want to purchase a 96 during March/April visit to California. Seeking V-4 in strong running cond. Karl A. Backus, P.O. Box 586, Sewickley, PA 15143. 412-765-3890 work, 412-361-6345 home.

Want 850GT or Monte Carlo, body & interior should be good or better, price under \$2000. Jim Harayda, 9600 Columbus Ave. S., Bloomington, MN 55420. 612-888-2174.

Want info on high performance parts for V-4 & Sonett. Also info on shops that cut cams, flywheels inexpensively. Robert Huettner, 10 E. Main St., E. Hampstead, NH 03826. 603-382-6406.

Tinted windshield wanted for late 96 (wide) in real good cond. Also, want late 96 web case tranny. Peter Reimuller, P.O. Box 4, Point Arena, CA 95468. 707-882-2001.

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.

Trailer hitch wanted to fit 79-80 900. \$60?. Mac Steiger, Vallejo, CA. 707-553-1799.

SOME 99 SUGGESTIONS

Here are some things I do to keep my 1978 GLE 120,000 mile automatic Saab running until I can come up with the bread to update.

[I was] down in the Boston area and the key would not turn in the ignition lock. Got back home after shelling out \$115 for towing to a Saab dealer and having a new lock and broken spring replaced. My own mechanic, who works on Saabs only, and can answer 99% of my questions, tells me this is a common occurrence. This is a minus for Saab engineering.

At 120,000 miles, my power steering is leaking at the servo piston, I believe. Again my mechanic to the rescue. He said to try putting 4 ounces of brake fluid in the reservoir. I haven't added any fluid in two weeks. Before it was a quart a week. Another thing I could do if the above didn't work was to remove the belt from the pump. He said it would steer a little hard but would be manageable.

Another problem agreed upon by several mechanics is that my transmission (automatic) slips in low gear when hot, because oil from the final drive is leaking into it through a worn seal. I get around this by overriding the radiator fan switch with a spare auxiliary switch on the dash, and use it in slow traffic to cool the oil. Also, every month I drain out two quarts of trans oil, the only amount that can be removed, and fill with new. It works.

One more thing. My Saab, because it lives in a cold country no doubt, does not like the hot weather. When it is hot it is almost impossible to start. A very neat red button on the dash that controls the cold starts valve when needed, solves this problem. [Apparently] vapor lock causes this. I wish someone could tell me why and where?

Al Turner, Lenox, MA

DOME LIGHT FAILURE & BUZZER CURES

If the dome lights fail to operate when the driver's door is opened, but do operate with the

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other doors, the problem is in the ignition key buzzer. Of course, first make sure the driver's door pin-switch has the wire connected and is making a good ground. Some mechanics run a jumper wire from the driver's door switch to the switch on one of the operating doors. However, a simpler way is to make a jumper wire about 2" long with a male quick-disconnect on each end. Unplug the buzzer, which is the 1" square box marked HELLA SUMMER mounted on the crossmember under the rear seat. Plug the jumper wire into the parallel openings in the socket to connect the black wires. Leave the third opening with the green wire alone. This is also one way of eliminating buzzers for those of us who find them annoying.

Another way is to open up the buzzer and bend the small copper contact arm on the armature. The bending method should be used on the seatbelt buzzer, because it is a more complex buzzer, and leaving it in allows the "FASTEN SEAT BELT" light on the dash to continue operating. The seatbelt buzzer is mounted next to the ignition key buzzer, and is also marked HELLA, but it is larger. These instructions are for '81-'82 models, but should be similar for both earlier and later years.

WARM START PROBLEM QUERY

My 1982 900S is impossible to restart after it reaches normal operating temperature. The only way I can get it to start is to let it cool down until the temperature gauge needle is resting on "L". The engine cranks but fails to start. I have checked for spark and found there is none until the car is completely cold.

Another problem I have that I believe is related is that occasionally while driving, the car suddenly goes dead. Sometimes it will restart by itself without me ever touching the key or doing anything. Sounds crazy doesn't it! Most of the time I just have to pull over and wait until it cools down again.

I have had two mechanics look at it for extended periods of time and no one has any solution. One mechanic had it for three days and said he had none of the problems I described to him. On my way home from his shop the car died just as it had many times before.

I have replaced the ignition coil and the electronic control unit with no improvement. The mechanic said he checked all the electrical connections for good contact. I would appreciate hearing any recommendations from club members.

Ken Hilgers, Scarborough, ME

Please use knife/letter opener

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