



NINES

THE SAAB CLUB NEWSLETTER

JULY
1986
no. 150

NEW LOOK FOR NEWSLETTER

The Saab Club Newsletter is undergoing several major changes. Beginning with this issue, it will be called "NINES", referring to the number Saab has used in all its automobile production. Most regular columns have been renamed, and some new ones will be added. There will be a greater division of articles submitted by subscribers, making it easier to find certain subjects within the Newsletter.

Among the new features of NINES will be several columns that will rotate, appearing every third or fourth issue. This month will headline NEW PRODUCTS for Saab owners. In future issues you'll see a column on some historical aspect of Saabs, called REFLECTIONS. There will be Reader Surveys on various products and accessories offered to the Saab driver. And we'll try to keep you up to date on Saabs in competition.

As before, NINES will rely on submissions from Saab Club members. It is the participation of the readers of this publication that have kept it going strong. Keep sending articles, photos, drawings, or whatever you have to share with other Saab fanatics. We'll keep trying to offer a quality collection of information on those well engineered cars from Sweden.

NO AUGUST ISSUE

As announced last month, there will be no August issue of NINES. Instead, Newsletter #151 will be a combined August/September issue, and will be mailed the end of August.

The Newsletter has regularly been published eleven times a year, so this will not mean any less information to the members. Plans are to make the August/September issue larger to accommodate information and photos from the National Saab Owners Convention.

This time will allow the editor to attend the Convention, to get the new Saab Club decals finished and printed, and will be used to develop additional advertising revenue.

The deadline for submitting ads and articles for the August/September issue will be August 15th.

UNSER & IMSA JOIN BARBER SAAB PRO SERIES

Robby Unser, youngest son of three-time Indianapolis 500 winner Bobby Unser, has signed to drive in the new Barber Saab Pro Series.

"Robby Unser is the kind of up-and-coming driving talent that the series is aimed at," said series originator Skip Barber. "We are delighted to have a member of the famed Unser clan driving in the series and we feel he'll be quite competitive."

Also, International Motor Sports Association President John Bishop announced that IMSA will sanction the series of 12 races which feature equally prepared, open-wheel, open-cockpit race cars powered by Saab's 16-valve turbocharged engines.

"We're pleased to play a role in the series which will make it easier for young drivers to advance to the major leagues of the sport such as our Camel GT series, and do so at a reasonable cost," said Bishop.

"With Robby Unser on board and the sanction from IMSA, we are now ready to get the season underway," said Barber. "We wanted to be sure all the loose ends were nailed down before initiating what we feel will be a competitive and entertaining addition to the motor sports scene in America."

Unser, 18, drove his first race at age seven in a go-kart but he began his professional career in 1983 at Albuquerque, New Mexico's Seven Flags Speedway in a Camaro. He won the New Mexico area Winston Racing Series points title that year, winning nine of 13 races. In 1984, he won the Black Hills Nationals at Rapid City, S.D. He made his move into sprint cars in '85 and recorded several victories during the season. In January of this year, Unser attended the Skip Barber Racing School. In his first road race, he started on the pole and finished fourth. He won his second race.

The season's first Barber Saab Pro Series race was on June 29th at the U.S. Grand Prix at the Meadowlands, N.J., with the PPG CART Indy Car race. The series will also be at Watkins Glen, N.Y., and Brainerd, Minnesota, for races during July.

NATIONAL CONVENTION THIS MONTH

Saab drivers from around the U.S., and some from outside the borders, will converge on Atlanta, Georgia, on July 18th for the National Saab Owners Convention. The site will be the Radisson Inn and Convention Center, I-75 and Howell Mill Road.

Room reservations can be made by calling the Radisson Inn at 800-824-8657. Convention information is available from S&J Automotive, (404)351-7222.

Among the Tech Sessions planned for the weekend:

Automotive Lighting -
Charleton Jones, CJR
Brake Pad Renewal - Anthony Pope
Intercooling - Turbo Auto
Sonett Restoration - Bill Jacobsen
Tires - Tire Factory Outlet
Touch-up & Repainting -
Seikens Paint Co.
Unibody Straightening - Car-O-Liner
Open Forum on SCN & Saab Club

A map of the Atlanta area is included on page 7.

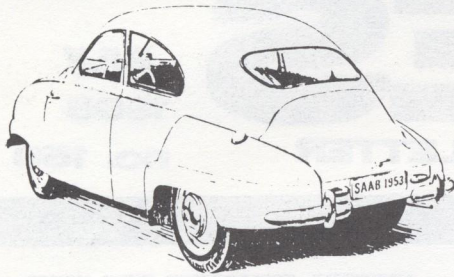
TENTATIVE CONVENTION AGENDA

Friday, July 18
Afternoon - Registration and Hotel check-in.
Evening - Get Acquainted Party (babysitting avail.)
Saturday, July 19
Morning - Registration til 11
- Swap Meet
- Concours
Afternoon - Road Rally
- Tech Sessions
Evening - Banquet & Dance with Cash Bar. (babysitting avail.)
Sunday, July 20
Morning - Tech Sessions
Noon - Hotel check-out

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FROM THE BACKSIDE



Welcome to the New Saab Club Newsletter. You will find considerable changes beginning with this issue, with a few more scheduled for future months. With expanding membership, much of it in professional fields, the decision was made to give the Saab Club Newsletter a more professional look.

With the new look, you'll find several new features. My own thoughts will be found under the heading "FROM THE BACKSIDE", a title which needs some explanation. Since the mid-'70s, I have been an announcer at Brainerd International Raceway, calling the action from Turn 5, as the tower announcer calls it... "the far side of the track", or just "the backside". So among racing friends, I'm known as "Tim Winker-from-the-backside". I had also thought about calling it EXHAUST SMOKE or something along those lines, as automotive editors' columns often denote an afterthought or just plain noise. How many people pay much attention to the editor's meanderings, anyway. The title fits, I like it, that's all that matters.

The new title of the publication came in a moment of inspiration. I was trying to think of what all Saab models had in common that was different from other marques. The answer was "9s"; from the 92 through the 9000. (Porsche came close, but not all Porsche models started with a "9".) Besides, as Jack Ashcraft pointed out: On a scale of one-to-ten, Saabs are darn near perfect!

Technical articles on ways members have improved their Saabs or solved a particular problem are now under the heading "TECHNICAL TALK", while questions about puzzling troubles and answers from other members will be found in "Q&R!", Queries & Responses. Service Information and Service Tips that

Saab sends to its dealers are under "SERVICE SUBJECTS FROM SAAB". The PARTS MART (classified ads) covers much more than parts, so it will now be "SAAB SWAP".

The 'first' of the new features can be found on page 8, as a couple of NEW PRODUCTS for Saabs are reviewed. This may evolve into a general Product Review as there are not always new items on the market. There are plenty of accessories currently available that people ask about in letters for which I don't have answers. So we'll try some reader surveys on accessories.

Saab has long been known as a car designed by engineers rather than bean-counters or stylists. To that end, I'm looking for articles that cover the reasoning behind Saab technological breakthroughs to be presented as "REFLECTIONS". Stories on Saab's competition triumphs are also welcome.

There will continue to be articles on subjects of current interest, such as the one on Ethanol in the May issue. On the schedule for next issue is an article on Auxiliary Lighting by Charlton Jones. His company, CJR in Atlanta, is the major distributor of Cibie and Marchal lights in the United States.

Does all this mean a turn away from the old Saab Club Newsletter? Not if I can help it. I'm still more interested in 2-strokes and V-4s than I am in turbocharged luxury cars, so articles on the older cars will continue. Those of you who have been subscribers for many years may begin to see a rehash of articles from long ago. Those old cars are still suffering from the same old ills, and some of the newer readers would like to know what to expect from their 96s and 99s. Besides, some features of the newer cars are so complex that it takes a specialist to understand them. Many of us non-mechanics are still trying to figure out the basics of carburetion, much less fuel injection.

As always, your comments, questions, articles, photos, drawings, and opinions are welcome. Many of you send a note along when you Renew, and you indicate I'm doing a good job. Since I don't have time to answer you all personally, I hope you'll accept this "Thank You". I react better to praise than to most other stimuli, and because of those words of support, I will continue to strive toward putting out the best Newsletter possible, for you.

See you in Atlanta.

Tim Winker, Editor

REGIONAL CLUB NEWS

APPALACHIAN SAAB CLUB -- July meeting will be held on Sunday, July 20th at the Radisson Inn, Atlanta, following the National Saab Owners Convention. A tour to Roan Mountain is on schedule for August 23rd. For info: Ken Edwards, (615) 753-3153.

CENTRAL ILLIANA SAAB CLUB -- next meeting will be Monty Tarr's Ruinous Rallye in September. Meetings will be cut back to 4-6 per year, mostly in the Fall, Winter & Spring. Call Margrit Adler, (217) 356-9244.

MINNESOTA SAAB CLUB -- Get together at Brainerd Int'l Raceway, July 19-20 for the TransAm & Barber Saab Pro series races. A regional Saab owners picnic is planned for August 24th at a location to-be-announced (Mora, MN?). Monthly meetings are the first Thursday of each month at Shakey's Pizza, Snelling & Larpenetour in St. Paul, 8pm. Contact Bob Swinehart, (612) 774-4873.

MINNESOTA SONEIT CLUB -- See above. Jeff Schille (612) 457-6891

NEW ENGLAND SONEIT CLUB -- P.O. Box 4362, Manchester, NH 03108.

SAAB CLUB NATIONAL CAPITAL AREA -- Looking for suggestions for holding a picnic in August or September. Anne Weinstein (301) 229-7515.

SAAB CLUBS OF GEORGIA -- meets 1st Monday of the month at Chi-Chi's, 5275 Roswell Rd NE, Atlanta. Dinner from 7-8pm, meetings start at 8:00. Lou Savage (404) 394-2310.

TULSA SAAB CLUB -- meets the 4th Tuesday of each month at 7:30pm at the Golden Corral, 2145 S Sheridan, Tulsa. Next meeting, July 22nd. If you wish to eat prior to the meeting, arrive by 6:30. Contact Paul Glavas, (918) 250-2150.

VINTAGE SAAB CLUB OF WASHINGTON STATE -- invites all Saab owners & friends to their Annual Gathering and Picnic, Sat, Sept 13th, at Marymoor Park in Redmond, WA. Call Rich Roberts at (206)328-2303 (days) or Skip Schott, (206) 486-1351.

WEST MOUNTAIN SAAB CLUB (New England) -- 6th Annual Multi-Event Meeting (Rallye6), July 19-20 at the Singletary Rod & Gun Club in Oxford, MA. Events: Sat - Parts Swap, Novice & Expert TSD Rallyes, Displays, plus Buffet & Films. Sun - Tech sessions, Safety seminar, car contests, R6 parade... Both days start at 10am. David Sullivan, (617) 879-8288 after 6pm; Tom McDermott, (518) 798-1577 days; or Mike Blair, (617) 525-3872.

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

Q?&R!

QUERIES & RESPONSES

Got a problem with your Saab? Maybe another Saab owner can help. Send your questions or solutions to:
The Saab Club
2416 London Road, Unit 900
Duluth, MN 55812

SOME ANSWERS FOR MAY QUESTIONS

For Stewart Bloom: I have a non turbo '85 900, too. I did not have to have a cold start kit put on. I have great ignition in cold weather. Your dealer is not following specs when he decreases your mileage by 14%. On the older models it was O.K. to "richen the mixture". Today's 900 DOES NOT NEED ENRICHING. It will actually be detrimental to the car and its functions. Proper idle adjustments with proper equipment will give you back your mileage without causing cold start problems. See another dealer! Sorry, can't help with the calibration.

For Bob Alpert: My sympathies... my '85 900 had the same [warm starting] problem, which was cured by my dealer by regapping the plugs, and setting the idle properly with the Lambda Unit. Bob Mitchell responded to my call for help on this and suggested: This is a fuel mix problem. Check the decel solenoid on the air horn to see if it is clicking. If it is, someone has screwed up the idle speed adjustment/throttle stop screw. Since the mixture adjustment is sealed, sooner or later each one must be unsealed. Someone with the Lambda meter and who understands the CIS system can solve this problem.

Margrit Adler, Champaign, IL

ANOTHER POSSIBLE FIX FOR WATER LEAKS

There is finally a Saab campaign to fix the problem of the water leak in 900s (SCN April 86). The leak is coming from the air-conditioner evaporator/heater box, directly above the passenger foot area.

My local Saab dealer (Country Motors, Butler, PA) has installed literally a hundred of the Saab campaign parts for FREE! The parts collect the water condensation off the evaporator and also rain coming in the hood through the fresh air intake and send it out a drain tube. The "old" drain didn't do the trick. Before this campaign, I solved the leak in my car by using 3M's Window Weld around the seal.

Edward Bloom, Allison Park, PA

WANTING TO IMPROVE SONETT COMFORT

Having been used to power-assisted brakes, I cannot adapt to the non-assist brakes on my '74 Sonett. I have completely overhauled the brake system, including the hoses, and get no improvement. Other Sonett owners have driven it

and pronounced the brakes normal. Has anyone attempted to install a vacuum booster (it would probably have to be remote)? I would appreciate details.

Since I am built like a spider (very long legs) the Sonett seats do not fit very well. I need something with an adjustable rake backrest. Has anyone successfully transplanted an after-market bucket seat which does not raise the seat so high that their legs aren't jammed against the steering wheel?

Ray Hull, Mercer Island, WA

BELLOWS REPLACEMENT FOR SONETT'S

I used part of a transaxle boot to replace the transmission selector rod-to-firewall boot on my car (see June '86 SCN, letter from Tim Reiser). You can take a new or used boot and cut it in the middle leaving at least two bellows on the small end. The small diameter hole fits over the transmission selector rod very nicely. Then fix the ends

with nylon tie-wraps.

Pete Briggs, Thibodaux, LA

CHAFING PROBLEM ON 900 INTERIOR

The spring described by Rich Bolen (Lost 5spd linkage, May '86 SCN) is Saab P/N 7543431, and is a non-stocking item at the three dealers I tried. Fortunately, you can usually just bend another coil over to make a new attachment loop, but this will likely fail again.

I have had real problems getting new rear interior door panels for my '85 900T (damaged in dealer prep over a year ago). There appears to be a shipping/packaging problem with Saab that lets the upper rear corners of the naugahyde wear through in shipping, so the steel panel underneath shows through. This has occurred in at least 8 panels that I have seen. This has apparently gone on since March 1985. Any ideas or similar problems elsewhere in the country?

Rick Jordan, Raleigh, NC

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SERVICE SUBJECTS FROM SAAB

SERVICE TIPS: MAY 1986

Saab-Guard Alarm Tip ...

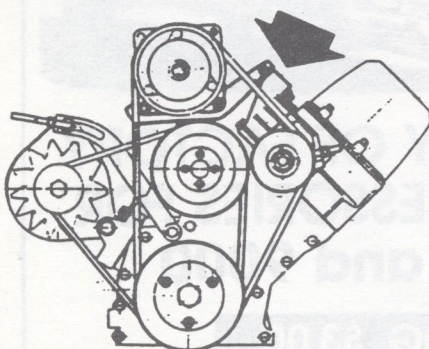
The initial shipments of 1986 900 (P/N 02-70-496) and 9000 (P/N 02-72-468) Saab-Guard Alarm kits were delivered with "Arming Time" switch no. 5 in the "ON" or 40 second position. The flashing LED which is to be mounted in the left front speaker grille will only work with switch no. 5 in the "OFF" or 1C second position.

The switches are numbered and are located under the rectangular rubber plug on the top of the alarm module. The switch position can be easily changed by using a pencil tip or small screwdriver. When the side with the number is down, the switch is "ON".

The manufacturer of the kits has been directed to set all switches in the "OFF" position on future deliveries.

From VIN Serial No. G3014892 a new cast aluminum AC belt tensioner arm was introduced on 8 valve engines. This casting replaces the stamped steel belt tensioner used previously and simplifies the belt tightening operation. The tensioner also will be introduced later into production lines 2 and 7.

Belt tensioning procedures remain as before.



Belt Tension

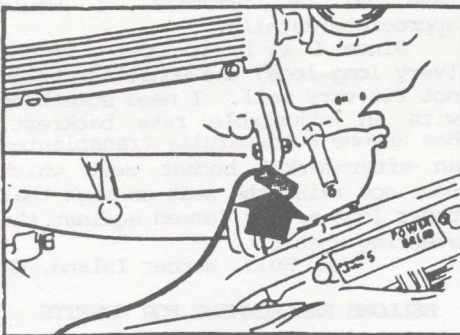
New belt 120 + 10 lb.
 Checking/Refitting used belt 80 + 5 lb.

When installing high-mounted brake lights on M86 hatchback models, you will find pre-drilled mounting holes provided for the captive-type nut included in the brake light kit. These nuts (P/N 79-74-728) have been provided in the kits but are not mentioned in the instructions. The template and sheet metal screws are only used

when installing the kit on pre-86 cars.

When modifying the rear hatch upholstery to accept the light bracket, cut only through the cardboard backing. Do not cut the vinyl.

Replacement Oxygen Sensor threads are pre-coated with an anti-sieze compound. Upon replacement no other sealing compound need be applied. The main source of premature Oxygen Sensor failure in the field is due to silicone



SI 204

contamination which may be the result of additional incorrect sealants being applied. In addition, use of good quality gasolines, use of good quality oils, and use of Saab-approved replacement gaskets and coolants will all assist in keeping silicones out of the combustion process.

Maintenance specified to emission control systems is critical to the performance and economy of the Saab engine. Make sure emission control system maintenance continues to be performed throughout the entire life of the vehicle. Clean air is in the best interest of the health of all of us, not to mention our environment. Great effort goes into ensuring that all Saab vehicles comply with applicable Federal and State emission requirements and it's a service responsibility to ensure that they continue to do so.

Oils of differing viscosities are recommended for Saab engines for reasons of climatic and environmental conditions. For example, under most conditions the recommended 10W-30 specification is preferred, however under extreme cold conditions 5W-30 is acceptable, while in extremely hot areas or with trailer towing, 15W-40 is acceptable.

Ensure that your motor oil meets the proper API Service Ratings (SF/CD in case of the Turbo), and do not use prepackaged oil supplements or additives. Additives are not approved or necessary.

FRONT BRAKE DRAG ON 900 MODELS

S.I.05/86-847: Supersedes 03/85-744

A complaint of brake pad smell or smoking (i.e. brake drag) results from prolonged running contact between the pads and the disc. The

needed clearance may not be maintained if full brake pedal return is obstructed or if the initial hand brake adjustment is too tight to allow for the normal tendency of new brake pad friction material to swell during the bedding-in process. Other symptoms may include; the car slows down by itself or the hand brake lever travel is extremely short.

Assuming that the initial hand brake clearance was sufficient, a dragging complaint may be due to the front brake self-adjuster mechanism being too sensitive for the driver's braking habits or driving conditions. Frequent brake applications with relatively high force resulting in little or no pad wear can be such a condition.

The self-adjuster manufacturing tolerance has been altered slightly in the current production to eliminate acceptance of units which may be too sensitive in stop and go driving. To correct brake drag complaints, selected front caliper assemblies with low adjuster sensitivity are now available under special part numbers. The previous special calipers (02-08-702, 02-08-710) have been discontinued. The calipers listed below must be replaced in pairs and should be installed only in the case of a brake drag complaint.

91-02-807	LH Caliper
91-02-815	RH Caliper

When correcting a brake drag complaint, the pads need not and should not be replaced unless damaged by heat. Once pads have gone through their swelling phase they will wear normally from then on. New pads could cause the complaint to be repeated, depending of course on how the car is driven.

These calipers may be fitted to cars with ventilated discs provided that the yokes are transferred to the new calipers.

Caliper Replacement Procedure

1. Remove the front brake pads and disconnect the hand brake cable from the front brake housing. Remove the brake lines and cap off to prevent excessive fluid loss. Remove the bolts which attach the caliper sets to the steering knuckle. Remove both calipers and replace with the special replacement calipers 91-02-807(LH) and 91-02-815(RH).
2. Install the original pads if undamaged by excessive heat and if the remaining pad thickness exceeds 4mm. Otherwise, install new pads. Brake pads must not have any rubber material (sound deadening) applied to the back of the pads or shims. These can contribute to a drag complaint.

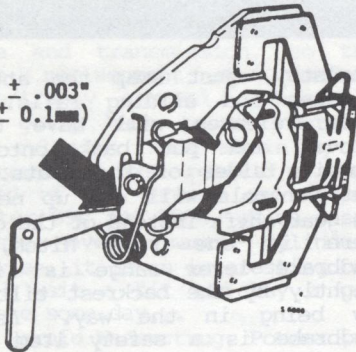
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SERVICE SUBJECTS continued

3. Check the hand brake cable clearance 0.019 +.003" (0.5 +0.1mm) at the caliper levers and adjust if necessary.

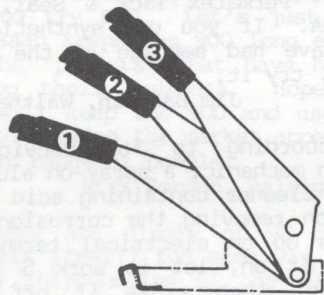
4. Top up the brake fluid (DOT 4

0.019 ± .003"
(0.5 ± 0.1mm)



only), check for leaks, and bleed the system.

5. Pull up the hand brake lever 7 notches. Start the engine and pump the brake pedal until the brake lever operates in 9-10 notches.



Hand brake lever

1. Neutral position (brake off, pawl button out)
2. Adjustment position (7 notches)
3. Full braking effort (9-10 notches)

Pulling up the hand brake lever 7 notches blocks the self-adjusting mechanism and prevents over adjustment.

6. Road test the car to verify correct brake function but do not overheat the pads with repeated hard braking. Similarly do not apply high static force at the pedal. This serves no useful purpose.

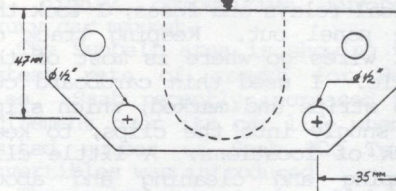
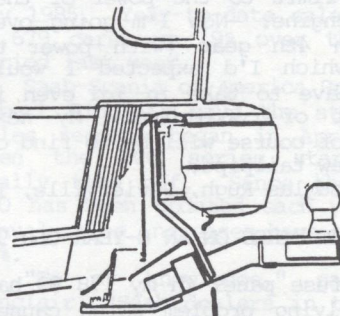
If new pads were installed, bed-in the pads gently, e.g. avoid hard braking for the first 90 miles of city driving or 300 miles of highway driving.

SAFETY CHAIN HOLES IN 9000 HITCH

S.I. 05/86-844: Early trailer hitches sold by Saab for the 9000 may have been built without holes for the safety chains.

Trailer Hitch P/N 02-72-054

Trailer hitches mounted on cars must be modified before use. Do not use the two holes currently located just below the specification plate for connecting safety chains. These holes are meant for attaching emergency brake actuating cables found on surge-type brakes and mechanical trailer brakes.



Modification Instructions:

1. Raise the car on a lift.
2. Mark the location of the holes as indicated by the diagram with a center punch and drill pilot holes. Drill out the holes with a 1/2" drill.
3. Remove burrs and paint the holes to prevent rust.

Contact your Saab dealer for further details.

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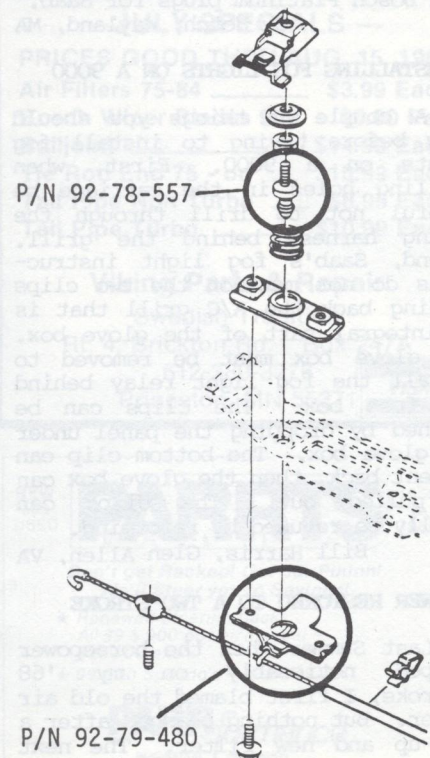
NEW HOOD LOCK/GUIDE PIN MECHANISM

S.I. 05/86-846: A new hood lock/guide pin combination was introduced into 9000 new car production from VIN Serial No: G1006124.

The hood lock (P/N 92-79-480) has been improved by adding a thicker support washer. The guide pin (P/N 92-78-557) is now longer to coincide with the new lock dimensions. A better release and locking of the hood was achieved with this change.

Earlier cars may be fitted with the new lock mechanism but only by fitting both the new hood lock and new guide pin. The old guide pin (P/N 92-61-686) will not work in conjunction with the new hood lock assembly.

Note: The 9000 has two hood locks and should be replaced in pairs.



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TECHNICAL TALK

Technical articles written by subscribers may recommend procedures or parts not approved by Saab-Scania of America, Inc. The Saab Clubs of North America cannot stand behind the correctness of information in these articles, but offers them based solely on the experiences of the writers.

A "NO" VOTE ON BOSCH PLATINUM PLUGS

I recently decided to give my 1979 900GLi a birthday present, so I installed four Bosch Platinum spark plugs. After installation there was a slight improvement in performance, but no more than might be expected from replacing plugs which had already seen over 25,000 miles. After about 5000 miles the car began to miss at low speeds and whenever the engine was under load. The problem went away when the "super plugs" were replaced with standard Bosch plugs.

On post mortem examination I found that the plugs are made by fusing a thin (.015") platinum wire to a thicker (.055") steel, tungsten, or what have you conductor. The whole business is then encased in a ceramic shell. The failure mode was that the platinum wire burned back through the ceramic increasing the gap to an unacceptable level. It seems that the thin platinum wire melted despite the high melting point of platinum.

I have had experience with Lodge platinum plugs and found their performance sufficiently superior to be worth their increased cost. Based on this experience, I cannot recommend Bosch Platinum plugs for Saab.

Sy Hotch, Wayland, MA

INSTALLING FOG LIGHTS ON A 9000

A couple of things you should know before trying to install fog lights on a 9000. First, when drilling holes in the carriage be careful not to drill through the wiring harness behind the grill. Second, Saab's fog light instructions do not mention the two clips holding back the A/C grill that is an integral part of the glove box. The glove box must be removed to install the fog light relay behind the fuse box. The clips can be reached by dropping the panel under the glove box. The bottom clip can be bent back, then the glove box can be pulled out. The clips can usually be re-used by reforming.

Bill Harris, Glen Allen, VA

POWER RESTORED TO A TWO-STROKE

Last Summer when the horsepower dropped noticeably on my '68 2-stroke, I first blamed the old air filter. But nothing changed after a tune-up and new filter. The next test - driving without the rear muffler (resonator) - had great

results. When I finally got a new replacement put on, the power was still not up to what I expected it should be. I've replaced both front and rear mufflers in the past (the front was fairly new), but have never replaced the tailpipe. I took the tailpipe off one weekend just to see what would happen if I cleaned it out. I took the two sections apart and plugged an end on each with expandable plugs. After filling them with kerosene and letting them soak a few hours, I did my best to scrape out the carbon deposits with whatever I could get in there, including a "crow bar". I managed to knock out a surprising amount - the deposits were about 1/8" thick. The results have been wonderful. I'm getting a lot more power now than I ever thought was possible. Over the years I've come to accept a certain limit to the power of that little engine. Now I'm going over hills in 4th gear (with power to spare) which I'd expected I would always have to take in 3rd even in the best of conditions. My next project of course will be to find or make a new tailpipe.

Douglas Rugh, Sevierville, TN

SPRINGTIME FIXES ON AN 8-YEAR-OLD 99

The fuse panel in my '78 99 had an underlying problem which caused intermittent losses of power. The leads that clip into the bottom of the fuse block loosened up over the years. The results of power drops caused wipers, instrument lights, heater fan, radio, etc., not to work. The wipers' frequent failing finally got me interested in fixing the ill. After giving up playing musical relays and fuses, I took the fuse panel out. Keeping track of what wires go where is most of the battle. I used thin cardboard cut into strips and marked, which slipped snugly into the clips, to keep track of locations. A little clip crimping and cleaning and about three hours later... reliability. If you run into intermittent electrical problems, jiggle the wires going under the fuse block while the failure is occurring to test if this is the sore spot.

Another sign of old age is a sagging driver's seat, especially when the bottom support web rips. It turned out the easiest way to deal with this was to swap the entire seat with the passenger side 'til I can repair the webbing. Don't bother tearing down the

upholstry, just swap the attached releases and sliding rails. The slide releases will have to be removed and put back onto the opposite sides of the seats. The seat controls will end up next to the gear shift instead of the doors. There is one real hitch, the handbrake lever range is limited slightly by the backrest tilt knob now being in the way. As the handbrake is a safety item, make sure it comes on fully, or adjust it so it does. The job is pretty easy, taking a couple of hours. The reward was saving myself a serious backache.

Lastly, a gasket cement that finally worked and is a pleasure to use -- Permatex Tack & Seal, Part No. 9A. If you use synthetic oil and have had seepage at the valve cover, try it.

Jim Baldwin, Waltham, MA

According to Tom Udovich, a Duluth mechanic, a spray-on aluminum wheel cleaner containing acid works well on removing the corrosion that builds up on electrical terminals. Spray it on, let it work 5 to 10 minutes, then rinse it off with water. He says this also works well on brightening up intake manifolds and other underhood aluminum parts.

If I have to remove a handful of wires, I number everything using numbered tapes that I picked up in an electronics store (Radio Shack P/N 278-1648, \$1.99). Wrap one piece around the wire, stick another on the fuse block, or around the attached connection.

Replacing a torn seat web takes less than an hour, but takes two people, a pair of Vise Grips, and a notched screw driver. Gene at Odberg-Ryan Saab, my local dealer, says Saab no longer carries the replacement webs. Some dealers wisely stocked up on this common break-down item. Check with your local Saab Parts Dept. TW

CURE FOR CHATTERING WIPER BLADES

Chattering wiper blades can be a real annoyance. Besides the noise, they don't clean well. After trying several sets of OE wiper blades on my 900 while still under warranty, I finally purchased a set of TRIDON 400mm/16" blades from a local auto supply house at \$4.50 each. End of wiper blade problems. They even clean better.

Margrit Adler, Champaign, IL

THE 9000 DEBATE RAGES ON

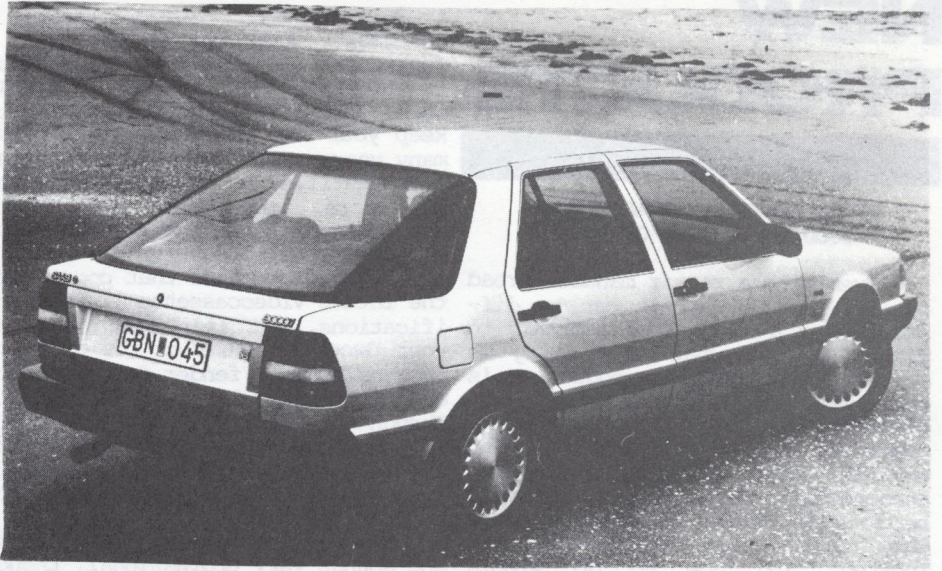
Here are a few more comments on the 9000: the hood opens the "wrong" way, aided by gas struts; the oil filter is buried right next to the firewall and can only be reached from under the car; the clutch is no longer on the "outside", but is sandwiched between engine and transmission, so that clutch replacement now mandates engine/tranny removal. This also means going back to the external slave cylinder (same as in my '73 99, averaging one rebuild a year) instead of the central one adopted in later 99s and 900s, which easily outlasts several master cylinders. Otherwise, it is an interesting car; I will wait a bit and buy a good used one some day...

Bernie Wassertzug, Potomac, MD

While I am at it, I may as well toss in my perspective on the 900/9000 issue. I see the 900 as staying a "Saab Freak" car, and the 9000 as appealing to the crossover buyer who would be looking at Volkswagens and BMWs normally, but who might want to try FWD. Let's just hope that Saab keeps the 900 long enough for the "purists" that have helped develop their business. Hopefully they will keep the 900 and use the 9000 to broaden the market appeal to a wider range of people.

Rick Zordan, Raleigh, NC

There are plenty of 96 owners who felt (feel?) the same way about Saab's introduction of the 99, and 99 drivers who said the same about the 900. TW



FIFTY CONSECUTIVE MONTHS OF RECORD SAAB SALES

Saab dealers in the United States are celebrating 50 uninterrupted months of record-breaking car sales. They delivered 4,197 in May for their 50th consecutive monthly sales record. This represents an increase of 26% over the month of May 1985. Year-to-date sales total 18,679 cars, up 19% over the same period last year.

Saab-Scania of America President Robert Sinclair says the string of sales records began in April 1982 when the 900 series started to really take off. Since then, the 900 has been updated each year and annual sales increases have averaged 29%.

"To my knowledge," says Mr. Sinclair, "Saab dealers in the U.S. have set an unprecedented record in the industry."

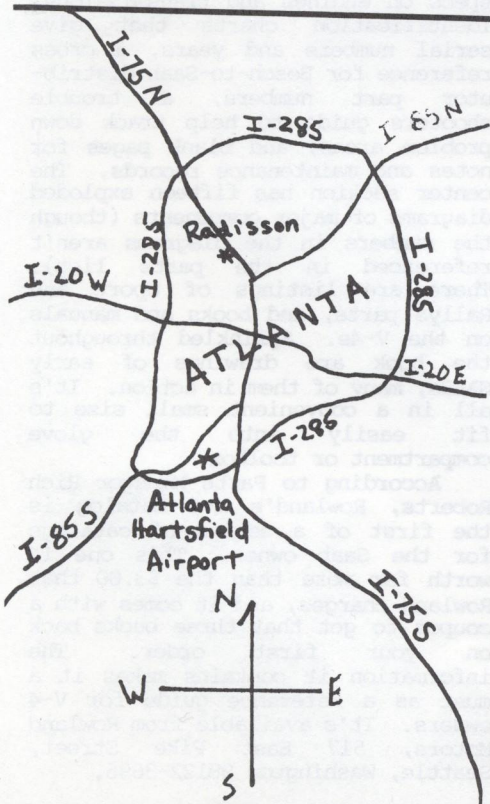
Saab's new high-speed sedan, the 9000 Turbo, is being sold parallel to the record-setting 900 series. 9000 sales are also above target. The 9000 has been selling in the United States for just seven months, but quickly established itself in the highly competitive European luxury car market.

The Sunbelt area is showing the fastest rate of growth for Saab sales. Saab recently increased the excitement over its car line when a limited number of Saab 900 Turbo convertibles was introduced.

The sales target for Saab is 45,000 cars during the 1986 calendar year.

NEW DISTRICT MANAGER IN WESTERN U.S.

Saab-Scania of America has announced the promotion of Dennis G. Gregory to the position of District Manager. In this position, Mr. Gregory is responsible for Saab operations in Utah, northern California and Nevada, where he was District Service Manager. Mr. Gregory joined Saab in May 1984.



SAAB OEM PARTS/ACCESSORIES

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- Rear Window Louvers
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NEW PRODUCTS

VIDEO SERVICE MANUAL OFFERS GOOD BASIC INFO ON 900s

Even with a repair manual spread out on the fender, it can be difficult for a shade tree mechanic to figure out if what he's doing is correct. The photo reproduction is sometimes poor, there aren't any diagrams, or the description isn't complete, and you can end up taking several extra hours trying to accomplish a simple task. It would be so much easier if someone could show you where components are located, and how to do simple repairs like tune-ups and oil changes in your driveway.

Peter Allen Video Productions offers that information on a videocassette. The "intune car series of video tune-up and maintenance manuals" includes many of the popular imports, including the Saab 900.

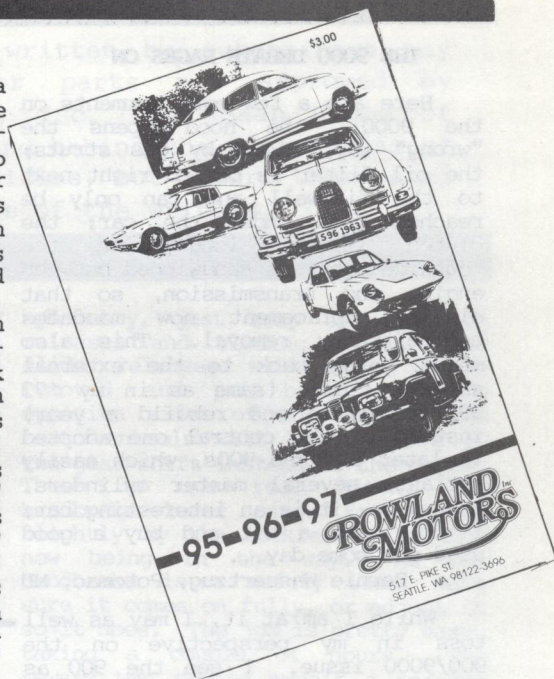
The first five minutes are dedicated to a brief history of Saab in the U.S., general safety when working around the car, and tools and parts you may need for the job. Next, with the help of a mechanic, you are given a tour of the engine components and shown how to check fluids (the particular car used is an '83 Turbo with automatic transmission and power steering). From there, you are taken step-by-step through several at-home maintenance operations: Checking spark plugs and compression, Valve clearance, Engine timing, Air and fuel filter replacement, Engine and transmission oil

changes. Finally, there is a section on Preventative Maintenance to help you avoid a sudden breakdown, and recommendations on how to keep your car in good condition for many years. The individual sections are identified by an Index system on the tape, indicated by numbers appearing at the lower right hand corner of the screen.

A small brochure that comes with the intune videocassette lists specifications, but it's best to check your Owner's Manual or the decal on the inside left fender for the specs on your particular year and model. Though the intune video manual is intended for the 900 (8-valve, "H" engine), most of the information is also applicable to the 2-liter "B" engined 99s and 900s.

The entire presentation looks and sounds very professional, though not exactly Hollywood. The narrator tells the proper tools to use, including wrench sizes. There are even references to particular Saab quirks, such as bolts that may be difficult to re-install. It's like having a mechanic give you a guided tour under the hood of your car.

The intune videocassette won't replace the regular Repair Manuals, since there is only so much information you can cover in under an hour. And you may not want to haul the VCR out to the garage. You'll need a book if you want to tackle a brake job or replace the exhaust system. It does cover the easy operations, which can still save you several hundred dollars a year. Cost of the videocassette for Saab is \$49.95, and it's available in VHS or Beta. The tape can be ordered directly from Peter Allen Video Productions, Inc., by calling (516) 643-4372.

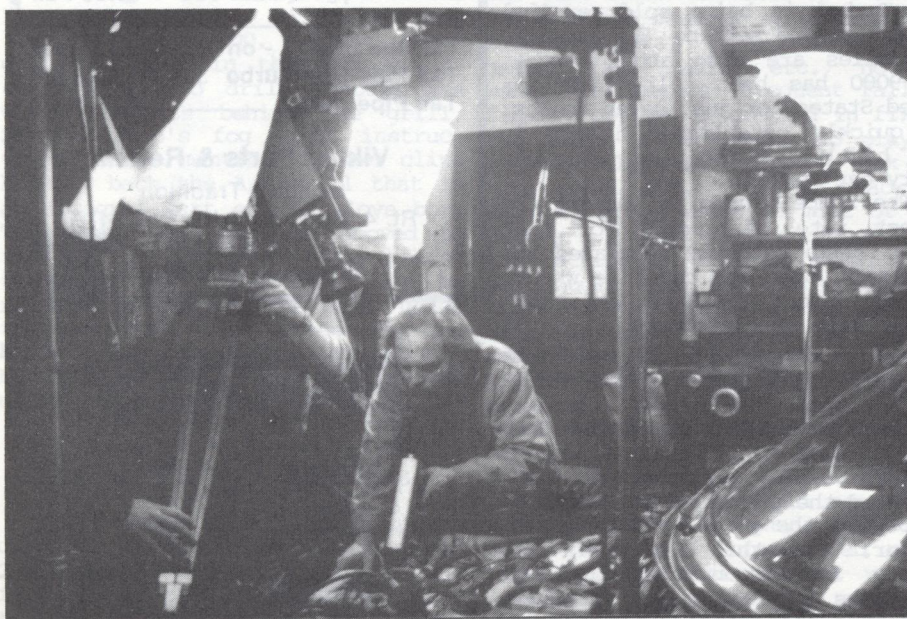


MORE THAN JUST A V-4 CATALOG

Much of the good information on the Saab 96, 95, and Sonett just isn't available any longer. There isn't enough demand for the major publishers to collect the data and put out a repair manual, and most of the old ones are long out of print. Rowland Motors has come to the rescue of V-4 owners with its 95-96-97 catalog.

In addition to the list of popular parts for V-4s and two-strokes, the parts department at Rowland has crammed lots of vital information into this 32-page booklet. There are tune-up and torque specs on engines and transmissions, identification charts that give serial numbers and years, a cross reference for Bosch-to-Saab distributor part numbers, a trouble shooters guide to help track down problem areas, and blank pages for notes and maintenance records. The center section has fifteen exploded diagrams of major components (though the numbers in the diagrams aren't referenced in the parts list). There are listings of Sport and Rallye parts, and books and manuals on the V-4s. Sprinkled throughout the book are drawings of early SAABs, many of them in action. It's all in a convenient small size to fit easily into the glove compartment or toolbox.

According to Parts Manager Rich Roberts, Rowland's V-4 catalog is the first of a series of catalogs for the Saab owner. This one is worth far more than the \$3.00 that Rowland charges, and it comes with a coupon to get that three bucks back on your first order. The information it contains makes it a must as a reference guide for V-4 owners. It's available from Rowland Motors, 517 East Pike Street, Seattle, Washington 98122-3696.



Production of the intune video maintenance manual for Saab.

RETURNING TO THE SAAB FOLD

I was a member of the Saab Club up until 2 years ago. When I got orders to come to England, I sold my US spec 1982 900 Turbo and, for the sake of variation, bought a 1984 Euro-spec BMW 323i. As you may know, the 323i has substantially more power than the 325e that is sent to the U.S. Although my BMW is a very good car, my Saab was a superior car in nearly every respect.

To begin with, the Saab was tighter, more solid, and handled better. The BMW (150hp) gets to 60mph from a dead stop slightly quicker than my 135hp Saab, but the Saab was quicker at top end. Also, my Saab felt better and more stable at 125mph than the BMW feels at 100mph (as demonstrated during sustained driving at those speeds on the German Autobahns).

Needless to say, my next car will be another Saab. I'm resubscribing to the Saab Club Newsletter so I can keep up with news of model changes and improvements (e.g., Saab Direct Ignition).

Major Gary Fullington, APO-NY

APPRECIATION FROM ANOTHER CONVERT

Enclosed is payment for renewal to the Saab Club. I am pleased with the growth and quality of the Newsletter. Keep up the good work.

Although this '82 900S is our first Saab, we have owned two BMWs and a Volvo, so I think we are in position to compare.

There has been much less in the way of minor things with the Saab; it has been almost perfect and very enjoyable, but at 50,000 it has a long way to go to match the BMWs in high mileage. At the rate it is going it just might do that in a few years. It is very stable, solid, and just comfortable on any road condition and speed. And nothing goes wrong. That is hard to beat.

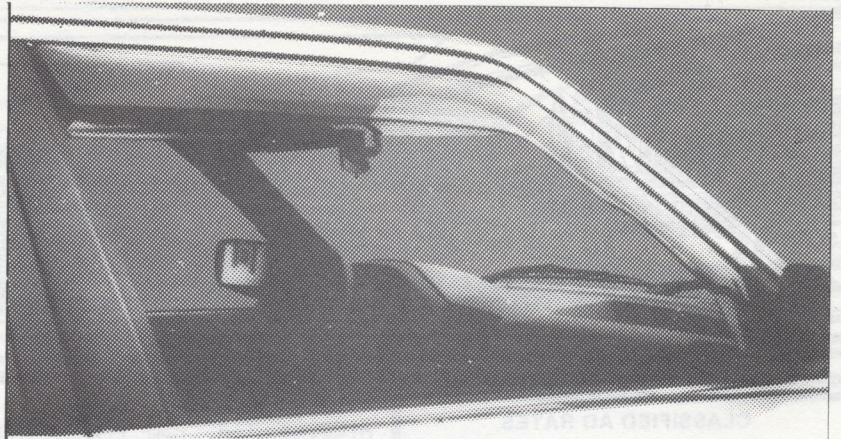
Seems they are headed the way of BMW though, out of sight on their prices.

Vernon D. Smith, Sheridan, AR

TRADING OLD FOR NEW

I'm happy to renew my membership for another year. I have been a member since 1979 and the newsletter has been a great help in keeping my '75 99LE on the road. With 140,000 miles on its clock and money in the bank, I have decided it's time for a new car. I have taken a reasonably unbiased approach to looking for one, and after considering many and driving several, I decided that only SAAB and MERKUR fit what I'm looking for. Both are exciting cars but as it turns out it is the Saab Club Newsletter and Bob Sinclair's concern for the enthusiast which has convinced me to buy another Saab. Keep up the good work!

Chaz Kerschner, Laurel, MD



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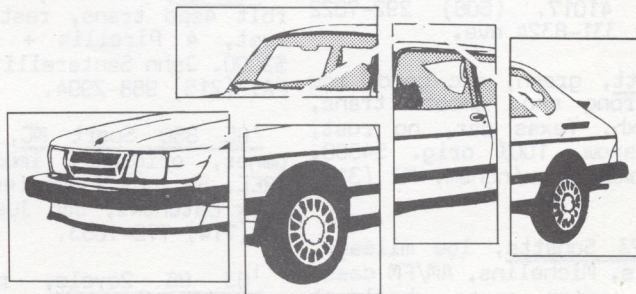
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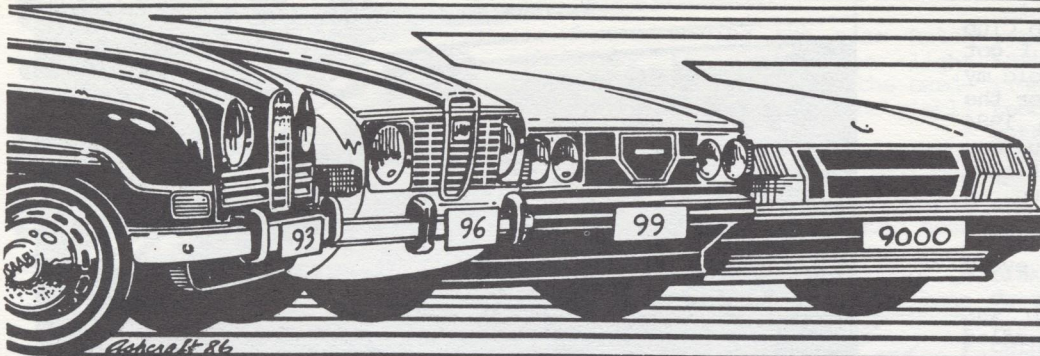
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Ads offering parts or Saabs for sale or wanted are available to members and non-members. Ads are limited to 25 words, plus name, address, and phone number. Ad copy will be abbreviated and excess words deleted where possible. Enclose sufficient funds with your ad, we will not bill. No ads will be taken by phone. The Classified ad rate is based on the total dollar amount listed in the ad.

Under \$200	Free
\$201 to \$900	\$2.00
\$901 to \$2000	\$5.00
Over \$2001	\$10.00
Ads without a price listed ...	\$10.00

DEADLINE: Second Friday of each month for the following month's issue, i.e. the second Friday in January for the February issue.

COMMERCIAL ADS: Contact Editor for rates and info. Deadline, First Friday of each month for the following month's issue.

Sonett's For Sale

'74 Sonett III, yellow, 73k mi, vj gd cond, new front brakes, rblt trans, AM/FM radio, some extra parts. Best offer. Kevin Garrett, 2642 Bryan Station Ln, Crestview Hills, KY 41017. (606) 292-7822 days, (606) 331-8324 eve.

'74 Sonett, green, exc cond, new clutch, strong eng, smooth trans, AC, MSS exh, Texas car, no rust, never in snow, 100% orig. \$4500. Robert Brooks, Birmingham, MI (313) 540-1098.

'74 & '73 Sonett's, low mileage, Weber, Konis, Michelins, AM/FM cass, rally exh, extra seats wheels & tires, many misc parts plus manuals. \$1500 to \$4300. Joel Ballon, 479 Perry Hwy, Pittsburgh, PA 15229. (412) 931-2522.

'73 Sonett, 69k mi, AC, eng & trans rebuilt 10k mi ago with Hi-perf parts from Sweden, needs engine work. Also '74 S-III parts car (OK from windshield back) with eng & trans parts, mags... Robert G. Browning, 3019 N. Summit Av, Milwaukee, WI 53211. (414) 963-9888.

'71 Sonett, black, totally disassembled, new trans. Will sell complete or parts. Wanda Serrano, Walled Lake, MI. 800-228-8925 days, (313) 669-1535 eve.

'69 Sonett V4, exc cond, restored, black, rblt eng, new tires, radio, sheepskins. \$4000. Jack Briggs, 602 - 8th St, Huntington Beach, CA 92648. (714) 969-2088.

93s, 95s, 96s For Sale

'69 95, 15 years in family, 130k mi, rblt eng & trans, 2-bbl Weber, MSS exh, vj gd body & int, incl many parts. \$1500 obo. Bernie Wassertzug, 11825 Enid Drive, Potomac, MD 20854. (301) 299-8561.

'69 96, green, strong silver 1500 eng, rblt trans, exc mechanicals, good radials. \$650. Eric Killinger, PO Box 283, Boulder, CO (303) 447-9298 eves.

'66 Monte Carlo 2-stroke, White w/red int, eng ported & polished, never winter driven, NO rust. \$2750. Also running parts car. Karl Eby, 2241 Venice Blvd, Hamilton, OH 45014. (513) 738-3454 leave message.

'66 96, new 3-cyl eng (<8k mi), rblt 4spd trans, restored body, no rust, 4 Pirellis + snows w/rims. \$2000. John Santarelli, Philadelphia, PA. (215) 988-2994.

'65 850 Sport MC, 67k mi, one owner, original, immaculate, RUST FREE. Serious inquiries only, \$4500. Hank Latunski, San Juan Capistrano, CA (714) 770-1653.

'63 96 2cycle, replaced eng, clutch, brakes, exh, repainted, body reinforced, no visible rust. \$1200. J.K. Bach, PO Box 96, Walden, NY 12586. (914) 778-1224.

2-Stroke and V4 Parts For Sale

Sonett III parts - extensive collection of misc. parts, \$5 to \$450. Parts cars, \$750. Send SASE for list. Large items delivered at Convention. Randy Cook, 58 Cinderella Ln, Ft Walton Beach, FL 32548. (904) 863-9399.

Rear fiberglass from '68 Sonett II, \$200. Late model mag w/blue cap, \$25. 155x15 Semperit & 165x15 Michelins, \$10 ea. Barry Mabel, Albany, NY. (518) 482-8432.

'95 trailer hitch, \$25 + shipping. Misc other V4 parts, \$5-\$50. Eric Killinger, PO Box 283, Boulder, CO 80306. (303) 447-9298.

Plastic rear windows (clear) for '69 & earlier Sonett. Limited Production so get a spare now. No longer available through Saab. \$250 +frt. Hank Latunski, San Juan Capistrano, CA. (714) 770-1653.

34-IDA Weber 1-bbl for V4, New, incl linkage, \$150 + UPS. SWEDISH EXPRESS, Inc., 335 S. 1st Av. E, Duluth, MN 55802. (218) 722-1530.

Wood rim steering wheel incl center horn button, \$15 + shipping. Doug Marble, 39 Beverly St, Pittsfield, MA. (413) 442-1218.

99s and 900s For Sale

'83 900T, 3dr, 5spd, black w/red velour int, cruise, AC, HR radials, exc cond, \$10,000 obo. John Whitely, Jacksonville, FL. (904) 731-4100 days, 268-0650 eve.

'82 900T, Slate blue, 4dr, 49k mi, \$8450. Fred Schneider, Omaha, NE. (402) 291-2866.

'81 900T, 4dr, 5spd, Lt blue, AC, cruise, Blaupunkt, Elec windows, mirrors, 46k mi, new tires, Must Sell. \$5600. Dwight Diget, 300 Silver St, Battle Creek, MI 49017. (616) 963-2263.

'76 99EMS, AM/FM cass, Body exc, new battery, exhaust, clutch, brakes, radiator, water pump, cam & lifters, valve job... Forced to sell, \$1995. Tom Parker, 3705 Sharon, Midland, MI 48640. (517) 835-8387 after 5pm EST.

'75 99EMS, 96k mi. Engine, trans, cooling system & brakes recently rebuilt. Minor rust, some dings. Make offer. Mike Gilmore, 1624 Larkspur Ln, West Bend, WI 53095. (414) 334-0258.

'74 99LE Automatic, Black, 4dr, 54k mi, AC, New radiator & exhaust. Immaculate. One of 15 special order '74s. Photos & maint summary avail. James Oliver, 151 N Eberhart Rd., Butler, PA 16001. (412) 285-3187.

'74 99LE 4spd, 3dr, Red, 103k mi. Bad timing chain, other mechanicals OK. Good Texas body, spares incl engine, wheels, manuals. \$1400 obo. Marc Greene, Orchard Ln, Washington, CT 06793. (203) 868-7822.

99 and 900 Parts for Sale

Complete Instrument/switch panel from '83 900S, 42k mi, perfect, \$350 obo. Lambda control unit, \$75 obo. Rear seat belts, complete, \$65 obo. Bernie Wassertzug, 11825 Enid Dr, Potomac, MD 20854. (301) 299-8561.

Instrument cluster from '80 900, incl Speedo w/26k mi, fuel/temp gauge, clock, \$25 + shipping. Doug Marble, 39 Beverly St, Pittsfield, MA. (413) 442-1218.

EMS wheels, exc cond, \$195/4. 99 A/C system, \$100. '77 99 Air dam, new, \$135. CV joint, PN 8920076, new, \$75. Rear susp bushings, new, \$45. '78 Turbo rear spoiler, fits any wagonback, \$85. Quad Euro headlights, \$60/set. +shipping. Tom Parker, 3705 Sharon, Midland, MI 48640. (517) 835-8387 after 5pm.

New OE brake parts for '73 99. Wrecked car & can't use. Were \$180, sell all for \$90 +shipping. Pete Briggs, 303 Wisteria Dr, Thibodaux, LA 70301. (504) 446-9329.

'77 99GL complete or part out, \$100. Pete Briggs, 303 Wisteria Dr, Thibodaux, LA 70301. (504) 446-9329.

'77 99EMS, black, no interior, no A/C. Parting out, call with needs. Priced fairly. Gene Cicigoi, 68238 Colonial Dr, Mentor, OH 44060. (216) 255-9502.

900 Front Bumper Cover in vy good cond, \$50. Judd Jones, Box 2230, Freedom, ME 04941. (207) 342-5768.

Power Steering Rack, needs seal kit, from '75 99LE automatic, \$75. Phil Bruch, 2218 H St, Iowa City, IA 52240. (319) 354-3020.

4 OE TRX spoke mags incl caps & lugs, \$175. Center console from '83 900, blue, \$100. VDO ammeter, Night Design, +50 amp, \$30. Blue rug floor mats from '83 900, \$20/set. 2 studded Gislaved snow tires, 175/70, used 2 wks, \$60. Wndshld washer heater, fits all 900s, \$15. WX-2 Dual wiper blade set w/wash spray in blade, \$20. Eddy Borchert, 5401 Hillbrook Dr, Cross lanes, WV 25313. (304) 776-7609 (h), 747-2129 (w).

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CITY..... STATE..... ZIP CODE

PHONE

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Annual Membership/Subscription fees for the SAAB Club are as follows:

- First year \$15.00
- Renewal \$12.00
- Canadian Add \$3.00/year
- International Add \$7.00/year

Individual back issues (1986 only) are available for \$1.50 each, 3 or more \$1.00 each.

Extra SAAB Club decals are available for \$1.00 each.

1.85 liter engine, lo mileage, \$100 + crate & ship. Bob Mitchell, 403 E. Redwood Av, Pleasantville, NJ 08232. (609) 641-4460.

99 hood vy gd cond, \$80 obo. 99 steel wheels, nice shape, \$15ea, rusty, \$5ea, +shipping. Allan Von Ohlen, 7312 Argenta Tr W, Inver Grove Hts, MN 55075. (612) 454-2810.

Many 99 & 900 Parts all priced under \$200. Dwight Diget, 300 Silver St, Battle Creek, MI 49017. (616) 963-2263.

Sport Clutch Package for 99/900. For Rally, Autocross, or towing. Kit includes disk, plate, & TOB. '69-'75, \$105; '76-on, \$95; +UPS. SWEDISH EXPRESS Inc, 335 S 1st Av E, Duluth, MN 55802. (218) 722-1530.

Headliner material, identical to OE in 900, 99, & early Sonetts, w/foam backing. SALE... Reg \$15/yd, THIS MONTH \$12.50/yd. extra discount over 10 yds. +\$5 shipping. TROLL-HATTAN PERF. CARS, 107 W. Hubbard, Chicago, IL 60610. (312) 822-9339.

Wanted - All Models

Center console for pre-83 900 (to fit '79 Turbo). Eddy Borchert, 5401 Hillbrook Dr, Cross Lanes, WV 25313. (304) 776-7609 (h), 747-2129 (w).

Front seats & tracks from late 99/900 in exc cond, \$150? Ed Carney, 218 Reamer Av, Wilmington, DE 19804. (302) 999-8796.

A/C condenser to fit '78 99T. Will pay up to \$100 for like new one. Michael McLeod, Rt4, Box 151A, Sleepy Eye, MN 56085. (507) 794-7878.

Steering wheel from '82 or similar 900, must be in exc cond. Will pay reasonable price + shpg. Jerry Plotkin, 38W416 Tom's Trail Dr, St. Charles, IL 60174. (312) 377-6668.

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The Intune Video Manual represents an idea whose time has come. A complete, step-by-step, highly detailed 'how to' tune-up and maintenance manual for your car. Each service is performed by a factory trained mechanic who is committed to instructing in a clear and concise manner. An on-screen index system helps the user locate each operation easily.

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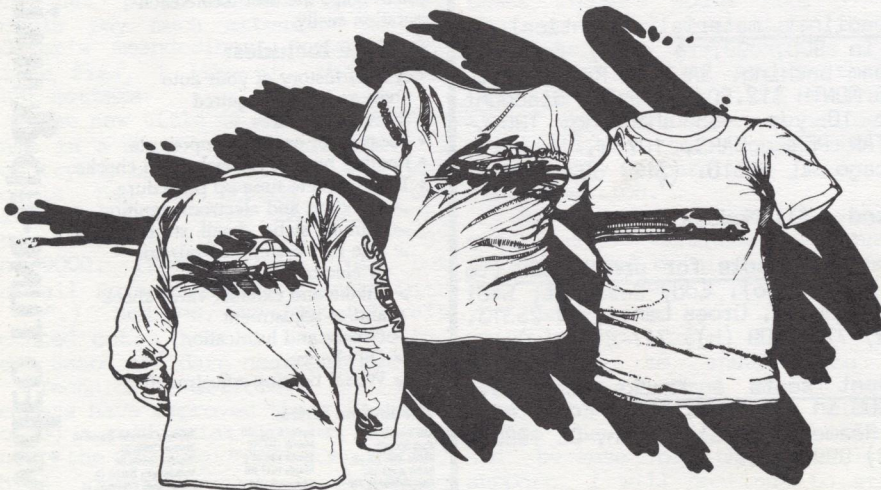


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