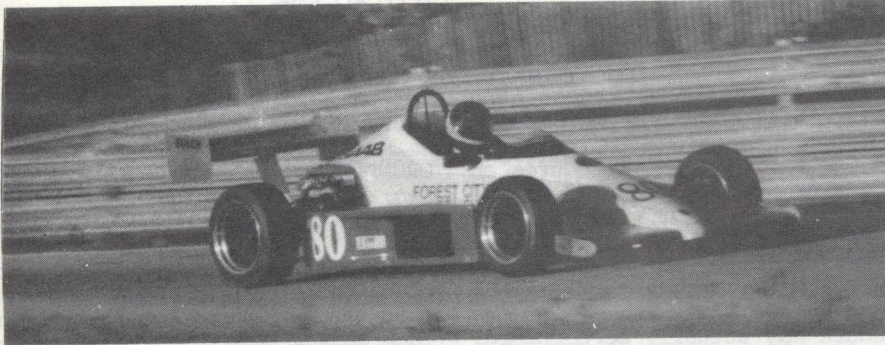


NINES

THE SAAB CLUB NEWSLETTER

\$1.50
December
1986
no. 154



LEWIS ADDS BARBER SAAB TITLE TO HIS RACING RESUME

After two National titles racing Renaults, Willy Lewis of Portland, Maine, has returned to his Saab racing roots to become the first Barber Saab Pro Series Champion. Lewis took the formula car title by winning three of the twelve races in the series, and by consistent top five finishes. The series features identically prepared formula cars powered by slightly modified Saab 16-valve turbocharged engines.

Lewis began his racing career by driving a Saab Sonett in SCCA Solo II events, winning the New England regional championship in 1976, '77 and '78. For the next several years, he raced a Saab 96 in SCCA GT3 competition, winning the New England championship in 1981. He also drove a 96 in New Meadows Ice Racing Association events in the mid-'70s, graduating in 1977 to a specially built Sonett with a tube frame and powered by a turbocharged V4.

When the Renault/Facom Cup series, a series of races in nearly stock Renault LeCars, beckoned in '82, Lewis took up the challenge and won the 1983 title. The following year, he moved to another "spec car" series, Sports Renault, this time sports racers powered by 1.7 liter Renault engines. And he won the 1984 National Championship.

When he isn't racing, Lewis is running his import car repair shop, Auto Motion in Falmouth, Maine, or acting as an instructor at the Skip Barber Racing School at Lime Rock Park. The 38-year-old Lewis also did the painting of the tractor/trailers that haul the Barber Saab cars to

the races. (The trucks are Scania 112 series Class 8 tractors). The design features a side view of three Barber Saab race cars on the side panels of the trailers. The back panel of each trailer shows an engineer's mechanical drawing of the rear view of a race car.

Where does the Barber Saab Champion go from here? Saab has invited him to drive a factory prepared car in ice races in Finland this year. He would like to find a ride with a team in IMSA GTU or GTO, or possibly SCCA's TransAm series, but has no offers as yet.

Two Maine Saab dealers have helped Lewis in his racing over the years. Stetson Auto Sales in Warren and Forest City Saab in Portland have furnished assistance so that he could continue his career as a race driver.

Brian Till was second in Barber Saab Pro Series year end standings, followed by Eric Kielts, Robby Unser, and David Rocha.

A summary of the last five races is on page 9.

SAAB 9000s COMPLETE

RECORD SETTING "LONG RUN"

Three Saab 9000 Turbos finished a three-week long non-stop run on October 27th, and set two world and 19 international records in the process. The "Long Run" took place on the high banked oval track at Talladega, Alabama. The drivers, primarily Saab engineers, included Saab's famous rally champion, Erik Carlsson.

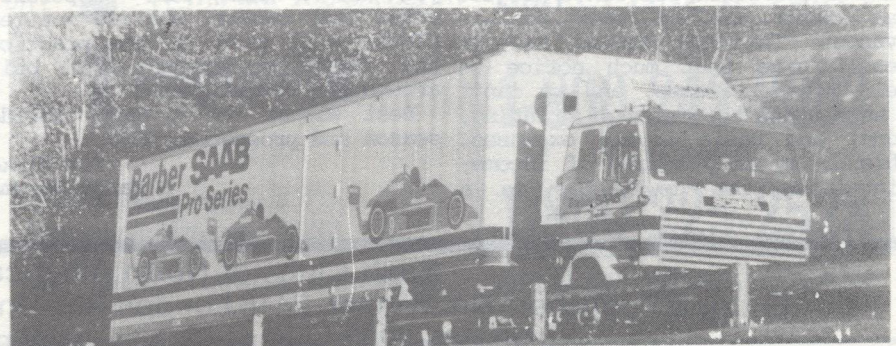
The world records, set in a category for regular production cars, included 50,000 miles at an average speed of 213.686 km/h (132.782 mph), and 100,000 km at 213.299 km/h (132.542 mph). All records, from 10 km through 100,000 km, were over 200 km/h (125 mph).

"The cars, the drivers and all the support personnel performed magnificently," commented Olle Granlund, Chief of Saab's engine and transmission division.

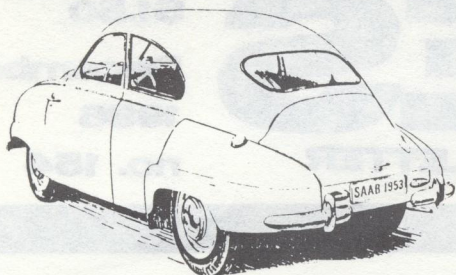
"I hope the world pardons my lack of objectivity and pride in what we have achieved, but I must say our accomplishment is a tribute to the high state of automotive technology embodied in the Saab cars," he said.

The run also appears to have set another historic auto endurance precedent since previous records set were never before held by cars without special racing modifications. The cars were taken at random from Saab's production line; their hoods were sealed while officials from FIA stood by, ensuring that the cars received no special modifications.

"The cars will be returned to Sweden for disassembly and inspection to learn more about how the high-speed long-distance run affected the components," noted Granlund.



FROM THE BACKSIDE



As you can see from the front page, the new Saab Club logo is finally complete. Contest winner Henry Jorgensen and I have been working toward a final version over the summer, and this is the finished product. It incorporates several eras of Saab automobiles; the airplane from the early days, the grille shape from a 99, and the Griffin that Saab-Scania now uses as their corporate logo. New decals will follow soon, and we will (hopefully) be sending them out to those who have ordered them around the first of the year.

Some reminders about several items which appeared in last month's issue of NINES. Margrit Adler reports that she has received about 40 names for the Saab Club Assistance Network. If you are willing to be "on call" for other Saab Club members in case of an emergency on the road, please send your name and address to Margrit. If you have ever had a breakdown away from home, you know how great a little assistance can be, even if it's just information on a parts store or a repair shop that you can trust.

Several people have written to me in response to the "Saab Club Survey" in the November issue. Thor Carlson is collecting the transmission information, and we will publish the results in the February issue. Please send your survey responses to Thor before December 31st.

On the subject of the price increase, some members have tried to renew into 1989, but because this is a small operation, we can't project what costs may be that far in advance. The U.S. Postal Service doesn't give that much notice on their rate increases, and we can't be sure about the costs of printing, phone, and basic living expenses. (This is my only source of income; maintaining the newsletter is a

full-time+ job). So to be fair, please don't ask to renew beyond 1988. We will pro-rate any requests beyond that at the new subscription rate. If you want to take advantage of the current rate, make sure your renewal is postmarked before January 1, 1987.

Though the vast majority of the mail indicates that you like the changes I've made to the newsletter, there are always a few souls who are disillusioned. The complaints I have been getting (which amount to one or two letters a month) have a couple of general themes: Not enough information on older cars, and too much stuff on racing and from Saab-Scania.

First of all, I build the newsletter each month around the tech tips received from members, then I fill the other pages. The tech tips will obviously lean toward the newer cars, since there aren't many newly discovered procedures on 93s, 96s or 99s. I print all useful information about the older cars that I receive. The few articles that get rejected are due to 1) the writer sending an opinion rather than a tested procedure, 2) the procedure may actually be a hazard, or 3) the handwriting can't be deciphered. If there were more articles on the older cars, I would be happy to print them. After I have filled the regular features, I fill the blanks with press releases from Saab.

Second, this is a NEWSletter! That means new information, new procedures, events that have happened recently. So you'll find stories on Saab sales in the U.S. and worldwide, and on Saab victories on the racetracks. There is updated repair and parts information from the folks who should know, Saab-Scania. If it's new, it should appear in a newsletter.

Another complaint: No one flashes their lights anymore. In the days when another Saab was not a common sight on the road, Saab drivers often flashed their lights as a sign of greeting. There still aren't that many Saabs, so let's keep the practice alive. But let's make it a little different to show that you are a member of the Saab Club (a secret handshake, if you will). Flash three times as a signal that you are a Saab fan. Hopefully, other Saab owners, who may not read NINES, will pick up the practice, and Saab comraderie will build around the country.

Best wishes for a Happy Holiday season and prosperous 1987.

Tim Winker
& Nancy Bergman

REGIONAL CLUB NEWS

APPALACHIAN SAAB CLUB -- For info: Wendell Francis, Rt. 5, Box 334, Dandridge, TN 37725. (615) 397-2172.

CENTRAL ILLIANA SAAB CLUB -- Tony Percy of the Saab Club of Great Britain, and a member of the Swedish Saab Club, will speak to the CISC in May. Call Margrit Adler, 1507 W. University Ave, Champaign, IL 61821. (217) 356-9244.

CENTRAL PENNSYLVANIA SAAB CLUB meets the first Tuesday of the month at Bube's Brewery, Mt. Joy, PA. For more info contact Paul Bolesta (717) 292-5496.

DELAWARE VALLEY SAAB CLUB -- Meets the 1st Thursday of the month. For location and info contact Doug Signorovitch, (215) 622-7047

GREAT LAKES SAAB CLUB -- c/o Jim Laman, 763 Larkwood Drive, Holland, MI 49423. (616) 335-5215.

MINNESOTA SAAB CLUB will meet December 5th at Viking Parts & Repair (Andrews Auto Rebuilding) in Princeton. A tour of GTC Auto Parts machine shop will be provided along with a demonstration of Saab head rebuilding. Contact Bob Swinehart, (612) 774-4873.

NEW ENGLAND SONEIT CLUB -- Next meeting is Sunday, December 7th at the New Meadows Inn in West Bath, ME. Sandy Fotter and Bill Gilley will be discussing racing in the New Meadows Ice Racing Association. The meeting begins at 1pm. Write: P.O. Box 4362, Manchester, NH 03108.

NORTHERN ILLINOIS SAAB CLUB -- 24 hour Events Hotline, (312) 763-4752.

SAAB CLUB NATIONAL CAPITAL AREA -- Meets the second Thursday of the month at the Bethesda Regional Library, Bethesda, MD. Toby Turpin (301) 384-6732.

NEW CLUBS FORMING:

MEMPHIS, TN -- Dennis DeLeonard, 2812 Ole Pike Dr, Germantown, TN 38138. (901) 756-0377 H, 363-8030 W.

MISSISSIPPI GULF COAST -- John Zupko, 63 Oakland Ct, Gulfport, MS 39503. (601) 832-6619.

MONTEREY BAY, CA area -- Jack Deal, Eurotechs, 211 Cedar St, Santa Cruz, CA 95060. (408) 427-3599.

SW OHIO -- contact Tom Kinnamon, (513) 874-7128.

DEADLINE for Club News, the 10th of the month preceding publication.

Saab Club 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

ASK BOB

LEADED REGULAR OR UNLEADED PREMIUM?

In my '74 99LE should I use regular leaded gas with an octane rating of about 88, or a high test unleaded with an octane rating of about 94? With the regular I get about 14 miles to the gallon, but with the high test I get about 22 mpg. My main concern is premature wear of my valves. I have recently started to add a lead substitute, but have been told that they can clog the fuel injectors.

Bob Nacamulli
San Francisco, CA

All 99s can be run on unleaded gasoline. I would suggest you take your car to the nearest Saab dealer and find out why the big difference in mileage between fuels. They should be nearly the same.

Bob

FLASHING BRAKE WARNING LIGHT

My 82 Turbo has recently developed a naggy problem. From a dead start, the brake fluid light will come on when I accelerate. This usually occurs only on fast acceleration. My dealer says that he can find nothing wrong. The car only has 26,000 miles. I haven't noticed any degradation in braking performance, nor any handling problems.

Mike Zulich
Ossining, NY

The light is controlled by a switch on the rear of the emergency brake handle (which I seriously doubt is causing your problem) and a float in the master brake cylinder. Notice the two wires going to the cap. As the pads wear, the pistons in the calipers take up more fluid, so the level in the brake reservoir drops. Maybe the level is at a critical point. To find out whether or not it is the float, pull off one of the wires for a few days. I've seen sticky floats, usually from the brake fluid not being changed. Your Owner's Manual indicates it should be changed, and it is vital that this be done as it absorbs water which can raise all sorts of hob in the brake system. Be sure to use Saab recommended DOT 4 brake fluid.

Bob

EXPENSIVE A/C REPAIRS

I recently purchased a '79 900 Turbo from a Porsche mechanic, who rebuilt the engine for his own use. I took it to a local dealer to have the air conditioning serviced as it was inoperable when I bought the car. It turned out to be expensive (about \$450) and time consuming (10 days in the shop). The second time I used the air conditioning, a hose blew! I feel the dealer should be

held responsible. I've enclosed copies of the bills.

Also, when I first start the engine in the morning I hear a clicking sound which increases when I accelerate, though once the engine is warm the clicking stops. Could it be valve springs?

Juan Julien
Union City, NJ

New Jersey is a "title" state. You should have an "A" title if you are the second owner. The first owner had no letter, the second is "A", the third "B", etc.

Looking over the bills, I would guess that the A/C was improperly installed, apparently by someone who didn't know what he was doing. This is very unusual, I've installed several A/C kits and Saab does a fantastic job with their instruction book. I would imagine anyone could do the job. As far as the hose blowing, your car is now eight years old, and A/C hoses, like everything else, do suffer fatigue.

Some problems are hard to diagnose from a letter. There are so many parts that change dimension from a

cold car to operating temperature. To give it a shot: have you had your Saab dealer check valve clearance?

Bob

The "ASK BOB" column is a regular monthly feature of NINES. Submit your questions with as complete information on the problem as possible, also giving the year & model of SAAB. Problems that are of general interest will be answered here. Questions regarding High-Performance tuning and modifications will not be considered for publication in this column.

Send your questions to:

ASK BOB
c/o NINES
2416 London Rd., #900
Duluth, MN 55812

Neither Bob, NINES, nor the Saab Club of North America will be responsible for repairs undertaken as a result of information in this column. For a proper diagnosis, it is recommended that you have your car serviced by an authorized Saab dealer.

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SERVICE SUBJECTS FROM SAAB

SERVICE TIPS: OCTOBER 1986

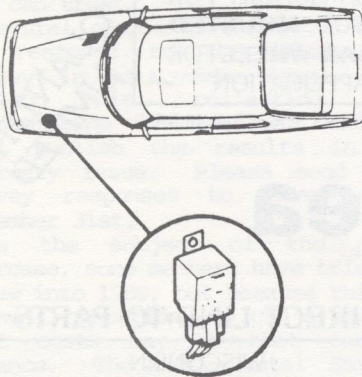
Paint Refinishing Tip... The same paint refinishing system developed by Sherwin-Williams for repairing the plastic shields of the "SPG" may be used to repair the painted bumpers now standard on 1987 900 models (also 9000). This system was originally designed for soft plastic body parts such as spoilers and we suggest that you refer to the Service Information on the subject (07/85-773, Supp. No. 5) before you order supplies or begin the job. A special hardener (Acylyd-Polasol) is added to the paint to prevent cracking of the paint on the flexible surface, and some special preparation of the surface is required.

Color Name **Sherwin-Williams code**
Anthracite Gray 35506

1987 900 Product Information

The relay which controls the cooling fan function has been moved to the outside of the front inner fender well just forward of the electronic control for the ignition. On 1984-86 900 models, the relay was located on the left inner fender just behind the headlamp.

The function is unchanged and the relay still limits the time to 10 minutes that the cooling fan may run after the engine has been shut off. This prevents unnecessary battery drain in hot climates.



Automatic Transmission Service Tips

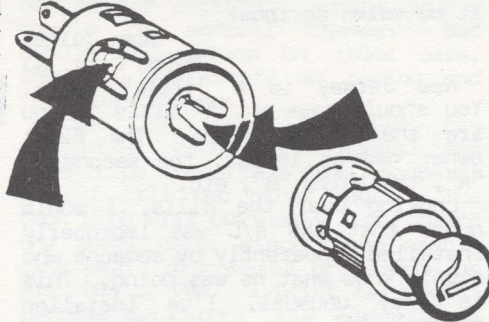
In addition to the dipstick tube, the ZF transmission also has an oil fill plug located in the same cover. Saab suggests that you remove the plug and top up through the opening instead of trying to fill or top-up through the dipstick hole.

When installing a new pan gasket on a BW automatic in a 900, try soaking the gasket first in ATF for

30 minutes before installing. This eliminates any tendency for the gasket to settle once it has been in service for awhile.

Always clean the ATF cooler and the lines if the automatic transmission is being replaced and the oil was contaminated. This applies to all models.

Extensive use of electrical devices which utilize the cigarette lighter (radar detectors, map lights, etc.) can cause damage to the lighter socket. If you have



determined that this had happened, the tabs in the socket may be gently bent back into place with a small screwdriver. A note of caution on the use of such devices as this repair should not be repeated because the tabs can be permanently damaged.

NEW GASOLINE RECOMMENDATION

Application: 1987 900 Turbo "SPG"
S.I. 10/86-892: (\$.50) Beginning with model year 1987, only Premium Unleaded gasolines may be used in the 900 Turbo equipped with the SPG option. Only gasolines with a minimum AON of 90.5 or greater are recommended.

$$\text{AON} = \frac{\text{Average Octane Number, MON} + \text{RON}}{2}$$

All 900 Turbos with the SPG option are labelled to inform the owner of this requirement and the Owner's Manual reflects this as well. Using gasolines with an insufficient AON may cause engine damage due to knock.

It is also recommended that heavy load trailers (campers, etc.) not be towed by a 900 SPG and that light units (light-duty utility/sport) be towed with caution.

COMPLAINTS OF WATER ENTERING CAR WHEN RAISING THE REAR HATCH

Application: 9000 models
S.I. 10/86-893: (\$.75) A water deflector has been introduced to prevent water from dripping in the rear parcel shelf when the rear hatch is opened. The repair consists of a soft rubber shield (and retaining clips) which deflects water to the side when the hatch is opened.

Materials Required

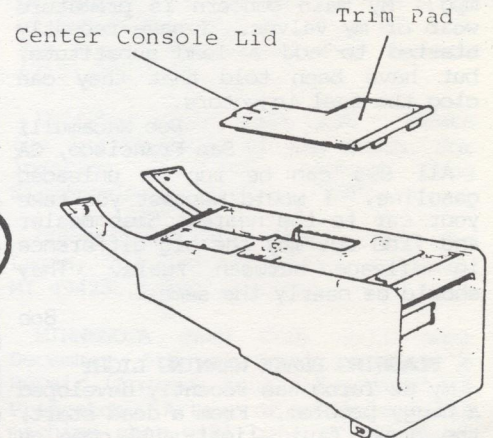
Water Deflector (1) P/N 69-58-052
Clip (2) P/N 95-08-037

CORRECTING LOOSE CENTER CONSOLE LID TRIM

Application: 9000 models
S.I. 10/86-894: (\$.50) Peeling lid trim may be repaired without resorting to replacement of the entire lid. Follow the instructions given below. Proceed carefully and remove any excess adhesive when the job is completed.

Supplies

3M General Purpose Adhesive Cleaner #08984
3M Plastic & Emblem Adhesive #08061



Repair Details

1. Pull away the trim from the console lid. If this is done slowly and from several directions there will be no risk of stretching the vinyl.
2. Wipe (do not rub) all traces of old adhesive from the vinyl trim and console lid using 3M General Purpose Adhesive Cleaner 08984 or equivalent.
3. Apply 3M Plastic and Emblem Adhesive 08061 or equivalent to the trim and the lid surface. Press surfaces together to transfer wet adhesives and immediately pull apart.
4. Let cure for 5-10 minutes, then press surfaces back together with even pressure.
5. After 30 minutes carefully clean any excess adhesive from console lid using adhesive cleaner sparingly if necessary.

INSTALLING SABRE WHEEL COVERS

Application: 1987 900 Models
S.I. 10/86-895: When installing the Sabre wheel covers, it is important that the valve stem in the wheel is lined up with the recess in the cover and not necessarily with the valve stem indication label.

Some early covers were discovered with the valve stem indication label positioned in the wrong place. If you find labels that were incorrectly installed, remove and discard the label to prevent future confusion.

continued next page...

SERVICE SUBJECTS continued

FRONT BRAKE DRAG: NEW CARS, CARS WITH NEW FRONT CALIPERS

Application: 900 Models

S.I. 10/86-895 (supersedes 05/86-847) (\$.75) A complaint of brake pad smell or smoking (i.e. brake drag) results from prolonged running contact between 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, dragging 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. Such calipers are also now available for cars with vented discs. The calipers listed below must only be replaced in pairs, and used only in the case of a brake drag complaint. Use the standard part numbers otherwise.

91-02-807 LH Caliper, solid discs
91-02-815 RH Caliper, solid discs
91-03-458 LH Caliper, vented discs
91-03-466 RH Caliper, vented discs

When correcting a brake drag complaint, the outer brake pads need not and should not be replaced unless damaged by heat. However, it is advisable to install the new Textar inner pads, 91-02-708, whenever dealing with this complaint. See also S.I. 07/86-861 and -862 (NINES, Oct '86).

CORRECTING COMPLAINTS OF NOISE WHEN ENGAGING THE CLUTCH

Application: 1980-87 900 Turbos with 5-speed Manual Transmission.

S.I. 10/86-896: A new clutch disc is now available as a service fix to correct complaints of noise (shriek) when engaging the clutch or when changing gears.

Clutch Disc P/N 87-23-561

This is a direct replacement for the OE clutch and may be installed using the directions in the Service Manual. At this time the clutch is

only for service fix applications and has not been introduced as a running production change.

Do Not use this clutch disc for competition purposes.

CORRECTING SUNROOF RATTLES

Application: '81 & later 900 Models with manually operated sunroof.

S.I. 10/86-898: A service fix consisting of new guide clips and rubber damping pieces has been introduced to help correct complaints of sunroof rattles. These pieces may be fitted to any Saab 900 model from 1981 on with the manually operated sunroof. Instructions and part numbers are given below. This change has also been introduced into new car production and you should refer to the special note at the end of this S.I. for VIN Serial No. information.

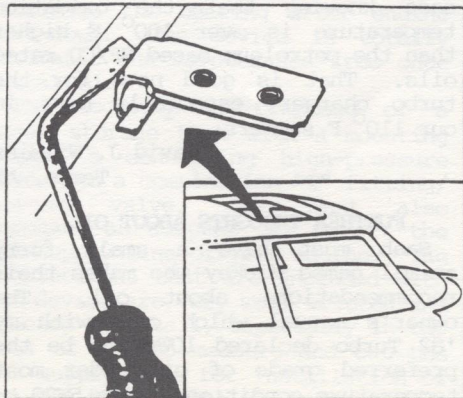
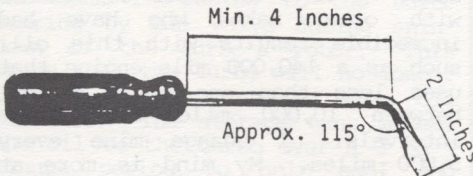
Parts Required

Guide Clip Assembly - Front	P/N 69-37-429*
Guide Clip Assembly - Rear	P/N 69-37-452*
Rubber Damper	P/N 69-37-759*
* - Two required per car.	

Repair Procedure

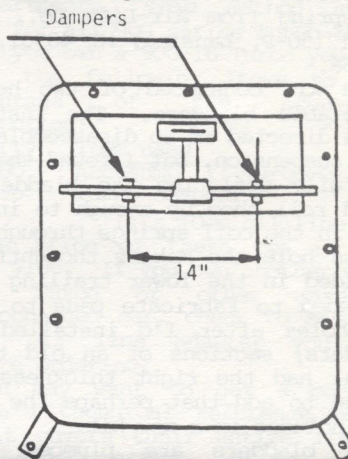
1. Remove the sliding sunroof panel from the car as outlined in the Service Manual (P. 830-19 to 830-20, Section 8).
2. Turn the sliding panel over and loosely install the two new rear guide clips (69-37-452).
3. Re-install the sliding panel back into the roof opening. Position the new rear guide clips against the rails by pressing them towards the center of the roof. It helps to lift the sunroof slightly from the inside the car as the new guide clips are thicker than the originals.

NOTE: A modified flat blade screwdriver can be used to assist in positioning the rear guide clips. Bend it as shown in the drawings.



Saab Service Tips & Service Information are provided to the Saab Club as a courtesy to Saab owners by Daniel L. David, Manager of Technical Services, and Robert J. Sinclair, President of Saab-Scania of America, Inc.

4. Complete the installation and adjustment of the sunroof according to the instructions in the Service Manual (p. 830-20 to 830-24, Section 8) substituting the new front guide clips (69-37-429) in the process. Clean the surface and apply the new rubber dampers (69-37-759) beneath the pull rods as shown in the drawing below.



Special Note: The new parts were introduced into 1986 new car production. Please note the following VIN Serial Numbers to determine what items might be needed when addressing a complaint on a 1986 model car. The guide clips and rubber dampers were introduced at different times.

New guide clips introduced from:

G2010000-
G3004559-
G7011527-

New rubber dampers introduced from:

G2008689-
G3006354-
G7010551-

ON CAR TESTING AND CLEANING

ELECTRONIC FUEL INJECTORS

Application: 16-valve 900 models
All 9000 models

S.I. 10/86-901 (900 models) (\$1.50)
S.I. 10.86-902 (9000 models) (\$1.50)

Insufficient detergent gasolines may cause injector contamination (fouling). Stalling, poor starting, rough idle or loss of power may be an indication of dirty or clogged fuel injectors.

This S.I. contains instructions for detecting contaminated fuel injectors, and cleaning them if necessary using the Fuel Injector Cleaner/Tester, P/N 83-94-264.

SERVICE SUBJECTS

Continued on Page 11

TECHNICAL TALK

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

USE OF AIR BAGS IN THE COIL SPRINGS

We have an '82 900T 4-dr, and the yearly pilgrimage to the mountains didn't leave a whole lot of suspension travel. I saw an ad in the newsletter for a used set of air bags - the kind that fit within the rear coil springs - and bought them. It turned out to be an Air-Lift Polyspring from Air-Lift Co., P.O. Box 12150-P, Lansing, MI 48901, kit #60756.

The kit consisted of two heavy, inflatable bladders. The instructions directed me to disassemble the rear suspension, but I found that by carefully deflating the bladders I could roll them up enough to insert them in the coil springs through the access hole the makers thoughtfully provided in the lower trailing arm. I needed to fabricate pads to fill the holes after I'd installed the bladders; sections of an old thong sandal had the right thickness. I hasten to add that perhaps the pads are included in a new kit.

The bladders are plumbed with small, flexible but tough tubing. I mounted the fill valve (a standard tire-type valve) on the edge of the right side trailing arm (I had to drill a hole), where it is easily accessible from next to the car without opening the trunk. I made sure the tubing was up out of the way by using wire ties.

The instructions tell me to use 5 lbs. minimum (perhaps to make sure the bladders stay in place) and 25 lbs. maximum. At 5 lbs., there is little or no discernable effect. At 25 lbs. unloaded, the car is stiff in back, cutting body roll substantially, and it rides higher than normal. When the car is loaded, the extra support is just what I'd hoped for: the vehicle can hold its standard ride height, and handles much better than it would have without the air springs. Intermediate loads require an intermediate amount of air.

So far, they've been in place two years, and I notice no degradation. I normally leave a few lbs. pressure in them.

J. C. Whitney lists air springs for Saab; I wouldn't be surprised if these were them. I'm well satisfied. If reader Kent is satisfied with the balance of his suspension, then he should definitely consider the air springs over the stiffer rear coils, as the change in rate would only be available when he needed it.

David Brick
Santa Cruz, CA

TIPS ON 900 SUSPENSION & OIL

In the November issue, James Kent asked if anyone had experience with Saab's "Load Leveler Springs" or "Air Suspension Bags". I too have noticed the soft spring rate of the stock rear suspension in my '82 3-door Turbo, and I chose to try the air bags because of their flexibility. The results were better than I expected. With 5 psig (you can use up to 10 psig), the difference in ride is just barely discernable by the mechanically acute observer. The car squats a little over an inch with five adults, and the handling changed from pronounced understeer to much more neutral. The reason is the bags act somewhat like a sway bar in that they do not lift the car above the empty stock ride height, but help resist body roll when the acceleration forces generated in a curve try to compress the suspension.

I do not have sway bars on my car and am uncertain as to the improvement I would get now if I did have them. As it is, the car will go into a controlled four wheel drift when pushed to the limit with the tires inflated to 35 psig front and 30 psig in the rear. While I have about 24,000 miles on these air bags, they have never lost any pressure, nor have I found any sign of a chafing problem. Of all the accessories I've purchased I am the most pleased with the air bags and wouldn't own a 900 series without them.

Moving on, I'd like to mention that I use Mobil 1 motor oil in my Saab. I have a number of friends with other makes who have had incredible results with this oil, such as a 140,000 mile engine that uses less than one quart of oil between 10,000 mile oil change intervals. I change mine every 5,000 miles. My mind is more at ease knowing that the oxidation temperature is over 100° F higher than the petroleum based SF/CD rated oils. That is good news for the turbo charger, especially here in our 110° F summers.

David J. Wilkins
Tempe, AZ

FURTHER THOUGHTS ABOUT OIL

Saab must have a small furry animal named Mickey who makes their recommendations about oil. The owner's manual which came with my '82 Turbo declared 10W40 to be the preferred grade of oil under most temperature conditions, with 5W20 to

be used for extremely cold temperatures, and with 10W30 as an acceptable substitute if 10W40 could not be used. Then we were told via a service bulletin that 10W40 was potentially very harmful to the turbocharger's health and that 10W30 was now the recommended oil, with 10W40 an acceptable substitute only if it were rated for all kinds of diesels and if the owner had deep pockets. Now it turns out that 10W30 is not recommended for "prolonged high temperatures" and we should have been using 15W40. Furthermore, if API grade "SE" used to be good for 7500 miles in non-turbos (according to the manuals), why do we now need to use diesel oil (API CC/CD) in them?

Many articles about oil have been published by the Club over the years, and editor emeritus Dick Grossman used to rail on at length about the virtues of frequent changes. Personally, I am a believer in the need to use a heat-resistant oil in turbocharged engines. By coincidence(?), Valvoline Turbo-V oil is available in the 15W40 and 10W30 grades which Saab recommends now, and I have been switching between them as the seasons change for about two years. A good rule of thumb is that switching one "SAE" grade (i.e. from SAE 30 to SAE 40) has the same effect on oil viscosity as a 20° F temperature change. Note that gearbox oils are rated with a different system, and SAE 75 gear lube has about the same viscosity as SAE 20 motor oil. Mobil makes a synthetic gear lube in this viscosity.

I have generally followed a more conservative change interval than the owners manual recommends, then adjusted according to the way the valve-mechanism looks when I have to check it. Using this procedure, I have shortened the 900's interval from my original 5000 miles to 4000. The Turbo started at 4000 and then dropped to around 3000, with the high temperature oil (Valvoline Turbo) being adopted about the time of the switch. Admittedly the cars do not yet have high mileage (82,000 and 74,000). but so far they are holding up OK.

Owing to my life-time supply of "B" engine size oil filters, there is not enough clearance to get a filter wrench around the filter on my "H" engine. Somehow, I have always found the strength to remove it by hand. On the "B" engine, however, I have never even come close, and must grunt and groan to

get the filter off with the wrench!

I have found that squeezing a plastic funnel down beneath the filter on the "B" engine is the best way to keep the floor neat. I simply drop the filter upside down into it, and let the filter drain before removing it. I use a short piece of heater hose on the end of the funnel and stick it into the oil-drain basin. On the "H" engine I use the plastic bag trick. It is much harder to get the oil from the filter into a funnel because of the geometry, and much easier to keep the filter and bag upright because the filter is almost upright, not horizontal. The net result is that both cars make about the same (minimal) mess with about the same overall effort.

Stephen Goldberger
North Canton, OH

MORE ON PULSE RELATION METER

As the person who asked the original question about building a pulse relation meter (SCN, May '86), which I have done thanks to Mac Steiger's diagram in the Aug/Sept issue, I have some additional information. The 0-100 microamp meter itself is not an easy one to find at a reasonable price, but I have located a source: Dick Smith Electronics, phone 800-332-5373 (in California, 415-368-1066). The part number is Q-2070, price \$11.95. Also, when built, depending on the meter used, one of the resistors may have to be changed depending on the internal resistance of the meter. You'll know because you won't be able to adjust the meter to "100%". Mine works fine and is a good tool.

Another thing that works well is ordering parts from newsletter advertiser Rowland Motors. Their prices are better than anyone in the San Francisco Bay area, and with UPS delivery in a day or so and no sales tax, they can't be beat. The people answering the phones seem quite knowledgeable about Saab and I have had no problems with anything I've ordered. Be sure to tell them you're a Saab Club member for an additional discount! And thanks for their support of the Club.

I recently had some severe brake problems. I have an M85 900, and when it was 16 days out of warranty the brakes failed; overheated coming down a loooong mountain road in stop and go traffic. The Fall Pumpkin Festival was at the bottom; got there and no brakes! After the pads cooled I was able to get back home and on Monday took it into the dealer. After three attempts (they locked up again, and started to a third time) the dealer put in the new brake pad modification (NINES, Oct. '86), plus installed the new calipers with a lower self-adjusting setting (NINES, July '86). They also found the hand brake actuating lever to be not tensioned enough, so they may have been returning too

far, and that could also cause the brakes to not release properly after the pedal was used. Two causes for the same symptoms complicates diagnosis. The dealer, San Francisco Auto Center, tried hard, but they are short staffed due to labor problems. I also talked with Saab Western Region Customer Relations person David Calder, who was very helpful in moving things along. The dealer loaned me a car for a week while we were waiting (they said) for Saab to ship the parts. All in all it was a very frustrating (and frightening) experience, but all seems to have turned out well in the end. The job was covered under warranty. Saab is a nice car company.

And finally, yet another cure for skipping windshield wipers as told to me by a former Saab Service Manager at SF Auto Center. Wash the windshield with an ammonia based liquid soad and a teflon type pot scrubber, works great. Use rubber gloves, don't scratch the glass, and hose it and the painted areas of the car with a lot of water. If you're not sure of the products, ask the person in your household who does the cleaning!

Stewart Bloom
San Francisco, CA

HOW TO EXTEND YOUR TURBO'S LIFE

As all of you Turbo drivers know, there are a few extra steps required to be done to prevent damage to the turbocharger during engine shut down. For the past year I have been using an aftermarket device to reduce the possibility of turbo bearing failure or oil cook-off. This device is called the Accusump III Turbo-Oiler, manufactured by Mecca Development, Inc., Route 41, Sharon, CT 06069, (203) 364-5130.

The device is connected to the turbo oil supply line with a valve assembly that diverts a quart of oil into a storage tank under pressure while the engine is running. Upon engine shut-down, the oil stored in the tank is routed to the turbo bearing by the valve during spin-down of the turbo's rotor. This means that the turbo will no longer have to spin down without oil pressure. The storage tank meters the oil to the turbo over a 3 to 5 minute period to help cool and lubricate the bearing after engine shut-down. The device is totally automatic and maintenance free once installed.

The Accusump is composed of a steel storage tank with a mounting clamp, a connecting high-pressure hose, and a combination "T" fitting/one-way valve. You must also purchase an adapter set to fit the oil supply line of your engine. The instructions that are included with the device are very well written and concise in detail, especially in the area of how to measure and cut the oil supply line for installation of the "T" fitting/one-way valve.

On my car, an '85 900-16 Turbo SPG, I found the best location for the valve assembly to be between the point that the oil line bends down just before it gets to the turbo bearing and the oil line support clamp. The valve assembly should be mounted so that the oil hose to the storage tank curves up toward the top of the radiator, down the right side of the radiator, under the battery mount base plate, and connecting to the storage tank mounted on the right wheel housing. This routing locates the oil hose as far away as possible from the turbo and the exhaust manifold, but still allows it to be mounted in the open right side of the engine compartment. This method should work for all 900 series Turbo-16s.

If you own a 900-16 Turbo you will need the following items to take advantage of the Accusump's protection:

Part#	Item name
#160	Accusump III Turbo-Oiler
#296	Turbo Adapter

(fits 10mm oil line)

The price of these two is just over \$100. If you own another model Saab Turbo or other make of turbocharged car, check to see what size oil line adapter you need before ordering.

You may want to get a copy of Mecca's technical reference manual as it covers their entire line of Performance Oiling Systems, which include spin-on and remote filter systems with replaceable elements that can filter particles down to 8 microns in size.

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PERFORMANCE FOR A "B" ENGINE TURBO

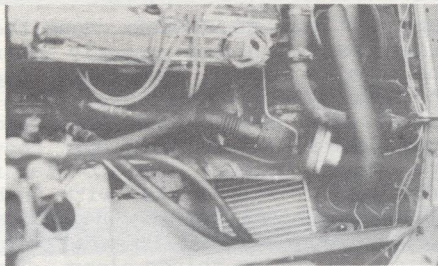
My '80 5-door Turbo is required to perform lots of non-sportscar work, like pulling a sailboat or utility trailer, so it had to remain tractable and dependable. My not very scientific method of measuring improvements is a three mile section of Allegheny Mountain Highway with a vertical rise of 1500 feet; start at the bottom at 50 mph in 4th and measure the maximum speed attained. A test of a 16-valve Turbo 900 gave 95 mph, while my '75 99 with headers and turbo muffler will hold 77 mph. My stock 900 first tested at 63 mph.

The first modification was a complete exhaust system from a 16-valve car with a "test pipe" in place of the catalytic converter. Boost increased by several pounds (estimated with the stock gauge) and speed increased to 77 mph! The increased boost would also activate the safety ignition cut off switch.

Soon after, I adjusted the valves and installed a non-turbo camshaft. This cam has the same lift and valve timing as on the APC engine. No increase in speed on the test hill, but the engine revs quicker and pulls strongly to 6000 rpm. The stock cam flattens out about 4500 rpm. One unusual feature of the hotter cam is that boost falls off slightly above 5000 revs.

The final, and most time consuming change was the installation of an intercooler. I chose to install a Renault Fuego cooler where the battery normally lives for several reasons: 1) It has about the same heat exchanger area as the Saab unit. 2) It fit perfectly between the bumper brace and the inner fender. 3) No need to move the oil cooler (Saab uses a long narrow oil cooler mounted below the front motor support cross member on its inter-cooled models). 4) I had a Renault intercooler. The battery was moved to the rear storage compartment, although under the rear seat with a fabricated well is a better alternative. Use heavy welding cable (I believe it is called "00") to be safe about the current load. Double insulate it where it passes through the firewall, with a piece of heater hose with a preformed 90° bend, and splice the original cable at or near the rear engine mount. A simple mechanical connection was done by stripping an inch off each cable, inserting the stock cable into the welding cable and clamping with two stainless tubing clamps. Insulate the connection with tape and a couple of layers of heater hose. Purists may improve on this, but it works.

The intercooler fits at about 30 degrees off horizontal and as far forward as it will go. I drilled a series of 1-1/4 inch holes through the bottom sheet metal to provide air flow, and built a hefty air scoop out of aluminum fastened underneath with rivets to duct air



to the unit. A simple flat sheet pop riveted under the headlight bucket and extending to the top of the cooler duct additional air from over the bumper. Modifying the battery heat shield insulates the cooler from the neighboring turbocharger and a little "dumdum putty" seals off the small irregular fits. The folks at my friendly muffler shop fit some 2 inch exhaust tubing to complete the plumbing. A sharp 90° bend from the turbo to the cooler must be made (the 90 at the turbo) to give clearance for the hood support bracket in the closed



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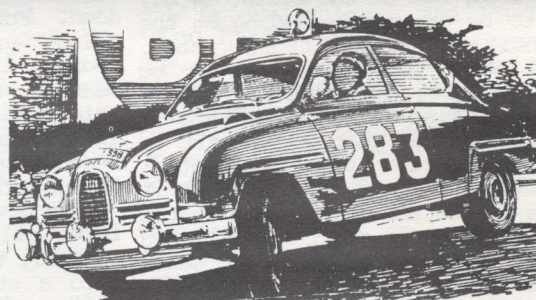
position. Also, a bolt must be welded to attach the support bracket from the intake manifold. Neat, inexpensive, and oh, so time consuming. I spent about 8 hours on the battery change, and 20 or more on the intercooler.

Was it worth it? My test hill can now be climbed at 84 mph. Any more improvements and I'll need to change the speedo. One unexpected benefit is that I can now run unleaded regular with no audible ping or detonation. Before any modifications, the car would detonate under any boost on a hot day. Fuel mileage is about 30 mpg, my best in stock trim was 32.

My next step to make a 16-valve Beater is to TURN UP THE BOOST, but I will consult with some experienced Saab tuners before I start into that potentially hazardous area. The car is much more responsive, works like a truck, and runs like a sports car.

Dennis Sweeney
Ligonier, PA

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BARBER SAAB PRO SERIES RESULTS

WATKINS GLEN, NY -- The seventh different winner in eight Barber Saab Pro Series races was given the checkered flag on September 21st. California's Ken Murrillo finished just one half second ahead of Willy Lewis. Lewis' finish moved him back into the series points lead. Third place went to Robby Unser.

Murrillo is another driver from a racing family. His father and grandfather were motorcycle road racers, and he also raced motorcycles before joining the Barber Saab Series.

LIME ROCK, CT -- Willy Lewis led from the pole position to take his second victory of the season in the ninth round of the series, October 18th at Lime Rock Park. Eric Kielts, the only other two-race winner, finished a half second behind Lewis. David Rocha tried to put pressure on the leaders early in the race, but was unable to get by and settled for third place.

DAYTONA BEACH, FL -- Willy Lewis became the only three time Barber Saab winner, qualifying on the pole and leading every lap of the October 25th race. Though Lewis built up a lead of six seconds at one time, the margin was 1.1 seconds at the end.

Jeremy Dale and Brian Till waged a fierce battle for second, with neither driver able to move more than a few seconds ahead of the other. Dale was able to squeeze by Till on the tenth lap from his third starting position and the pair moved up to challenge Lewis in the closing laps of the race.

Eric Kielts, second in points, retired after eight laps due to an early race incident on the track.

The race was held on the Daytona 1.3 mile infield road course and marked the first time in 11 years professional formula cars have raced at Daytona International Speedway.

MIAMI, FL -- Canadian Jeremy Dale won a fierce three-way battle with Swedish Formula-3 Champion Niclas Schonstrom and Brian Till to become the eighth different winner in 11

races. Pole sitter Dale took command of the lead trio on the 10th lap of the scheduled 22-lap event run on the 1.7 mile Tamiami Park circuit.

Points leader Willy Lewis and Bill Prout were involved in an incident on lap 16 which put both of them out race. Both drivers required some medical treatment, Prout for a broken shoulder. As a result of the incident and debris on the track, the race was shortened to 18 laps and finished under the yellow.

Schonstrom retired several laps from the end due to mechanical problems, which put Eric Kielts into third place at the checkered flag. Drivers from six countries participated in the November 9th race.

ST. PETERSBURG, FL -- A win in the season finale wasn't quite enough for Brian Till to take the Championship in the Barber Saab Pro Series from Willy Lewis. Though Till and Eric Kielts were the only drivers who stood a mathematical chance of overtaking Lewis, the points leader captured the title by placing sixth on the street circuit. The finale was held November 16th.

SAABS RACING IN S.C.C.A.

Several drivers picked up points in Sports Car Club of America National races this season. Saab Sonetts continue to be popular in F-Production, and at least one 900 did well in Showroom Stock A. Some of the drivers and top three finishes are listed here.

Jack Lawrence, FP Sonett III
 6/1 Nelson Ledges, OH - 3rd
 6/22 Watkins Glen, NY - 2nd
 7/26 Pocono, PA - 1st
 7/27 Pocono, PA - 2nd

Ray Longhitano, FP Sonett
 5/11 Nelson Ledges, OH - 1st
 6/2 Nelson Ledges, OH - 2nd
 7/13 Mid-Ohio Raceway - 3rd
 8/17 Nelson Ledges, OH - 2nd

Tom Grantham, FP Sonett
 8/9 Lake Afton, KS - 2nd
 9/7 St. Louis Int'l, MO - 2nd

Mike Tucker, FP Sonett V4
 3rd in points, South Atlantic Road Racing Championship, with 2 2nds, 4 3rds, and 1 5th place.

Also listed in the FP points in South Pacific Division was Dave Nagel in a Sonett V4.

Reinertson Motors of Denville, NJ, sponsored two cars on race tracks in the East this summer. Kjell Skavness scored the only wins for Saab in SSA, with five Firsts to his credit. Skavness took 6th place in the SCCA National Runoffs held at Road Atlanta in an '85 900 Turbo.

Kjell Skavness, SSA 900 Turbo
 5/3 Lime Rock Park, CT - 1st
 6/22 Watkins Glen, NY - 1st
 7/5 Lime Rock Park, CT - 1st
 7/20 Watkins Glen, NY - 1st
 7/26 Pocono, PA - 2nd
 7/27 Pocono, PA - 1st
 8/29 Lime Rock Park, CT - 2nd
 Nat'l Runoffs, Road Atlanta, - 6th

The other Reinertsen racer was a 9000 Turbo that ran in the IMSA Firestone Firehawk series. According to Len Schrader, the car was involved in an accident at Lime Rock which damaged the steering. During the Watkins Glen enduro, the brakes got so hot that piston and pad welded together, and the car finished the race with no brakes.

They had better luck with the 9000 in the Road & Track "Nutworks" handicap race, finishing 3rd behind a Calloway Turbocharged Camaro and the latest hot Dodge Shelby GLH.

In Pro Solo competition, Chris Peterson's 900 Turbo placed 2nd twice and 3rd once in Stock 5. Peterson later won the National Solo II title in H-stock.

Several 99s ran in the SCCA Pro Rally Series, but Rich Kushner's 1st in Group A at Susquehannock was the only significant finish. (Kushner reportedly has purchased a Group A Saab from Ola Stromberg of Sweden to run in the '87 Pro Rally series.) The 99 seems to be quite a popular selection for the SCCA Divisional Pro Rally series, though none placed higher than 4th in any event.

Compiled by Mike Tucker.

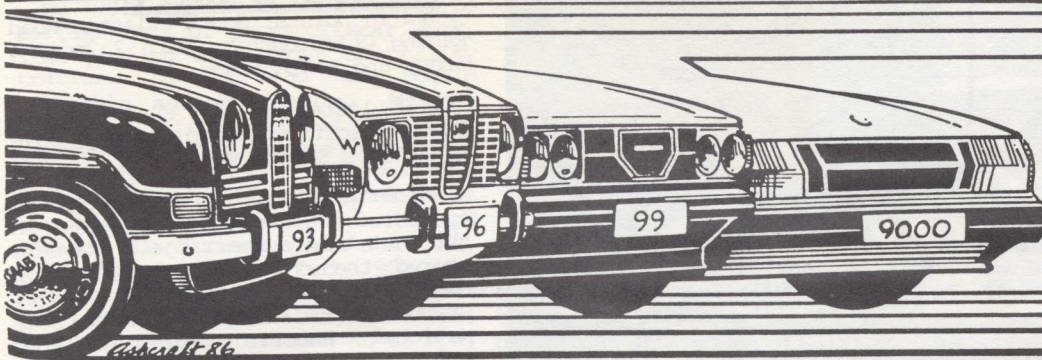
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72 Sonett w/Subaru drivetrain ('80 w/4spd). Orange. Illness forces sale. Over \$3000 invested. \$2500 obo. Dwayne Nelson, Rupert, ID. (208) 436-6859(h), 678-7393(w).

93s, 95s & 96s FOR SALE

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68 Deluxe, 168k mi. Rblt trans, clutch, brakes. Recent Michelins, batt, interior. Incl Cibie lights & car cover. \$1200. A.J. Szumski, 7403 Three Chopt, Richmond, VA 23226. (804) 288-0312 after 6pm EST.

67 Monte Carlo 850, spare tri-carb setup & velocity stacks. \$500 obo. Interesting trades accepted. David Borden, 60 Pitman Rd, Marblehead, MA 01945. (617) 639-1407.

65 95, good running 3cyl eng, body fair, Interior good except driver seat. Extra parts & manual incl. \$600 obo. Kevin Milaeger, 4838 Douglas Av, Racine, WI 53402. (414) 639-2040 days.

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96 V4 for parts, good 1.5 eng, w/Weber 28/36 2bbl & manifold, bad trans. good tires. Towable. \$150. Jim Haskins, Venice, CA. (213) 391-0848(h), 821-7884(w).

64 96, rusty but runs. \$50. Jeff Hofslund, 901 Minneapolis Av, Duluth, MN 55803. (218) 728-5971.

95 trailer hitch, \$50. 3cyl/early V4 factory manual, \$15. Misc V4 parts, \$5 to \$50. Incl shpg. Eric Killinger, P.O. Box 283, Boulder, CO 80306. (303) 447-9298.

73-83 Saab Club Newsletters, \$25. Ford V4 engine parts book, \$3. Sonett III Owners Manual reprint, \$5. Saab sales literature from early '70s, 15 pieces incl 1 Finnish, 1 Spanish, \$15. All ppd. Brian McCall, 1771 Jody Dr, Marietta, GA 30066. (404) 926-9835.

GT/Deluxe Trim Rings, used. \$10/set of 4. Steve Anderson, 2521 Payne Rd, Des Moines, IA 50310. (515) 255-2433.

So Neat Things for your Sonett III SASE to Re Search, Rt 6 Box 84, Alexandria, MN 56308.

Three 96s, plus extra parts (eng & 2 trans), literature, enough stuff to build a choice 96. \$475. Bill Pensar, Box 1, Lemon Cove, CA 93244. (209) 597-2504.

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78 99 Turbo, black, 3dr, 70k mi, all accessories, great cond. \$5000 obo. Carol Riley, RD2 Box 250, Coxtton Lake, Thompson, PA 18465. (717) 727-2141.

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99 parts, 69 thru 77, good selection incl eng, trans... Reasonable prices. Jeff Hofslund, 901 Minneapolis Av, Duluth, MN 55803. (218) 728-5971.

Instrument/Switch Panel from '83 900S, incl 42k speedo, fuel/temp gauge, tach/clock, switches & lamps. \$300 +shpg. Bernie Wassertzug, 11825 Enid Dr, Potomac, MD 20854. (301) 299-8561.

OE Rear Deck Spoiler from 78 99T, hard foam type, \$50. Joe Lucca, 70 Grand Blvd, Massupaqua Park, NY 11762. (516) 795-6219.

5-3/4" round quartz halogen headlights for 99 (not sealed beam), new in boxes, \$25/pr. postpaid. Brian McCall, 1771 Jody Dr, Marietta, GA 30066. (404) 926-9835.

4 EMS mags w/Dunlop SPs, \$400. 4 Kleber studded snows w/rims, \$150. Headrest spkrs, \$35/pr. Sanyo spkrs & mount, \$65. Spoiler, \$50. Tom Burke, Route 2 Box 100, Orrington, ME 04474. (207) 825-4403.

Rear Window Louver from '86 3dr, \$50. David Bremer, 2020 Grove Av, Richmond, VA 23220. (804) 355-2200.

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4 Goodyear Eagle GTs, 195/60VR15, 2 Goodyear Euro NCTs, 205/60HR15, 3/32 - 5/32 tread. Good for SS/IT racing. \$20 ea. Larry Hunt, Grissom AFB, IN (317) 689-9473.

Rare Dual Stromberg intake setup. Fits all 2 liters, FAST. Not EPA approved. \$195. R. Gus Bloch, 61 Meadow St, Rutland, VT 05701. (802) 775-3149.

75 99 Transmission, 4spd, \$125. 99 Workshop Manual, thru 72, \$20. Body parts, doors, hoods, trunk, & FI parts from 73 & 75. Bob Sullivan, 215 Dogwood Ln, Mahwah, NJ 07430. (201) 327-3437.

New 900 Manuals, Serv/Maint (79-83), Pre-Del/Brk-In Serv (85-86), \$10 ea; Engine (79-80), Man. Trans (79-85), \$15 ea. Also V4 Manual, \$10. 99 mirrors, \$15/pr. clock, \$15. +shpg. John Betsill, 3809 White Settlement Rd, Weatherford, TX 76086. (817)441-8583

900 parts from several cars. 4spd & 5spd trans, body parts, elect & FI, "B" eng head, refinished set of steel wheels, nice EMS wheels, pair of 86 Turbo & 85 S wheels. Chrome valve cover, B-eng. Dennis Sweeney, 207 E. Church St, Ligonier, PA 15658. (412) 238-4556.

900 & 900I wrecks for parts only. Low mileage engines, trans, wheels, suspension, leather or cloth interiors, electrical, glass. Michael Caro, 278 Boston Post Rd, Orange, CT 06477. (203) 795-0776.

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Car cover for 900 3dr. David Bremer, 2020 Grove Av, Richmond, VA 23220. (804) 355-2200.

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CORRECTING WATER LEAKS INTO THE PASSENGER COMPARTMENT FROM A/C EVAPORATOR HOUSING

Application: 1981-86 900 models with Factory or Dealer installed A/C. S.I.04/86-837: (\$2.50)

SERVICE CAMPAIGN 512

Saab-Scania has initiated a

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SERVICE CAMPAIGN

512

campaign to correct the following problems in the air conditioning area of the car.

Phase I - M84-1/2 to 86 models which leak water onto the floor of the passenger compartment from the AC evaporator housing during warm, humid weather.

The Phase I repair consists of the installation of a plastic tray situated beneath the AC evaporator housing to divert water outside the car and an insulation material to prevent "sweating" of the evaporator housing.

Phase II - M81 to 84-1/2 models which leak water onto the floor of the passenger compartment and may have poor quality insulation material ("tarstrip") over the end coils of the evaporator.

The Phase II repair corrects the water leak problem and adds an end cover for the evaporator coils.

All Saabs with Saab installed AC are eligible for this repair. Contact your Saab dealer for further information.

WINTER TIRE/WHEEL RECOMMENDATIONS

Application: 900 Models, 1987-
 9000 Models, 1986-
 S.I. 10/86-899 & -900: Shown below are tables giving recommendations

for the fitting of winter tires to the 900 and 9000. Strict adherence to the tire sizes listed on the charts will prevent fitting 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.

Snow tires may not have the same speed rating as the original equipment tires. Saab recommends going no more than one speed range below the OE specification.

Snow tire recommendations for earlier 900 models may be found in S.I. 12/85-811 (SCN, Feb. '86).

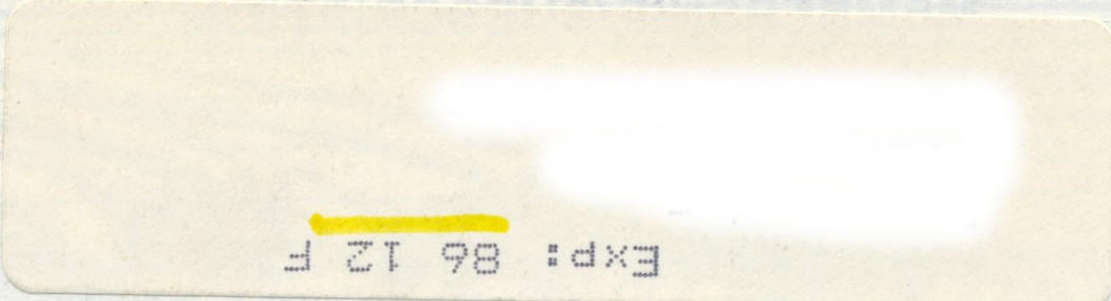
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Many people write or call to ask about getting copies of Saab Service Information. A cooperative Saab dealer may be willing to make copies for you. Or you can now order them from the Saab Club.

If a S.I. is particularly long, there isn't room in the newsletter to print all of the information. We will now publish a price next to the S.I. number (e.g. (\$1.50)). This will cover the cost of the copies and postage. Send your requests to the Saab Club office in Duluth.

900 Rim	Snow Tire Size	Cold Inflation Pressure F/R
5J X 15	165 R 15	30/32 Normal Load 33/36 Full Load
5½J X 15	175/70 R 15	33/35 Normal Load 33/36 Full Load
5¾J X 15	185/65 R 15	32/33 Normal Load 33/35 Full Load

9000 MODELS 1986- Rim	Snow Tire Size	Cold Inflation Pressure F/R
5½J X 15	175/70 R 15	33/35 Normal Load 35/36 Full Load
5¾J X 15	185/65 R 15	32/33 Normal Load 33/35 Full Load
6J X 15	185/65 R 15	32/33 Normal Load 33/35 Full Load



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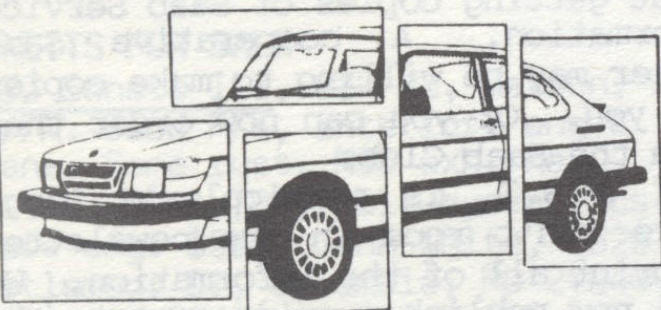
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