

NINES

THE SAAB CLUB NEWSLETTER

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January
1987

no. 155

UPDATE ON SAAB'S 50TH ANNIVERSARY

Saab Club members from around the world will join Saab-Scania AB in celebrating the 50th Anniversary of the formation of Svenska Aeroplan AB (SAAB) with a special meeting on August 16, 1987 (please note date change). According to a letter from Anders Tunberg of Saab's Public Relations department in Sweden, the program in Trollhattan is scheduled to include an air show, a display of and demonstration runs of historical Saab cars, a separate enclosure for Club members' cars, and a souvenir of the occasion. There will also be guided tours of the Saab plant.

Paul Florance has agreed to organize a tour to Sweden for the 50th Anniversary celebration. For further details write to him at:

126-1/2 Main Street
Seal Beach, CA 90740

Since Trollhattan is a small town with limited hotel capacity, Tunberg recommends reserving hotel rooms early. For a list of hotels in Trollhattan and within 25 miles, please call or write the Saab Club of North America.

SAAB ACCIDENT STUDY

WARNS ON HEADREST HEIGHT

Being tall is often regarded as one of life's little advantages. But sometimes, during auto accidents for example, this little advantage can turn into a big and sometimes painful disadvantage. That seems to be a very definite possibility if a vehicle slams into your car from behind and your headrest isn't adjusted correctly.

Saab recently released its latest report regarding 1000 accidents involving its cars on Sweden's roadways. One of the trends shown in the study suggests that lower headrest height results in more frequent neck injuries among taller persons, and less complaints by those of average height with headrests adjusted to higher positions. The same recommendation generally holds true for shorter persons; use a higher headrest position.

Children or very short persons can show slight neck injuries due to the relation of their stature to the headrest. These injuries are sustained in the first moments of the rear-end crash when an occupant

is thrown forward.

The investigation of neck injury complaints stemming from rear-end collisions is one aspect of an ongoing Saab accident investigation and safety program instituted in the late 1960s.

STUDY AIDS CAR DESIGN

One reason Saab investigates accidents involving the autos it builds is to increase know-how regarding how a car should be designed to minimize passenger injury in a collision. Injury investigation is the most important objective of Saab's accident investigation program.

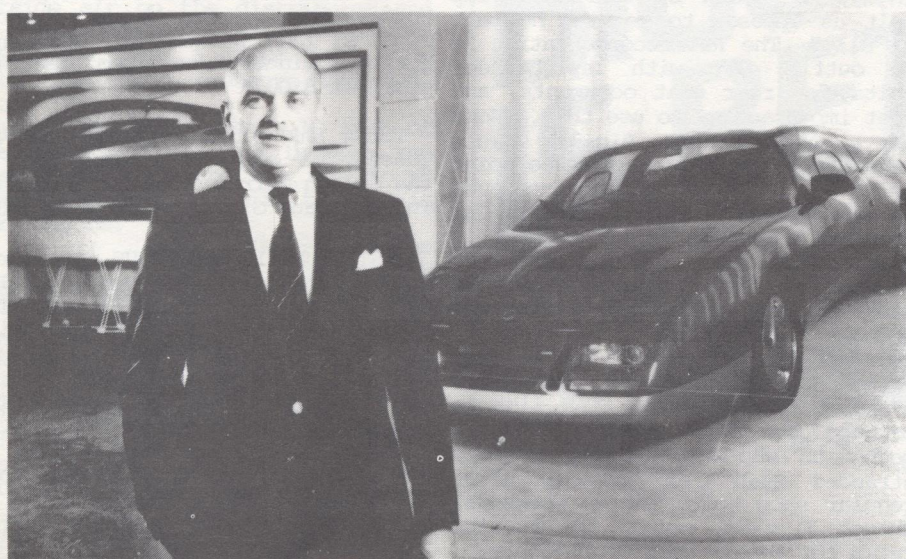
All new Saabs in Sweden are covered by a three-year motor vehicle material damage warranty. This means that Saab's Material Damage Department is informed immediately when any Saab is involved in an accident. The quality team obtains a complete report containing claim, collision information and photographs within a matter of weeks. This material is completed by an interview with the car owner, and in certain cases inspection of the car.

In cooperation with medical expertise, all injuries are graded according to an internationally recognized scale, and investigation results are used primarily for internal production development.

SEAT BELTS MOST IMPORTANT

Other findings in the report are that seat belts continue to be the most important step drivers and passengers can take to prevent

Continued on Page 5



Saab-Scania's EV-1, an experimental design vehicle based on the 900, conceived by Saab design chief Bjorn Envall (above), and a team of 15 engineers and craftsmen, was recently displayed at the Stockholm Design Center in Sweden. The exhibit included items from various development stages, from the first conceptual sketches to the actual test vehicle.

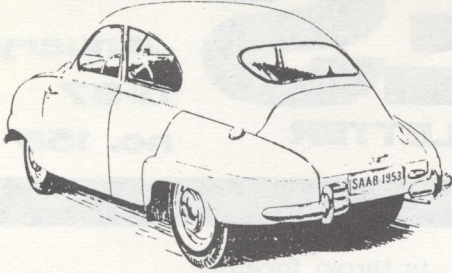
PLANNING UNDERWAY FOR '87 CONVENTION

The Tulsa Saab Club reports that planning for the 1987 National Saab Owners Convention is running smoothly. The site chosen for the event is the Hilton Inn at I-44 and Yale in Tulsa, Oklahoma. The convention is scheduled for the weekend of July 24th thru 26th.

For the latest '87 Convention information, contact

Jim Glavas
2705 S. 74th E. Ave.
Tulsa, OK 74129
(918) 663-8087.

FROM THE BACKSIDE



The January issue celebrates my first year as Editor of this publication. It has obviously been a year of learning for me, and since many of the "growing pains" (i.e. computer operator malfunctions) are out of the way, I feel very confident that 1987 will see more time spent on promoting the Saab Club. You can help in a small way by copying the enclosed information flyer and distributing it to local Saab dealers, repair shops, parts stores, or Saab drivers you may meet. It has been designed for local clubs or businesses to include their names and information, also. The Saab Club will be printing up more of these and will make them available to those who are willing to pass them around. Thanks to those who have helped by printing their own flyers (Lew Norris at Swedish Advanced Auto Bay, and the Western Pennsylvania Saab Club come immediately to mind) until I could get one designed.

The membership has been growing steadily over the past several months, thanks mainly to ads in AUTOMOBILE and ROAD & TRACK magazines. November saw about 120 new names added to the roster. Ads in these and other automotive publications will continue in an attempt to build the membership from the current 3000 to around 5000.

My first year has been filled with great contrasts. Letters indicate plenty of support for the changes I've made, and I will continue to pay attention to reader input. My call for more features on earlier cars, 96s and 99s, netted several articles this month, some of which did not arrive before the deadline and will appear in the February issue. We can always use more including stories on historical aspects of Saabs, innovative engineering, and product reviews.

On the down side of my first year, I found out that the "Chambersburg Rabble Rousers" were right. Poor to

non-existent record keeping, lack of assistance in answering simple questions, broken promises of financial help while I got set up, and later diversion of subscription monies by the former editors have left a poor taste. Legal action has been considered as the dollar amount is fairly large, but distance and loss of time away from the job at hand have been a greater concern. I would prefer to put the bad feelings behind and concentrate on building for the future of the Saab Club and NINES.

To that extent, we will be working toward a true national organization for the Saab Club of North America, with the newsletter as a separate entity responsible to the SCNA. Plans are to have enough organization in place to hold our first National Meeting at the Tulsa convention in July.

REAR SEATBELTS A CONTROVERSY

Two articles this month discuss the necessity of rear seatbelt use. One is part of a Saab safety study, the other from a concerned reader who wants to make certain his passengers are safe. However, an article by John Tomerlin in the January 1987 issue of ROAD & TRACK points to a National Transportation Safety Board study which indicates the use of lap belts alone could be more dangerous than being unrestrained in the back seat. The study looked at injuries sustained in 26 frontal crashes. Obviously, the study is looked at with skepticism by many other safety organizations. The National Highway Traffic Safety Administration (NHTSA, the people who crash cars into walls) claims "...a person riding in the rear seat... has a better chance of avoiding serious injury or death by wearing a lap belt as opposed to wearing no belt at all." The R&T recommendation is to outfit cars with lap/shoulder belts for rear seat occupants, and most importantly, to use them. None of America's Big-3 auto manufacturers offer three-point belts for back seat passengers, even as an option. Saab has them as standard equipment in all models.

S.C.A.N.

Margrit Adler reports about 60 names on the Saab Club Assistance Network. With over 3000 members, apparently only about 2% are willing to help stranded Saabers. Let's add a few more before the SCAN list is printed. The list includes some Saab mechanics who are willing to help stranded Saab Club members after regular shop hours and on weekends, though I would expect the regular rates for repair work would apply.

Tim Winker, Editor

REGIONAL CLUB NEWS

CENTRAL ILLIANA SAAB CLUB -- A Post-holiday Party will be held January 25th. The club will get a chance to tour one of COMAIR AIRLINES' Saab SF340s sometime this spring. For details, 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

FLORAL CLOCK SAAB-SCANIA CLUB -- Meets the 3rd Tuesday, 7pm, at the Holiday Inn in Frankfort, KY. Jack Baxter, 322 Murrell St., Frankfort, KY 40601.

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

MINNESOTA SAAB CLUB -- Meetings are the 1st Thursday each month, 8pm, at Shakey's Pizza, Larpenteur & Snelling in St. Paul. Contact Bob Swinehart, (612) 774-4873.

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. A dinner meeting is planned in the near future. Toby Turpin (301) 384-6732.

SAAB CLUBS OF GEORGIA -- meets 1st Monday of the month at Gregory Scott's, 6317 Roswell Rd. NE, Sandy Springs. Dinner from 7-8pm, meetings start at 8:00.

TULSA SAAB CLUB -- meets the 4th Tuesday of each month at 7:30pm at the Golden Corral, 2145 S. Sheridan, Tulsa. Paul Glavas, (918)250-2150.

WEST MOUNTAIN SAAB CLUB (New York/New England) will hold Winter Rallye '87 in late Jan. or early Feb. The topic will be Ice Racing with modified Saabs on display. Equipment, preparation and driving techniques will be discussed. The group will be running cars on a frozen lake for those who wish to participate. Contact David Sullivan, 314 Union Av, Framingham, MA 01701-6319. (617)879-8288 after 6pm

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

POWER BRAKE BOOSTER HANG-UP

On cold days (approaching freezing and below) the brake pedal on my '85 Turbo is very hard to push. When it breaks loose there is a hissing of air and the engine dies. From there on everything works well, until the next cold start. The internal vacuum sealing valve in the power brake booster must be hanging up on the first push and letting in a big gulp of air; once freed up it works fine. Is there any good (cheap, quick) fix such as spraying silicone lube, etc. into the air inlet around the pushrod? Any other suggestions?

Bob Swinehart
St. Paul, MN

The only suggestion I have is to replace the power booster. I know you hate this thought, but steering and brakes are of paramount importance from the safety aspect, and I certainly wouldn't "fool around" on this one.

Bob

C.I.S. TROUBLE IN HOT WEATHER

This summer I had been driving my '76 EMS with CIS on long uphill grades. With the AC on and the ambient temperature over 105 degrees, it lurched and several times just stopped. If I let it set for 15-20 minutes or break the fuel line at the filter, it would run for 15-20 miles and get me over the pass, or it might stop again. One time I touched the fuel distributor and it was so hot I couldn't keep my hand on it. To cool it I ran a vent tube from the grill to blow some outside air on the distributor and it hasn't stopped since. I think it must have been a vapor lock even with that much pressure and fuel flow.

Where can I buy about 10 feet of the plastic fuel line between the fuel distributor and the injectors? Mine is so dry and stiff that it is worrying me.

Herman Rassler
Kingman, AZ

Right, vapor lock. And you hit on a good solution. That is why pressure caps are used on later model cars, for as your physics book will tell you, fluid under pressure boils at a higher temperature.

I don't know of a source for the plastic line. If your lines give you concern, and since your car is now 11 years old, I'd urge you to buy a replacement set at your SAAB dealer and install them. While you're at it, pull the injectors and have them cleaned and checked. Also replace the four rubber bushings around the injectors, as an air leak there could lean the mixture and burn a valve.

EASY COLD START FIX

Car won't start on a below freezing morning? Could be a frozen gas line. A can of "dry-gas" or similar gas line anti-freeze will soak up the water and pass it through the engine. If the line is frozen, a few hours of above freezing temperatures will thaw the blockage and your car should start. Add a can of "dry-gas" to absorb the water so it doesn't happen again.

[Ed. note -- Check the content of the gas line anti-freeze before you add it. "Heet" and most of the inexpensive products contain Methanol, which can be corrosive to your fuel injection system if used regularly. Methanol separates the water from the gasoline, floating it in your tank. Isopropyl based gas line anti-freeze is preferred for most of today's cars. It dissolves the water into the gas, so that it can't freeze and cause a blockage. In Minnesota, we add a little Isopropyl Anti-Freeze to each tankful of gas during the winter months to avoid any possibility of freeze-up. It should also be noted that "gas line freeze-up" seems to

be more of a problem in high humidity conditions near freezing temperatures, than at sub-zero temps. -- TW]

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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.

The new blockbuster hit!

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SERVICE SUBJECTS FROM SAAB

SERVICE TIPS: NOVEMBER 1986

The "hot" B+ connection on the alternator of late model 900s is recessed in an uncovered insulation block. Take care in servicing and repair of 1986-87 models to ensure that the radio ground wire from the throttle housing bracket to the left fender is not moved into the vicinity of the exposed end of the B+ post.

This also goes for the kickdown cable of the 1987 900 automatics which should always be retained out of harm's way by the original tie wrap at the water hose and stand-off at the left brake pipe fender clamp.

The rating specification of Fuse No. 16 (9000 models) has been upgraded from a 10A fuse to a 15A fuse. This fuse protects the circuits for the central lock and interior lighting system and was also introduced as a running change in production (from H1006375).

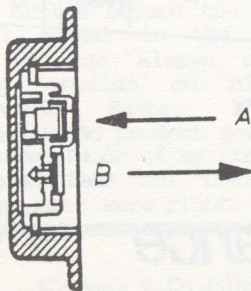
Earlier 9000s may also be fitted with a 15A fuse if repeated fuse blowing exists.

A thinner windshield (5mm instead of 5.8mm) has been introduced into 1987 9000 production. The new windshield is equipped with new mouldings and may be installed into earlier cars as long as it is used together with the new mouldings.

During 1987 900 and 9000 production, a new pressure cap for the coolant tank was introduced. The new cap features a separate valve for pressure and a separate valve to control the vacuum. This type of design provides better pressure control than a single valve type.

The new cap is interchangeable with the old cap.

Valve A - Pressure (13.1-17.4 psi)
Valve B - Vacuum (1.02 psi max.)



RECALL 268, INSTALLING PROTECTION ON WINDSHIELD WIPER MOTOR BRACKET



Recall
268

WIPER MOTOR BRACKET
Safety-related
NHTSA No. 86V-143
All 1986 9000 Models

S.I. 11/86-910: Saab-Scania has notified the National Highway Traffic Safety Administration that a defect which may be safety related exists in all 1986 9000 Turbos imported to the U.S. market.

These cars are being recalled by Saab-Scania of America to install some rubber protection at the windshield wiper motor bracket. Depending on how the wiring harness was installed, it may chafe against the bracket and cause a short circuit and possibly a fire.

Vehicles Affected By This Recall

1986 9000 Turbos within the following VIN Serial No. ranges:
G4000001-G4000500
G1000001-G1029000

MODIFICATION OF WIRING HARNESS FOR INSTALLING FOG LIGHTS

Application: Early 1987 900 models
S.I. 11/86-905: (\$.75) The wiring specification of early 1987 900 models allows the fog lights to be switched on without the headlights or parking lights being switched on. Fog lights should only operate in conjunction with the parking lights or headlight low beams. A change has been made in production so that the fog lights only operate that way.

Early cars (built before the serial no. limits) must be corrected before Saab Fog Lights are installed. Cars built after the following VIN Serial Numbers need no modification.

-H2004659
-H3003382
-H7006112

NOTE: Service Campaign 517 is being conducted to notify owners of early 1987 900s with fog lights fitted as standard equipment, i.e. Turbo models with leather interiors.

SERVICE CAMPAIGN TO MODIFY WIRING FOR CORRECT FOG LIGHT FUNCTION

Application: Early 87 900 Turbos equipped with Fog Lights

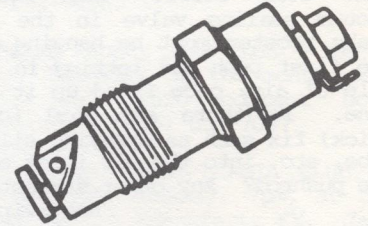
S.I. 11/86-908: Saab is conducting a Service Campaign for the purpose of modifying the headlight wiring circuit to allow correct use of fog lights. This Service Campaign addresses only those cars that are fitted standard with Saab Fog Lights (SPG, Leather Package, Convertible). Cars without fog lights are not part of this campaign but should nevertheless receive the same wiring modification if Saab Fog Lights are installed (see S.I. 11/86-905).



NEW CAM CHAIN TENSIONER AS A SERVICE ALTERNATIVE

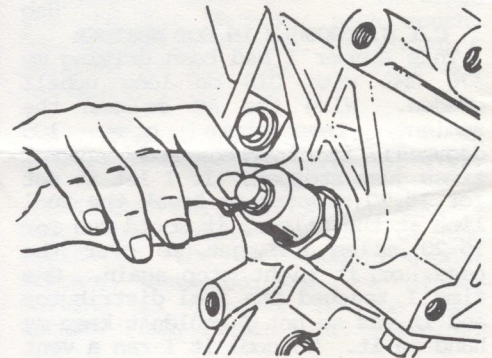
Application: 900 with 16-valve eng.
All 9000 models
S.I. 11/86-909: (\$.75) 900s
S.I. 11/86-911: (\$.75) 9000s

A new cam chain tensioner has been introduced as a service measure against noise complaints. Use the alternative design when replacement of the standard tensioner does not cure rattles from the camshaft drive mechanism (most noticeable at idle).



Cam Chain Tensioner P/N 75-85-086

Due to initial supply quantities, the new tensioner is now only available as a service measure and won't be production installed until later in the model year.



NEW STEERING GEOMETRY ON S.P.G.

Application: 1987 900s with SPG
S.I. 11/86-906: To optimize the roadholding characteristics of the 900 with the SPG option, new steering geometry has been introduced from the beginning of M87 production. The change was made necessary because of the new lower chassis height and the subsequent change in wheel travel.

Toe-In 1.5+0.5mm *
2.5+0.8mm **

* Toe-in measured at rim
** Toe-in measured at univ. circle

Camber (positive) 0.25+0.25°

Caster (positive) 2+0.25°

Note: See S.I. 10/85-792 (\$.75) for details of the universal circle.

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.

NEW DRIVE SYSTEM REDUCES BUS NOISE, FUMES, BETTERS MILEAGE

Buses are noisy, stinky, and use lots of fuel. This old perception of buses is changing, thanks in part to Scania engineers who are developing a system called TAD which reduces fuel consumption, noise and exhaust emissions. TAD stands for the Swedish words "Tryck Accumulator Drift", which translates to "pressure accumulator drive".

Since a bus is at its worst regarding these problems when accelerating from a stop, TAD can have an enormous impact. The system, currently being field tested in Sweden, consists of a combination hydraulic pump and motor attached to the drive shaft, and a pressure accumulator tank containing a piston with nitrogen gas on one side, oil on the other. When the driver applies the brakes, a microprocessor switches on the hydraulic pump which is driven by the drive shaft. Oil is pumped into the accumulator, compressing the gas behind the piston.

When the driver releases the brake pedal and begins to accelerate from a full stop, the microprocessor switches the pump to its motor mode and holds the diesel engine at idle. The accumulated pressure drives the motor which accelerates the bus. When the bus reaches 19-25 mph, the diesel is brought up to speed and takes over.

If the microprocessor senses a gradient or load TAD can't handle, it quickly switches to diesel power. This means no sluggish start-ups.

Tests in Stockholm have shown TAD capable of reducing fuel consumption by one-third. And since the engine and gear box run at a reduced rate about 60 percent of the time, maintenance costs are also reduced.

NORSTEDT TAKES 3RD STRAIGHT RALLYCROSS TITLE IN SAAB

Anders Norstedt wrapped up the European Rally Cross Division One title for the third year running recently by winning the final event

at Knutstorp, Sweden, in his Saab 900 Turbo. Norstedt never finished lower than fourth in the nine events that make up the European Championship.

Norstedt, who attributes his success in the Rally Cross series to "perfect control" and "the support and understanding of colleagues and helpers," is one of a breed of competitive drivers who finance their racing almost by themselves, something which is unique at the European championship level. Anders works as a fireman in Uppsala, Sweden.

Immediately after victory in the last rally cross, Norstedt caught a flight to the United States, where he joined Saab engineers and test drivers in "The Long Run" at Talladega International Speedway in Alabama.

ACCIDENT STUDY

Continued from Page 1

serious injury in an accident; and that front-seat passengers are more conscientious users of seat belts than back-seat passengers.

The study also shows that children, more often passengers in back seats than adults, are more often wearing a seat belt or some other type of restraining device. Too little, however, is known about this group and Saab safety engineers are especially interested in following up on the importance of safety equipment for younger children who are automobile passengers.

In the study, in age groups up to seven years, 67 percent of the children who were passengers in collisions used some form of safety equipment. Regarding older children, however, signs indicating that the transition from using children's safety equipment to using a standard seat belt represents a critical stage, and the number of unprotected children increases in the 11-14 years age group. The standard seat belt ensures protection for these children.

ANOTHER LOOK AT THE VIDEO MANUAL

Some comments about the "Saab Video Manual". In the "Location of Engine Components" section, the video only showed very basic components. These could be found by anyone with any mechanical experience on just about any car. In this section any of the aftermarket manuals would be a better investment.

"Spark Plugs & Compression". Score another point for the manuals. Tells the budding mechanic not to damage the aluminum cylinder head, but does not tell how he could do this damage. Also neglects to tell how to insert the spark plug into a piece of rubber hose to start it into the head.

"Valve Clearance". Great section, until it says to get experienced help to adjust the valves.

"Timing". Not so tricky that a Chevy mechanic couldn't do it.

"Fuel System". Doesn't explain the fuel system at all.

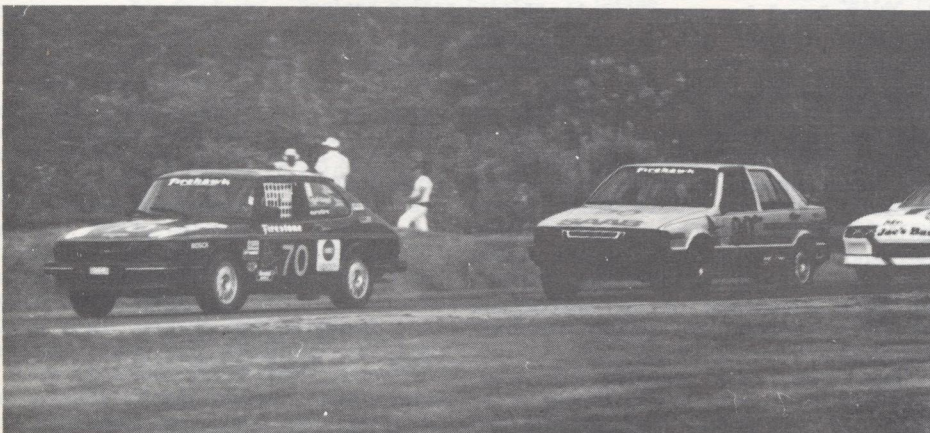
"Oil Change". Chevy again.

"Preventative Maintenance". Same.

Conclusion: This videotape really misses the boat. The Peter Allen people could have been a big help in locating components unique to Saab or some of the components that a first time Saab owner would have trouble finding but did not. The same could be said for mechanical procedures.

Unless a person is a raw rookie at this kind of thing, this video will be of no help. To someone who may need a bit of confidence to do a first time oil change, this video could be of some assistance. My advice: Buy a \$15.00 shop manual.

Dick Riemenschneider
St. Paul, MN



The Saab 900 and 9000 Turbos of Reinertsen Motors Racing in action this past summer. The team is based out of Denville, New Jersey.
(Geoffrey Hewitt Racing Photography)

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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 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.

REPAIRING WINDSHIELD LEAKS ON A 96

Our '72 96 had a leaking windshield since we bought it seven years ago. The water leak could be visualized at the window corners and only while driving or parked in heavy rains. We replaced the cracked windshield at a "professional" auto glass business, but the leak continued. The car was returned twice for sealing with no improvement. A number of sources for 96 water leaks have been suggested over the years (lower gasket, wiper shafts, air intake, etc.) and we tried most of the remedies to no avail.

The following fix worked:

1. Choose a particularly warm day to gently force the windshield gasket from the frame (begin at a corner). Ours came out easily.
2. Clean all surfaces: frame, rubber gasket, and glass.
3. Apply high quality silicone sealer (we used a 14oz. tube in a caulk gun) to window crevice in gasket. Envelope gasket around windshield.
4. Apply liberal amounts of sealer to windshield frame and gasket outer pockets. Refit windshield into frame.
5. Once the windshield is replaced, reseal the outer edge of the gasket and smooth excess sealer all around.

This has been one of the most satisfying repairs we've made. After six years of believing a 96 owner must have buckets and rags as standard equipment, and water on the firewall floor, we are pleased to report **NO MORE LEAKS!** We hope this lets other 96 owners know that it isn't necessary to allow these fine cars to "rust in half". Something can be done to fix a leaking windshield.

David & Nancy Gangeness
Duluth, MN

THE "OTHER" BEARINGS IN A V-4

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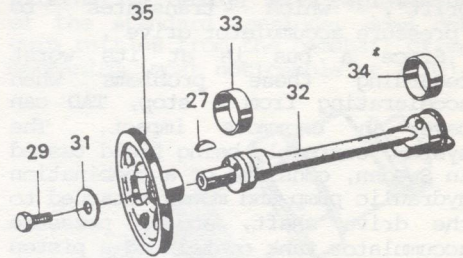
by Peter A. McLaughlin

In the November '86 NINES "Tech Talk", Mr. Bartlett recounts a method of V-4 balance shaft replacement. He also mentions going through old Saab Club News issues before tackling a task, something I have done a lot. As a writer of some old SCN articles, I now find myself in the slightly uncomfortable position of being older and perhaps wiser than when I wrote them. An "extended mileage report" on my old tips has often been started, but it never quite makes it as far as the

mail box. Belated thanks to Mr. Bartlett for jarring my sense of responsibility about this matter.

Those of you with a collection of old SCN issues please make a note in the May '84 SCN on my article on page 5. The note should refer you to this issue of NINES. That old article suggested the possibility of creating an "access panel" on the front of the oil pan, for the purpose of quick and easy roadside balance shaft (b.s.) gear replacement. Nice idea (it would do the trick), but, like Mr. Bartlett's repair, it overlooks a major cause of phenolic b.s. gear failure and that is worn b.s. bearings. (Phenolic is the name of a plastic or resin compound used in making the gear. Saab also offered an iron gear to be installed on air-conditioned 95/6/7s.) When the bearings get very worn they cause radial play (wobble) in the shaft, and the phenolic gear can then "hit" against the iron crankshaft timing gear, eventually shredding the teeth off the b.s. gear. I don't have enough information to say that this is the only cause of b.s. gear failure. I would say that in high-mileage V-4s that have had unknown oil change intervals (i.e. multiple owner used cars), the likelihood of the bearings being at fault is very high. That guess is based on my own experience and years of talking with other 96 dinosaurs. After my latest b.s. gear failure, I bought a new iron gear from Motor Sport Service, and all the attendant gaskets, seal, etc.; figuring it would be a one day job at most. Then I removed the oil pan. Amongst the expected chunks of b.s. gear teeth I found large and small pieces of what turned out to be bearing material. It was a little thicker than duct tape, like lead foil. (So much for the day). Surprisingly, it was the rear bearing that had fallen apart; the front bearing, which is the more usual culprit, was still intact. Bearing replacement meant pulling the shaft, which means pulling the flywheel, which means most definitely pulling the engine. (I took advantage of my misfortune to do a clutch job, pilot bushing, input shaft seal, etc.)

What are the causes of b.s. bearing failure? First, the b.s. bearings are pretty much at the end of the line, oil pressure wise. In a new, tight engine they do just fine. But with age and wear, tolerances on all the engine's



bearing surfaces begin to open up, and oil pressure drops off. It's like holding your thumb over the end of a garden hose. Squeeze down tight and you get high pressure; loosen it up and you have a dribble. Second, the oil pump is wearing right along with everything else, putting the b.s. bearings in further jeopardy. Third, we're not dealing with a bunch of spring chickens, and they may have been subject to chicken abuse, i.e. infrequent oil changes. Dirt in the oil is an abrasive. Babbitt-type shell bearings are relatively soft; it doesn't take much abrasive at 1-6,000 rpm to wear them away. Just think of a belt sander in your engine the next time you hesitate to change your oil. T.L.C. may be why some b.s. gears soldier on for 150,000 miles, while others crap out as early as 60 to 80,000. Other factors such as driving style come in to play, but none are as deadly as dirty oil.

Replacing the phenolic gear with an iron one might seem to be the answer to all your b.s. problems. In the short run, absolutely. Iron gears do compensate for hard acceleration as well as the load imposed by air conditioning compressors. I'm sorry to report that neither Saab nor Ford Industrial carry the iron gear any longer. Saab recently substituted a nylon gear for "heavy duty service" applications. The good news is that it costs about half the price of an iron gear. Ford does offer oversize b.s. bearings, something Saab never did. The logic is that on an industrial engine with an iron gear, the darn thing will continue working after the bearings have gone away, thus damaging the shaft. This would call for grinding the shaft bearing surfaces, just like you'd do with a crankshaft. Depending on your point of view, the oversized bearings are either enlightened foresight or the fix of an additional problem created

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As in past years, this index covers articles published in NINES, formerly called The Saab Club Newsletter. It does not include Regional Club News or Want-ads. Back issues (except June) are available for \$1.50 each; 3 or more, \$1.00 each; \$8.00 for a collection of the 10 remaining 1986 issues. Send requests for back issues, along with a check or money order, to:

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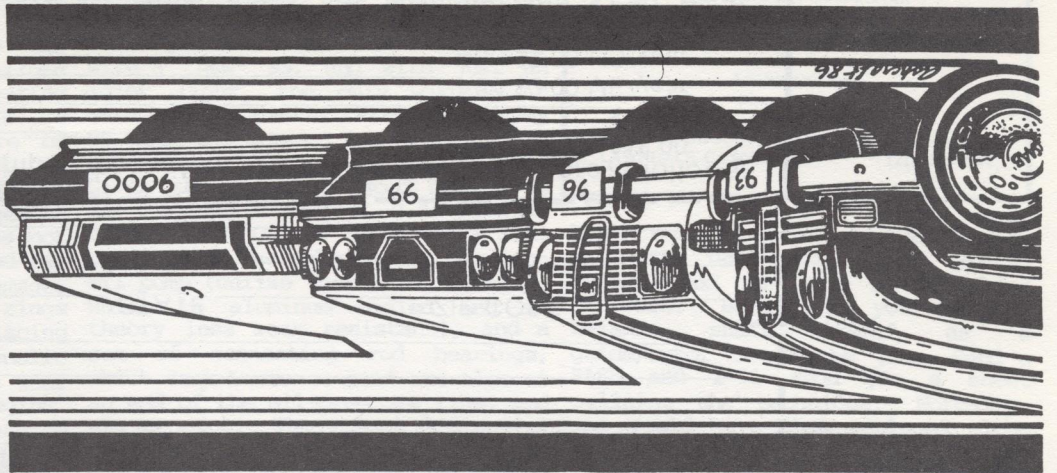
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NINES

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A small investment could save you hundreds of dollars. The Saab Club of North America can show you how to save money on your Saab by doing simple maintenance yourself. Or you'll learn about ways to save money on parts and accessories. Our monthly newsletter, called NINES, covers information on all Saab cars, from the two-strokes of the '50s and '60s, through the 16-valve turbocharged models of today. There are tech tips from the readers, Service Information from Saab-Scania of America, reviews on new products, a classified ad section featuring Saabs and Saab parts for sale, and ads from businesses who offer products or services specifically for Saabs, many times at special Club prices. You will find articles of general interest on subjects such as ethanol, lubricants, automotive lighting, and tires, and stories of special interest to Saab drivers; Saab racing news and the latest engineering information from Saab-Scania.

The Saab Club began in 1971 as the Chicago Saab Club. In the mid-'70s, editor Dick Grossman expanded the Chicago club's newsletter so that it became the national independent publication for Saab information. Headquarters for the Saab Club moved to Duluth, Minnesota, in 1980 with a change of newsletter editorship. The present editor, who also lives in Duluth, took charge in January 1986, and continues the tradition of offering helpful information to Saab owners. The name of the newsletter comes from the model designation of Saab's automobile production; they all start with "9", from the 92 to the 9000. The club now has roughly 3000 members and many local chapters nationwide. Saab's sales success in this country means that the Saab Club and NINES will continue to grow as more new Saab owners discover the advantage of membership.

There have been several National Conventions for Saab owners since 1983, as well as regional gatherings around the country. Local Saab club functions and meeting places are regularly listed in NINES, also. These consist of picnics, rallies, technical sessions, or social gatherings, with Saab as the common language.

The Saab Club is independent of Saab-Scania of America, but does have their support. The Club does not get involved in disputes between Saab owners and dealers, nor does it seek discounts on parts or services, though several companies will offer a discount if you mention that you are a part of the Saab Club.

First year membership is only \$18.00 (\$21.00 U.S. for Canadian subscribers, \$25.00 U.S. to other foreign countries), and in addition to a full year of NINES delivered to your address monthly, you get two recent back issues, and two Saab Club decals. Become a part of the Saab fanaticism nationwide, join the Saab Club of North America. Fill out the Membership Application form today.

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3 or more \$1.00 each.

TECH TALK

Continued from Page 6

by the iron gear (coupled with abuse).

Hardest to substantiate is the dynamic of phenolic gear failure itself, exclusive of bearing failure. I have an article on phenolic camshaft gear failure on Model T engines. (Seems Ford has been fond of this material for a long time.) The author suggested that the phenolic material does not do well in extended storage, and may be subject to water-freeze damage. Incidentally, the Model T fix rings familiar; they recommend replacing it with a metal gear. Phenolic gears are subject to the same wear as everything else in the engine. When they get worn, the backlash of your timing gear set gets too wide. This may allow the iron crank gear enough room to get a running start at the relatively weaker old b.s. gear. Or it may set up vibrations that spell failure. In either case, checking the backlash of the whole gear-set is a worthwhile thing to do when you have the front of the engine opened for whatever reason.

The moral of this article is that replacing a b.s. gear without looking at your b.s. bearings is asking for trouble. A sub-moral might be that a V-4 that eats its b.s. gear may very well be an engine asking for a bottom-end rebuild, or at least inspection. With the oil pan out of the way, you have access to the connecting rod and main bearings, as well as the oil pump. If the engine still has good compression, attention to some or all of the aforementioned items might extend its life considerably.

Diagnosis: Occasionally, on a V-4 with a really shot front b.s. bearing, you can grab the b.s. pulley and feel or see radial play in it when you push/pull it side-to-side. Do this with the fan belt off. Try not to confuse radial play with backlash (rotational); even a new engine has a certain specified amount of backlash in the timing set. If it was a suspicious noise that brought you to this point, it could be a bad front fan bearing. Spin and wobble it too to see if it may be at fault. (The fan bearing is another item you may wish to change when you have the timing cover off the engine.) Unfortunately, if the rear b.s. bearing is bad, the play probably won't be perceptible. Since we're speaking of bearing running clearances, another caveat is that we are in the realm of thousandths of an inch. A b.s. bearing could be within a gnat's ass of failure, and your hand/eye may well not see it. One of the best bottom-end diagnostic tools is an oil-pressure gauge. I've been running around with one of these things hanging off the bottom of various 96 dashboards for 15 years, and I think it's

finally going to pay for the initial 8 dollar investment. (This is a mechanical gauge, vs. the electric type.) When my recent (Jan. of '86) b.s. gear failed, it was on my wife's "new" 95, and with just an idiot light, the only warning it gave was its death. Presently on my 96 with the gauge, I have lousy oil pressure at idle, a new development. Given the otherwise good health of the engine, I suspect b.s. bearing trouble. A C.O.D. order to M.S.S. produced a new nylon gear, new iron oil pump (unlike the O.E.M. variety, which is aluminum bodied and in theory less wear resistant), and a set of connecting rod bearings, which Jack Lawrence said are also at an end of the oil-pressure line, and are suspect. The moment I discover the exact nature of the problem, I'll report it. Another diagnostic trick is to "analyze" your old engine oil by running it through an automobile paint filter. These are cheap paper filters with fine mesh screens built in. You also might want to take a long skinny [magnetic] probe and pull what you can off the bottom of your oil [drain] pan after you've drained it. Via both methods I discovered tiny little pieces of bearing babbitt in the oil and on the bottom of the oil pan.

One final note: Replacing the

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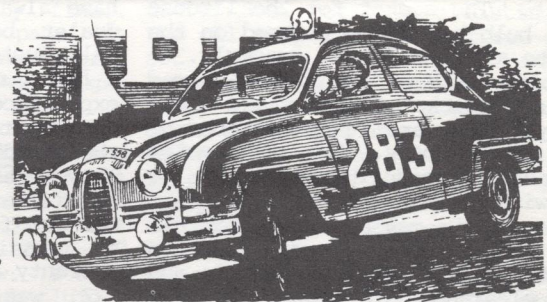
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b.s. bearings can be done with ordinary hand tools if you're careful and sensitive to this kind of work. Basically, you use the balance shaft itself as a guide/arbor to do the job. Send a SASE and I'll send you a sheet outlining the technique. Normally, one would have them replaced along with cam bearings at rebuild time. I imagine the machinist would use the same or similar tools for the b.s. as the cam bearings. This would be done after the block was hot-tanked, as the chemicals used for cleaning destroy bearings. A word of caution, there is a trough on each b.s. bearing. Make certain the trough is pointing the right way and the oil hole in the bearing lines up with the oil passages in the block. Good luck to you.

Peter McLaughlin
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REAR SEATBELTS WANTED FOR 99s

Does anyone know of a retrofit repair kit for a seatbelt retractor system for a '74 99 2-door? Saab is stonewalling and ignoring old 99s. My dealer (very good - Tor's in Lompoc, CA) has been telling me for a year that they'll have a repair kit (the retractor guts inside the rear armrest have failed). I hate to drive without the seatbelts, and am contemplating getting rid of the car because of this problem. I hate to as it still runs great at 170k miles. Help!?

Tony Buffa
San Luis Obispo, CA

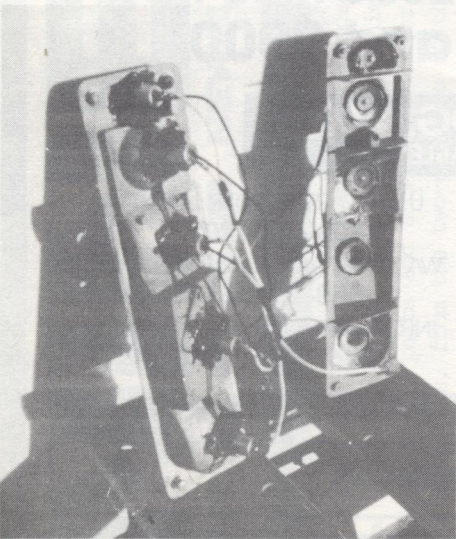
TAIL LIGHT UPGRADE ON 97 & EARLY 99

I am sure other Saab owners have had problems with the loose fit and poor grounding characteristics of the light bulbs in the cast tail lamp assemblies. I used the following procedure on my '73 Sonett and '73 99 (same type of rear lamp assembly) to correct this problem:

- 1) Remove lamp assemblies from car.
- 2) Remove spring clips and bulbs.
- 3) Purchase 10 spring loaded, separate ground/power wire lamp sockets.
- 4) Drill out the existing cast bulb socket (I can't remember the diameter; just large enough to pass the new socket).
- 5) Run the sockets through each lamp assembly and glue them in with silicone sealer. Don't worry about being too neat; who's ever going to see it. The socket for the license plate bulb had to be trimmed on the face to allow it to fit properly.
- 6) Solder all of the ground wires from each socket together and use a fisheye to secure it to a grounding point on the body. Use a connector on each individual power wire to mate with the existing wiring.

This repair may not work for all tail lamp assemblies as the new sockets extend out the backside and more clearance is required. The entire job for parts and materials ran about \$30-35 per car.

Pete Briggs
Thibodaux, LA



RE-TORQUE OF HEADBOLTS UNNECESSARY

As the owner of two '84 non-turbo 900s who is very particular about service, I would like to relate a problem I had following the 75,000 mile mandatory service.

During the service, the #7 head bolt broke. The mechanic assured me that there was no cause for alarm and promptly used an air wrench to back the bottom half of the broken bolt out. A new bolt was inserted, retorqued, and I was on my way.

Coming home from work two days later, the temperature gauge started creeping up and never stopped. I was lucky in that I was close enough to get home before the needle stayed completely in the red. Since there was no sign of an external leak, I was sure the head gasket had blown, and pulling the dipstick just confirmed my diagnosis.

Since the service had just been performed, I called the dealer, who was very perplexed, but sent a wrecker to retrieve the car. Examination of the gasket following teardown showed that it failed at an area other than where the bolt broke, and that the head needed to be surfaced since it was warped a little over 0.005". During the re-installation of the head, four more bolts broke and had to be replaced. The whole job came to a little under \$400 and I was more than just a little upset that it happened, but paid the bill since I have always had good luck with this dealer before. They suggested I call Customer Assistance at Saab if I had a real problem with the whole experience, but warned me that I might not get much assistance since the car did have 75,000 miles on it. They were right, Saab was very nice, but firm in their position that the car had far too many miles on it to be considered for any type of warranty assistance.

I was still not satisfied, especially since I had never been in favor of re-torquing the bolts every 15,000 miles. The exercise seemed to have no basis, and when the head bolt broke I became even more suspicious. I re-read the service and owners manuals to see if they contained any information that would be pertinent.

Low and behold, there in the owners manual section on maintenance was the information I needed. The recommendation on head bolts was only that they be re-torqued at the 1,000 mile initial service - there was no further mention of head re-torquing!

Apparently, the dealer was so accustomed to performing this torquing on the older models that their service techs have been doing it on all cars every 15,000 miles. When I brought this to their attention, I was given a cheerful refund and a sincere apology.

Owners might be well advised to go over the checklist of items more

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carefully with their service personnel. (S.I. 09/86-884/885 in the Nov. NINES is timely.)

Kenneth Kemon
White River Jct., VT

COMMON WEAR PROBLEMS IN 99s

I've been enjoying the Newsletter. My first issue mentioned headliners failing, the second mentioned seat webbing breaking, and now it's Saab transmissions! I know all of the problems well.

I took care of the headliner of one car with a staple gun. It didn't look too good, but it worked.

Contrary to what was printed, the seat webbing on older cars is still available. [It has been updated with a steel mesh which won't tear like the old rubber/thatch sling.] It's just not used on the new Saabs. Getting the webbing in place takes some perseverance on the part of two people.

As for transmissions, I have not seen a high mileage Saab with the original transmission. I had a '72 automatic go at 90,000 miles, a '75 A/T at 40,000, and a '76 manual at 85,000. My dealer tells me that the correct manual transmission fluid is a light weight transmission oil. Quaker State sells it in bulk. I have bought it from my dealer. It is definitely the consistency of 40W motor oil, but smells like manual transmission oil.

Both the standard and automatic transmissions are in very small housings. I have always assumed that the reason for transmission failures was a space-saving design that cut at least one corner too many.

Earlier Saabs also had many clutch problems. I replaced the clutch in my '76 three times before it hit 85,000, and also replaced the master and slave cylinders once. I am under the impression that later Saabs, like my '80 Turbo have stronger clutches.

Needless to say, I have been frustrated with Saab transmissions. To make matters worse, I find it very difficult to switch Saab transmissions, and can only imagine what a dealer would charge for the work.

Jim Eastman
Tenafly, NJ

C.V. BOOT REPLACEMENT ON 900

I recently replaced a failed, not ripped, outer CV bellows on my '83 Turbo. I was disappointed that the rubber had just cracked on a 3 year old car, after years of experience with V4s more than 10 years old. The old cars seldom needed new bellows, and when they did, they were done in by punctures/rips and by creases/folds splitting when the grease had mysteriously left or someone had squeezed them causing the bellows to collapse on itself.

I was a bit apprehensive, having never pulled anything on a 900. However, I was armed with an '83 factory shop manual. Upon reading the appropriate sections, I had practically given up the plan to undertake the job myself. The manual dictates several unneeded steps, two of which utilize tools I do not own.

First, to pull the drive shaft, the manual tells you to remove the brake disk - not necessary. Leave the disk alone.

Second, the manual tells you to separate the upper ball joint by using a special tool to undo the taper connection at the top of the steering knuckle - also not necessary. I believe all 900s with a pivot under the coil spring have no problem removing an upper ball joint by the two horizontal bolts at the outer end of the A-arm. In V4s, these bolts retain the bottom anchor of the compressed spring, and it is very dangerous to remove them as the spring could be released with explosive force. On the 900, the pivot is welded to the A-arm.

Third, The 900 manual tells you to be careful of the needle bearings on the inner end. At least from '82 on they have retainers and will not fall out. Also the manual described a somewhat mysterious and difficult (reminiscent of V4s) connection at the outer end of the middle drive shaft. If you can separate here, you don't need to disturb the inner bellows. Nothing could have been simpler; any needle nose pliers will easily remove the spring clip retaining the shaft to the CV joint itself. Either bellows easily slips on/off its own end over a splined shaft.

If only the bellows were made to last like they did in the '60s.

Robert Allen
Hamden, CT

LOTS OF MILES, BUT RELIABLE

Having been a Saab owner since my '74 99, and a club member almost as long, I want to put in my two cents worth.

The '74 has 189,000 miles without removing the head or pan, nor adjusting the valves. It has had several minor faults and fixes, but still uses no oil. My '81 900S has been almost fault free for the first 149,000 miles. The only trouble has



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been the lower timing chain guide coming loose, but I retrieved the parts and devised a method of repair that took about an hour, and most of that was getting the parts and pieces together. The other was a leaking evaporator on the air conditioner that was thoughtful enough to be on the exposed end of a "U" tube and was easily fixed. Otherwise, only brake pads at 102,000 miles have been necessary. Not even a tune-up other than plugs, nor a wheel alignment.

Mobil Delvac-1 has been used in both transmission and crankcase, and I have a Mecca 8 micron external filter with no bypass, and a Mecca Accusump. I change oil at intervals of 15 to 18,000 miles, and never add nor find the crankcase low. I also use silicon brake and clutch fluid.

We are now going on two rather long trips back-to-back, so I have taken the precaution of replacing the water pump, belts, hoses, bleeding brakes and clutch, and checking the condition of the 205-HR-15 Michelin tires on the standard Saab aluminum wheels.

Thomas Carmean
Camden, AR

GAUGES FOR 9000?

I drove a couple of 1987 versions of the 9000 Turbo automatic recently, and was impressed enough to buy one. The initial acceleration that was lacking in the '86 models was noticeably improved in the '87s. Evidently, some changes were made to overcome the paltry performance compared to the 5-speed. However, it's not apparent whether the transmission/torque converter was modified or if the turbo just kicks in sooner. A lag is still there, but there is much better throttle response on acceleration

from rest. Discussions with Saab salespeople have revealed no details. They acknowledge that something was changed but don't know what.

If anyone knows of a source for engine gauges (oil pressure, oil temp, and voltmeter) for the 9000, I'd like to hear about it. The dealer does not have a listing for the oil temp gauge; his three-gauge set comes with an ambient temperature gauge, which I don't need. Besides, the prices for the other gauges are about twice as much as the ones we got for the 900S, and I can't afford another trip to Europe for a loooooong time. Does anyone have the address for the VDO distributor?

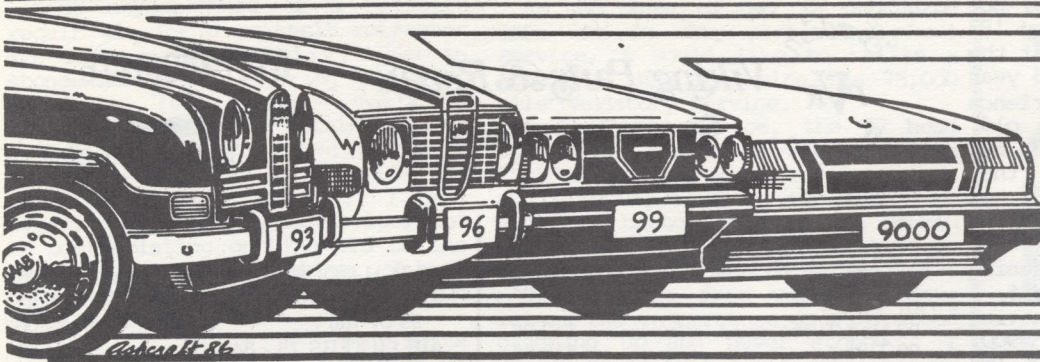
John Betsill
Weatherford, TX

LUG NUTS & SHIFTING PROCEDURE

While Bob's comments in Torque Talk (Nov. 86 NINES, ASK BOB) are good and valid, I have had good results from simply loosening and retightening the lug nuts by hand [with a wrench, of course] when I get home from the tire changer's. I also put an anti-sieze compound on the studs. I once had a wheel loosen up and am very sensitive about making sure the lug nuts are tight.

Transmissions should not be shifted by getting a firm grip on the knob and shoving vigorously. The knob should be moved using the fingers. Another important item is that the knob is not a hand rest. This pressure loads the shift forks and synchros causing excess wear. I know many people who are ready to shift at any minute and have had trans work done. There seems to be a relationship.

Brian Curry
Chester Springs, PA



SAAB SWAP

CLASSIFIED ADS

CLASSIFIED AD RATES

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
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\$901 to \$2000	\$5.00
Over \$2001	\$10.00
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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.

SONETTS FOR SALE

73 Sonett III, Ferrari Red, 56k mi, factory AC, Blaupunkt stereo, new tires, no rust, cherry cond. \$3975 obo. Alex Civca, Santa Monica CA. (213) 399-3119.

73 Sonett #391, new white paint, balance shaft bearings, clutch, trans, brake & clutch MasCyl, MSS exhaust, new battery, no rust. \$3500, may deliver. Jim Smart, Santa Fe, NM. (505) 982-2114.

93s, 95s & 96s FOR SALE

69 96, 30k on rblt V4, body, chrome, paint, trans & clutch are perfect. Needs minor engine & brake work. Must sell, Make offer. Chris Connelly, 193 Oak Street, Medford, L.I., NY 11763. (516) 654-5430.

66 96, 2-stroke 850LD eng, rblt trans, V4 disc brakes, new interior, new Michelins, exc paint, many new parts. \$1995. Also many misc. 95 & 96 parts for sale. Jim Smart, Santa Fe, MN. (505) 982-2114.

3 - 96s, plus extras (2 trans, 1 eng), literature, enough stuff to build a choice 96. \$475. Bill Pensar, Box 1, Lemon Cove, CA 93244. (209) 597-2504.

60 93B, completely restored, new paint & interior, Konis, new bumpers, grill, & lights, Rblt eng & 4spd trans, 750GT dash w/tach, twin exh, oil inj, front discs. Beautiful & fast. \$2500. Charles Dodson, 7 Wainwright Av, Annapolis, MD 21403. (301) 267-9245.

68 96 3cyl, runs good, some rust. \$500. 70 95, body fair, \$400. Dennis Lilly, PO Box 1932, Grafton, VA 23692. (804) 898-4368 10am-12pm.

2 STROKE & V4 PARTS FOR SALE

73 96 parts car in W. Va. \$200. 68 Sonett rear clip, no glass, \$200. Also misc. parts. Dennis Lilly, PO Box 1932, Grafton, VA 23692. (804) 898-4368 10am-12pm.

72 Sonett Parts, incl windows, doors, radiator, fuel tank, gauges... SASE for prices. All must go, no reasonable offers refused! Noel Einolf, 7519 Tanglewood Rd, Richmond, VA 23225. (804) 320-2371 after 6pm.

72 Sonett Parts Car, rusty pan & rockers, complete less rear hatch & alloy wheels, \$700. Randy Cook, 58 Cinderella Ln, Ft. Walton Beach, FL 32548. (904) 863-3428.

V4 parts, exhaust, timing gears, shocks, pads, used heads, block & crank assy, radiators, hubcaps. Rblt trans, \$400. Solex carb, \$100. Charles Dodson, 7 Wainwright Av, Annapolis, MD 21403. (301) 267-9245.

Sonett III Parts, engines, \$200. Nosepieces, \$100-300. Interior panels, \$10. Doors, \$35. Many other parts, SASE for list. Randy Cook, 58 Cinderella Ln, Ft. Walton Beach, FL 32548. (904) 863-3428.

Pair of 96 wheels with 155R15 snow tires, \$25 + shpg. David Gangeness, 2916 Branch St, Duluth, MN 55812.

99s & 900s FOR SALE

78 99EMS, 3dr, 4spd, new cyl hd, timing chain, shocks, clutch, exh, rblt trans, radiator, heater. Louvers, fog lights, many extras. Over \$4500 invested. \$3800 obo. Norm LaFleur, 10 Latimer Dr, East Lyme, CT 06333. (203) 739-7996

74 99EMS, needs eng work, otherwise gd mech cond, no rust, alloy wheels, never wrecked, extra parts. \$700 obo. Jeff McConnell, 1828 Fraternity Park Dr, Knoxville, TN 37916. (615) 523-4820.

99, 900, & 9000 PARTS FOR SALE

Going out of business, large stock of good used Saab parts from 69-78. Engines, trans, glass, body parts... Neil Lindemann, PO Box 3153, Ann Arbor, MI 48104. (313) 994-5236.

99 Parts, new Ansa exhausts, rubber bumper covers, pads, alternators, clutches, lenses, FI parts, hatchback glass, hubcaps, cyl hds, used short block... Convert from A/T to 4spd, all parts incl rblt trans & clutch pkg. Charles Dodson, 7 Wainwright Av, Annapolis, MD 21403. (301) 267-9245.

900 Parts, Euro lights, \$225. New hubcaps, \$20. Ansa Exhausts, Hi-perf clutches, heads, radiators, lenses, FI parts... All new, all reasonable. Charles Dodson, 7 Wainwright Av, Annapolis, MD 21403. (301) 267-9245.

900 thru 16 valve dismantled cars. 16v eng compl w/FI & turbo, wiring, intercooler, brain, etc. Drivetrains for 900 & Turbos, interiors, heads, manifolds, radiators, pwr strng, gauges, susp... Michael Caro, 278 Boston Post Rd, Orange, CT 06477. (203) 795-0776.

Parting Out 78 99GLE & 74 99L. AC sys, PS sys, body parts, glass for 2dr & 4dr, interiors, etc. James Mackay, PO Box 464, Wheaton, IL 60189-0464. (312) 668-4438.

Parting Out 74 99LE. Doors \$10. Windshield \$20. Body Shell \$100. Many other parts. Mitchell Lemmo, Stamford, CT. (203) 322-7457.

4 SPG Alloy Wheels, painted white. \$250 firm. Kent Huang, Alhambra, CA (818) 289-7679.

New set of 4 Turbo alloys & 195/60HR15 tires, from '87 900T. Dlr price \$1500, sell for \$895 +shpg. Cert. check or M.O. L.J. Helt, Rt4 Box104H, Rockwall, TX 75087. (214) 722-6039 after 8pm.

MEMBERSHIP/SUBSCRIPTION

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.

5 Ronal R-10 Turbo alloy wheels, 6.5x15", \$75 ea. 4 TRX OE Turbo alloy, 5.5"x390mm, \$40 ea. '83 900 hubcaps, \$10 ea; clips \$1 ea. VDO 50amp meter, \$25. Other stuff, too. Send SASE. Eddy Borchert, 7038 Stillmeadow Dr, Matthews NC 28105. (704) 846-1756.

4 Alloy Wheels from '81 Turbo w/Michelin tires, 20k mi. \$350. T.W. Nuckols, 111 Keaton Rd, Daniels, WV 25832. (304) 763-3510.

4 Conti 165SR15 snows on steel rims w/hubcaps, \$350. Fog lights, \$50. Headlight bezels, \$25. Oil temp/oil press/voltmeter gauge set, \$75. Kevin Kelly, Morris Plains, NJ. (201) 670-9009.

195/60HR15 Kleber tires (made by Michelin), like new, cost \$325, sell for \$225 +shpg. Jack Vines, 3227 E 28th Ave, Spokane, WA 99223. (509) 535-8610.

New Monroe Radial-Matic shocks for all 99s. Lifetime guarantee. Cost \$40, sell \$20/pr +shpg. Jack Vines, 3227 E 28th Ave, Spokane, WA 99223. (509) 535-8610.

Euro-grill & headlights for 99 & 96/95 from \$200. Km/hr speedo for 9000 \$100. Trailer Hitch for 900 HB \$75. 83T gauge cluster \$150. 78 99 cluster \$100. 83T steering wheel \$45. Gray & gold Shelby wheels, mint, \$90 ea. Early 99 manual \$45. Rob Allen, Hamden, CT. (203) 248-8798.

Saab Trailer Hitch complete, from '74 99LE. \$50. Tony Bedini, 53 Old Danbury Rd, Wilton, CT 06897. (203) 762-0619 after 6pm.

Instr Panel from 82 900T, 39k mi, perfect, \$125. Free parts: 71 trans pieces, 72 starter, exh manifold, etc. Phil Gibbs, 202-16 23 Ave, Bayside, NY 11360. (516) 222-3876 w, (718) 352-0088 h.

99 Front Spoilers, F/G copies of factory EMS spoiler. \$75 +shpg. Jim Hollowell, 26444 Humber, Huntington Woods, MI 48070. (313) 548-3671 h, 624-5200 x1587 w.

SAAB Literature, American & European, '59 to present. Send large SASE w/39 cents postage for list. Will trade with other collectors. Terry Vaught, 3401 Congress Ct, Jeffersonville, IN 47130.

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International	_____	Add \$7.00 US/year

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

WANTED, ALL MODELS

Sonett V4 grill, hood hold-open, set of rubber bumper pads, wheels: V4 Minilites, Inca or Ronal Silver-spoke for 99/900, hi-perf front spkrs, SAAB sales literature, & corresp. from other collectors. Rob Allen, 114 Kimberly Rd, Hamden, CT 06518. (203) 248-8798.

For 82 900T 3dr, left outer tail light lens, rear bumper cover, "Spirit of America" aftermarket hub center, shop manual. Jack Vines, 3227 E.28th Ave, Spokane, WA 99223.

900 STUFF: TIRES, FOG LIGHTS...

I'd like to compliment you on what has been a great job of editing the newsletter. The most interesting part for me are the sections where other owners share their experience with various modifications and adjustments. Unfortunately, they do not always give an adequate estimate of how difficult a job might be for a non-mechanic, or how long it might take a regular mechanic to perform.

I recently had the dubious opportunity of needing two sets of new tires. I replaced the P-6s on a 1982 900T 3dr with the same tire after about 32,000 miles. This has been my average mileage in the past. The new tires seem somewhat different in the wet. I wonder if Pirelli changed the rubber characteristics. Although others have felt that P-6s are lousy in wet weather, I have not had any complaints so far, including several trips to Vermont in wet and snowy conditions over the past four to five years in a previous 900T 3dr. I've been told that Pirelli plans to replace the P-6 with the P-600 anyway.

To save some \$\$\$ I replaced the P-8s on my wife's '84 900T 4dr after 50,000 miles with 205/60-15 Nittos from NTW and the difference is incredible, both in comparison to the old P-8s and my new P-6s. They give the car a solid feeling totally new to the vehicle and track better than any other tire I've tried. My previous favorite highway cruisers

had been Michelin TRXs on a '79 5dr T. Cornering is markedly improved also. I went up one size without any problem to try to keep the ride soft. I only hope Nitto stays in the U.S. market.

Over the years I've gotten fairly adept at revising the relay wiring for the fog lights to make them independent of the low beam headlights. This is a simple move of the relay feed terminal from the headlight fuse to the parking light fuse underneath the fuse panel. If you carefully lift the fuse panel out of its case and trace the wire from the fog light relay it is pretty obvious. However, now I occasionally forget to turn off parking lights since they are not wired to the ignition switch. Anyone know how to make the parking lights go off automatically when the ignition is turned off?

If anyone has searched with frustration for the source of the scraping between the rear wheels and the body when heavily loaded in the back, search no more. It took me two years to finally figure out that it's the MUD FLAPS. Much thanks to David Brick for noting that the rear suspension does not have to be disassembled to install the air bags described in the December letters. NOW I'm willing to try them. This kind of sharing of knowledge is the most valuable part of the newsletter. Please keep this kind of information coming.

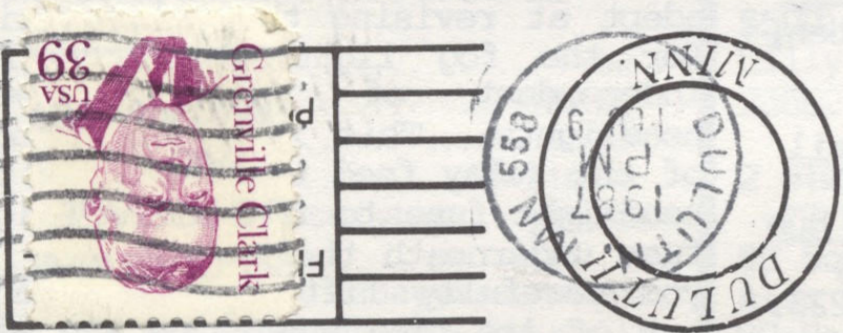
I wonder if anyone else is as frustrated by Saab's obvious changes in marketing strategy as I have been. I miss the 900 5-door (which I understand is still available in Europe). The 4-door is no contest for practicality. I also hate their forcing ridiculous multi-micro-button radios down our throats without so much as a delete option. When even Saab salesmen are confused, it's time for Saab to remember their commitment to ergonomics. Try asking a guest to even turn it on!

Mark Vizer
Lansdale, PA

JAN. 1987

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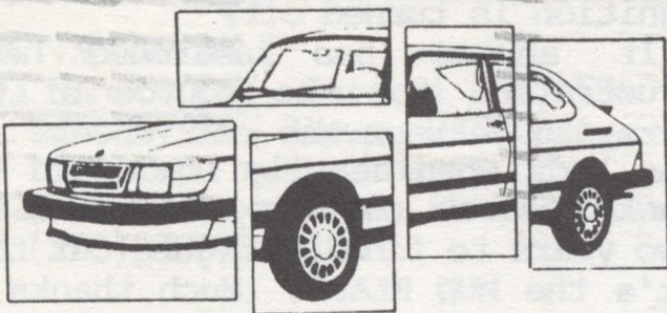
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