



NINES

THE SAAB CLUB NEWSLETTER

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no. 157

LONG RUN RECORDS CONFIRMED

Saab has been honored by FISA, the International Motor Sport Authority, for its 20-day record shattering Long Run endurance test of three Saab 9000s at the Alabama International Motor Speedway at Talladega, Ala. The award by FISA was presented in Paris and served as official confirmation of the records and signifies their entry into the record books.

The final tally of the endurance test, which was run last October, included two world and 21 international records for speed and distance. One world record was for covering a distance of 100,000 kilometers (62,000 miles) at a speed of 213.299 km/h (132.542 mph).

An analysis of the Long Run was given recently by Saab at the SAE/Monte Carlo Auto-technologies Conference. According to the analysis of the test results in Saab's Technical Paper, the endurance test was carried out with minimal difficulties.

One situation unique to the atypical condition of running a standard production automobile at full speed on the high banked (33°), tri-oval race track was unexpectedly encountered. With very low fuel levels, all cars suffered sudden fuel starvation when exiting the high banks, resulting in engine misfiring and greatly increased exhaust gas temperatures. After it was determined that the cars' fuel pump and handling systems were functioning properly, the number of laps between fueling stops was cut from 50 to an average of 45 to leave more fuel in their tanks.

The fuel starvation problem encountered early on in the endurance run was later judged to have contributed to a burned exhaust valve in each of the cars, while Car Three consequently suffered a damaged piston and rings.

Within FISA's rules, repairs were permitted using a small, prescribed quantity of spare parts carried aboard each car. Under these rules, replacement of each car's turbo was made as a precautionary measure, since it was thought that the valve deficiency caused by the fuel

Continued on Page 11



The Mazda-powered Sonett "funny car" of Leighton Reese. See Ice Racing story on page 12. (Rick Corwin photo.)

MANUAL SEAT HEATERS IN '87s

Automatic electric heating elements built into the front seat cushions and backrests of Saab cars for at least 15 years, have been modified for the 1987 models to allow manual adjustment and to produce more warmth.

The new 9000S and 9000 Turbo top-of-the-line models feature heated front seats controlled by individual dash-mounted rheostats. Both the driver and front passenger have a manually adjustable thumb wheel control at their fingertips offering three temperature selections and an "OFF" position.

The 900 Turbo and the 900S models have one rheostat regulating the driver's seat only. The front passenger's electric seat heater will automatically provide warmth once the ignition is turned on and seat temperature is below 53° F. It will automatically turn off when the seat's temperature sensor reaches 82° F.

The new rheostat-controlled seats offer a wider temperature range than in previous model years with a high of approximately 110° F. in Saab with leather seats and 102° F. in Saabs with cloth upholstery.

Joint research conducted by the Saab Aircraft Division and the Saab Car Division revealed that a warm driver is a safer, more responsive one. In fact, in a study conducted with the Swedish military, the Saab Aircraft Division found that humans

do not think or act as effectively when cold. "Judgement is impaired, feeling is blunted, and muscular movements are less exact," said Bjorn Envall, Saab's chief designer.

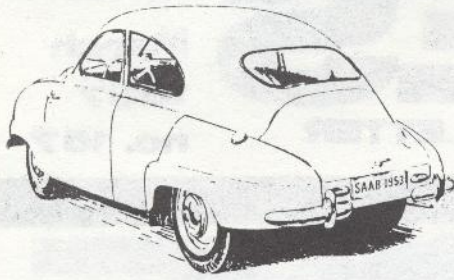
For this safety reason, Saab was the first manufacturer to install thermostatically-controlled seat heating elements in all of its models as early as 1972. Those who shy away from a cold car seat, or whose backaches, cystitis or rheumatic ailments intensify in the cold, will appreciate the inventiveness of Saab's Swedish design, the product of a very cold country in which extreme winter driving conditions are of paramount concern.

CONN. POLICE DEPT. GETS SAAB

The Watertown, Connecticut, Police Department has become the third American police force, behind Aspen and Vail, Colorado, to drive a Saab. Chief Jack Carroll says the car was obtained after it had been confiscated via a law permitting police departments to seize property involved in drug-related crimes.

The black 1980 900 Turbo has been outfitted with a police radio, flashing lights, siren and removable identifying markings. The car will be used on special patrols, including traffic enforcement and crime prevention. One special mission for the Saab will be patrolling the numerous car dealerships located along Watertown's Straits Turnpike area, which have been hit by a rash of vandalism.

FROM THE BACKSIDE



The big news this month is on page 13, the results of the first Saab Club membership survey; on transmissions. Though the sampling was small, the results are rather interesting, particularly in respect to how people care for their cars. Since the overall response was only 148, once broken down into categories, one addition or subtraction within a category makes a difference of several percentage points. Hardly scientific, but probably more accurate than a sampling of one (as the NHTSA likes to use). Special thanks to Thor Carlson, who tabulated the results. Thanks also to Toby Turpin of the Saab Club National Capital Area, and Andy Saksa of the Milwaukee Saab Club, who surveyed members of their clubs and sent results, which together made up about a third of the total responses.

What shall we survey next? Dennis Sweeney suggests in this issue that B and H engine heads are not perfect, and that maybe we should find out if there really is a problem there. My feeling is that any aluminum head is going to eventually have problems, and Saab is no worse than any other make in that respect. I recently had the valves and guides replaced on my '79 99, the result of an exhaust valve seizing in a guide while cruising at about 2000rpm. The engine had had a valve job about 10,000 miles before (according to the previous owner, a Saab mechanic), but valves and guides were apparently not replaced. The diagnosis was that a piece of carbon had flaked off from the combustion chamber and wedged itself between the valve and guide. It was probably a freak occurrence, but would it have happened if the valves and guides had been replaced when the head was off earlier?

Back to the survey question. There are often letters about the virtues and foibles of commonly

replaced aftermarket items, primarily tires and shock absorbers. The Northern Illinois Saab Club did a tire survey this past year, with 16 responses. Again, hardly scientific, but it does give some idea of driver preference. The R&T, C&D, and other magazine tire tests are interesting as a guide, but different size tires, and Saab suspensions, are going to react in a different way from the same brand on a Porsche or a Chevy. If anyone is interested in volunteering to collect and tabulate a survey on Tires and/or Shock Absorbers (it will give you home computer owners a chance to do something productive with your database), or has other suggestions for a survey, please write or call.

Speaking of computers, I find that I'm beginning to suffer from "techno-lust". I still consider myself a novice, but I'm learning more all the time. The Commodore 128 is sort of the Saab 96-V4 of computers; it does everything I want 99% of the time with no difficulty, though there are times when I wish the disk drive was a little faster or had a bit more room. The latest acquisition is a 1200-baud modem, so articles can be sent directly via phone lines. Once I'm used to it, and have worked out the details, there will be an announcement in NINES as to how, where, and when you can pass on your articles.

Lust comes in many forms. I keep searching the want ads for a reasonable two stroker, but most in this area have gone to the crusher by now. (I'd also have to find someplace to work on one as our two car garage is spoken for.) On the other end of the scale are the sporty new models, the 900S-16v or the Turbo SPG. These are beyond my financial reach, but I can still wish.

AUTOWEEK of Feb. 9, 1987, carries a spread on Satch Carlson's modified '86 SPG, dubbed the Blackbird, another object of Saab lust. Satch, with lots of help from ipd in Portland, Oregon, and the Saab Sport and Rally catalog, has designed a very potent, yet fun road cruiser. For those unfamiliar with Carlson, he lives in Anchorage, Alaska, writes a humor(?) column for AW called "Life in the Fast Lane", and is a certified (probably notarized) Saab freak, having rallied a 96 and a Sonett (the Piggue of Plastique). He is also a Saab Club member.

Memo to Satch: We once discussed the possibility of a cruise up the AlCan together. Does the offer still stand? When do we leave?

Finally, the new Saab Club decals are finished. Those who have ordered them can expect them in the mail in the next couple of weeks.

Tim Winker

REGIONAL CLUB NEWS

APPALACHIAN SAAB CLUB -- The March meeting will be held at the home of Ed Mann and Christa Grohnert in Knoxville, TN. For info: Wendell Francis, Rt. 5, Box 334, Dandridge, TN 37725. (615) 397-2172.

CENTRAL ILLIANA SAAB CLUB -- The March meeting will be on the 22nd at 2pm, and will feature Saab's new dealer training videos, courtesy of Saab-Scania. Call Margrit Adler, 1507 W. University Ave, Champaign, IL 61821. (217) 356-9244.

LORAIN CO. SAAB CLUB -- N.E. Ohio. Contact Del Balunek, (216) 245-4242.

MINNESOTA SAAB CLUB -- Contact Bob Swinehart, (612) 774-4873.

MONTREAL (QUEBEC) SAAB CLUB -- Jean Robert Derome (514) 731-4876, Peter McLoughlin, (514) 451-5165, or Garry Gosse, (514) 695-8719.

NEW ENGLAND SONETT CLUB -- Regular quarterly meeting scheduled for March 7-8. P.O. Box 4362, Manchester, NH 03108.

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

SAAB CLUB NATIONAL CAPITAL AREA will hold a dinner meeting on Tuesday, March 10th, at the Glen Echo Station restaurant, Glen Echo, MD. Call Toby Turpin, (301)384-6732.

SAAB CLUBS OF GEORGIA -- meets 1st Monday of the month at Steak & Ale at I-285 and Roswell Rd, Sandy Springs. Meetings start at 8pm.

WEST MOUNTAIN SAAB CLUB (New York, New England) -- David Sullivan, 314 Union Ave, Framingham, MA 01701. (617) 879-8288 after 6pm; Tom McDermott, (518) 798-1577 days; or Mike Blair, (617) 525-3872.

NEW CLUBS FORMING:

LUBBOCK, TEXAS/SOUTH PLAINS AREA -- Contact Bill Dattala, (806) 792-6428.

PHOENIX, ARIZONA -- Contact Robert Lanktree, 2328 N. 70th Ave, Phoenix, AZ 85035.

RICHMOND, VIRGINIA -- Contact Bill Harris, (804)270-2185.

UPSTATE, NEW YORK -- The Twin Tier Saab Club is looking to regroup. Contact Alex Barbier, (607)565-2711.

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

Send your questions to:

ASK BOB
c/o NINES
2416 London Road, Unit 900
Duluth, MN 55812-2221

Several people have written with alternative answers to some of the questions in ASK BOB. Your editor didn't get this month's questions to Bob in time for publication, so there are none of the regular questions and answers. Bob's column will resume next month. - TW

S.I. ON REAR END RATTLE?

A question about an ASK BOB article in Nov. '86 NINES about Rear End Rattle On A Hatchback. Bob mentioned a SAAB Service Bulletin. What was the Bulletin number, or how can I get a copy?

John Blas
N. Riverside, IL

I have been unable to locate a bulletin such as Bob mentioned in a search through all past SAAB Service Information Manuals. S.I. 12/86-914 in the Feb. '87 NINES addresses the problem in '85-on 900s. - TW

POSSIBLE "CLICKING" CURE

In response to Juan Julien's question in the Dec. '86 NINES, ASK BOB column: The clicking sound you hear may be due to a cracked exhaust manifold. The clicking is obviously the valves opening and closing. You may have to crawl under the car with a light to look at the underside of the manifold in order to see the crack. Look particularly at the exhaust manifold between #1 and #2 cylinders.

My 1980 900T developed this problem after 120,000 miles and it sounded just as you described. Attempted to find a used exhaust manifold at a junk yard, but no one had any. Apparently this is fairly common on high mileage, early (1978,

"ASK BOB" is a regular feature of NINES. Submit your questions with as complete information on the problem as possible, also giving the year and 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.

Neither Bob, NINES, nor the Saab Club 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.

'79, and '80) Turbos. The new manifold I bought at the local dealer has reinforcement webbing at the weak spot, so newer 900T's should not have this problem.

Richard Bohn
Hollis, NH

REPLACEMENT INJECTOR LINES

Concerning fuel injector lines mentioned in ASK BOB, Jan '87 NINES: I have a '78 Turbo on which all the injector lines became so brittle that they cracked at the slightest touch; especially when adjusting the funky long alternator belt to the AC compressor. The local Saab dealer didn't stock injector lines, but suggested I try the Volvo dealer! Not only did he have them in different lengths, but they were 20% cheaper than from the Saab dealer. Actually the length is not important, and neither is the particular port on the fuel distributor to which an injector is connected. This is because of the "continuous" design of the fuel injection on these vehicles. One could use injector lines from any engine so long as the end-fittings were correct. I have seen some metallic braided ones on a few VWs.

As far as obtaining the proper fuel line in bulk and putting the fittings on yourself; the plastic line is not available through any of several plastic suppliers since it is a metric size, 6mm [O.D.] x 2mm [I.D.] nylon. This apparently is a very thick wall and would require a special set-up (need about 100,000 feet?). Also, if you have tried to force that little hose over that little banjo fitting, you will thank Bosch for doing it for you.

David Stanley
Brownwood, TX

LAST CALL FOR S.C.A.N.

We've had good response to the call for members to join in the Saab Club Assistance Network. Our thanks to all those who have joined in. However, we really need to hear from some members in sparsely populated areas, such as the Dakotas, Wyoming, Utah, New Mexico, Idaho, Colorado, Arizona, Missouri, and Arkansas. Participate in a service which someday may help you, too. We know Saabs always run, but they can also stop (fail to proceed) in the darndest places, for the darndest reasons. Listed below are the categories, so that you can get a little involved, or maybe be the saviour of someone's cross-country trip.

- A. Phone info on parts and/or repair shops in their area.
- B. Can offer minor mechanical assistance at home.
- C. Will go out and render aid.
- D. Will give board and/or room while emergency repairs are made.
- E. Stop in just to talk Saabs.

Please send your name, address, and phone to me at the address below, and list which categories you are willing to be part of. The S.C.A.N. list will be published in the April issue of NINES.

Margrit Adler
1507 W. University
Champaign, IL 61821

SAAB RALLYISTS WANTED

On April 3rd thru 5th of this year the Central Louisiana Region of SCCA will sanction the third running of "LA LOOP", 24-hour, 1000 mile, Time/Speed/Distance endurance rally. Event headquarters will be in Lafayette, Louisiana, with the route traveling along many of the state's scenic byways. The teams will split a cash prize pool and there will be merchandise awards. Contingency awards are also available, including cash for the highest finishing Saab.

Now for the bad news: In last year's running of LA LOOP, no Saabs were entered. Saab owners unite! Are you going to let the BMW folks out-do you? The event is open to anyone with a valid driver's license.

For more information on LA LOOP III, contact one of the following:

Roy Rackley, Rallymaster
(504) 272-3834

R. Jarvis, Registrar
828 Ponderosa Drive
Baton Rouge, LA 70819

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SERVICE SUBJECTS FROM SAAB

NEW REPLACEMENT HEATER VALVE INSTALLATION AS A SPARE PART

Application: 84 - 85-1/2 900 models S.I. 01/87-915, A-8/p.101

A new black plastic heater valve with a stainless steel spool valve was introduced at the beginning of 1987 new car production. Recently all earlier designs of heater valves were superseded to the new design in the spare parts supply. This means that only the new design is available for 1979 and later 900's.

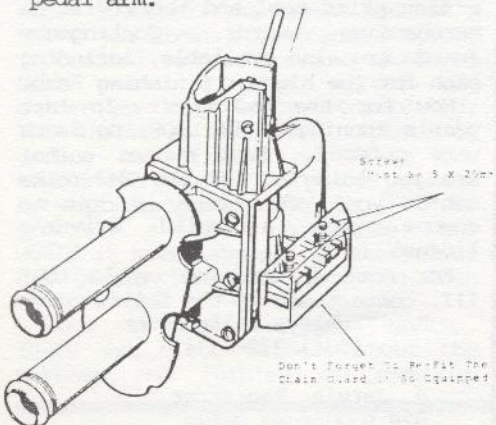
Special precautions must be taken when installing the black plastic heater valve in '84 to '85-1/2 900 models built within VIN Serial Number ranges given below. Due to the overall size differences between the new heater valve and the older style, the throttle pedal arm must be replaced with a later type when installing the black plastic heater valve in the '84 to 85-1/2 900 models. Failure to do this may result in interference between the pedal arm and the heater valve.

Although 1979-83 models are not affected and the new style valve may be installed without modification, the technician should make a visual inspection to insure that prior modifications have not been made that might cause interference.

VIN Limits (E=1984, F=1985)

E1000001 - F1014817
 E2000001 - F2007562
 F3000001 - F3006076 (Man. Trans.)
 F3000001 - F3008178 (Auto. Trans.)
 F7000001 - F7004885

Cars built after these numbers do not require modification nor do 1979-83 models. Only '84 to 85-1/2 built within these limits require the installation of a new throttle pedal arm.



Part Numbers Involved

Heater Valve Kit P/N 97-46-322
 Throttle Pedal Arm P/N 89-90-913

Installation Advice

Install the new heater valve as described in Section 8 (P. 854-7) of your 900 Service Manual.

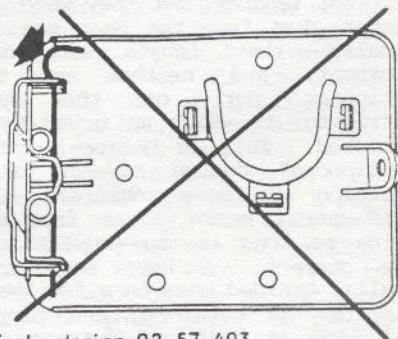
If the car is equipped with Hella cruise control (M84 and later Factory installed type) do not forget to re-fit the chain guard for the cruise control servo. The chain guard slips over the screws (5mm x 20mm) used to secure the valve to the heater core. Be sure the screws are long enough.

Install the new throttle pedal arm (P/N 89-90-913) and check for free throttle pedal operation.

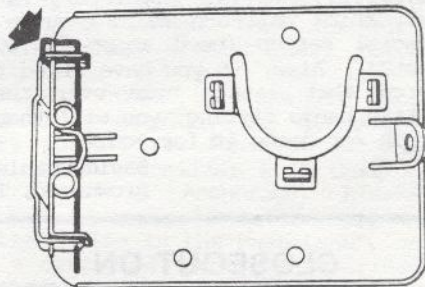
PREVENTING DISTORTION OF FUEL FILLER DOOR

Application: Early 1986 9000 Turbos S.I. 01.87-920, B-8/p.12

Forces exerted by the hinge pin on early 1986 9000 models could cause distortion of the fuel filler door. During late 1986 production a new hinge pin (P/N 92-76-403) was introduced to prevent this from happening. The new hinge pin applies spring tension to the hinge instead of the filler door.



Early design 92 57 403



New design-92 76 403

Hinge Pin P/N 92-76-403

If the filler door on early models is replaced due to distortion, it is important that the hinge pin be replaced at the same time with the new style. Failure to do this can result in the new filler door becoming distorted.

On cars produced after the following VIN Serial Number, the new pin is already installed:

G1018333 -

ADVICE FOR FITTING TRAILER HITCH

Application: All 9000 models S.I. 01/87-921, B-9/p.5

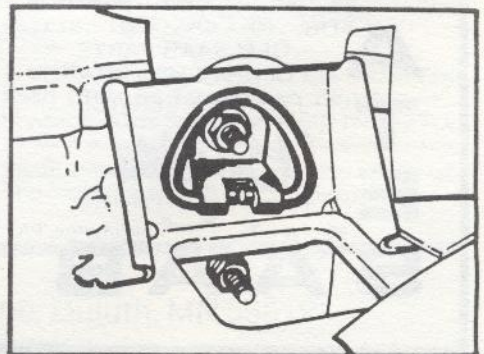
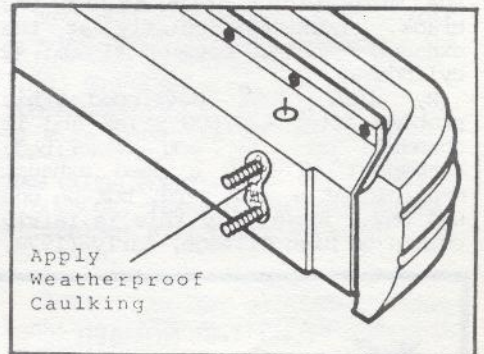
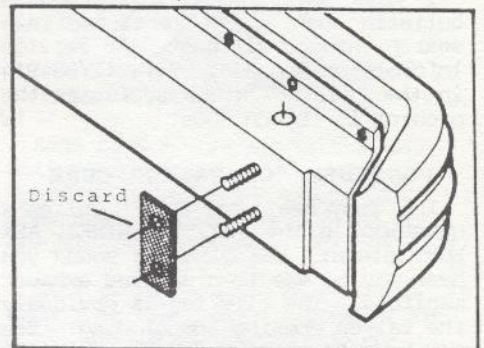
The installation procedure for the Saab Trailer Hitch (P/N 02-72-054) should be modified somewhat to ensure that consistent torque is being applied to the bumper bolts. This advice may be used when installing new kits or if the present hitch is removed for any reason.

Installation Advice:

1. The bumper is removed in order to install the hitch. Before re-fitting the bumper, remove the rectangular rubber spacers (shown in the drawing) and discard.
2. Apply weatherproof caulking in place of the rubber spacers. This prevents water and dirt from entering the car body and allows the bumper bolts to be tightened more securely.
3. Bolt up the bumper. Don't forget to re-install the luggage tie-down rings on the upper bolts.

Tightening Torque:

1986 Models w/8mm bolt - 18 ft. lb.
 1987 Models w/10mm bolt - 36 ft. lb.



SERVICE SUBJECTS continued

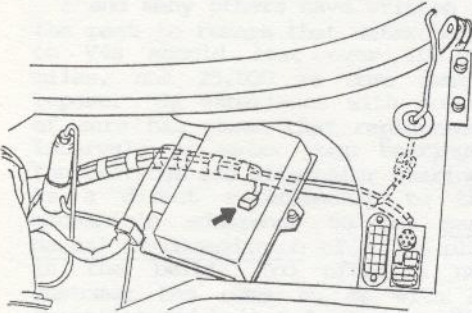
PROPER ROUTING OF WIRING HARNESS

Application: 1987 9000 models
S.I. 01/87-922, B-3/p.4

When working on or around the wire harness located beneath the left side firewall cover, be sure that all wire cables are properly re-fastened if you have disturbed them.

This includes an unused wire harness and socket that is now routed beneath the control unit for the fuel system. If the control unit is removed for any reason, this unused harness (12v with key on) should be checked that it is cable tied to the harness running the TSI socket.

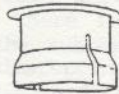
Wires should not be allowed to run unsecured within the firewall cover.



REPLACEMENT BEZEL FOR L.E.D.

Application: Saab-Guard Alarms equipped with LED
S.I. 01/87-923, A-9/p.66 (900's)
S.I. 01/87-924, B-9/p.6 (9000's)

The bezel (black plastic collar or bushing) which holds the LED in the left speaker grille has been made available as a spare part.



LED Bezel

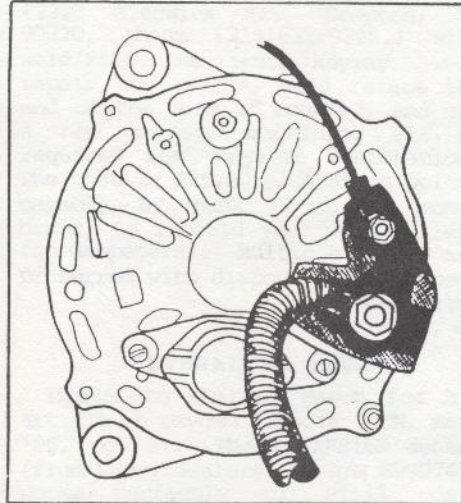
P/N 02-74-183

This part has been added to the spare parts system to facilitate repairs to the alarm system and correct any shortages that may occur with the alarm kits.

GUARDING AGAINST UNINTENTIONAL GROUNDING OF ALTERNATOR TERMINALS

Application: 1981-87 900 models
S.I. 01/87-925, A-3/p.101

As from the 1981 models, the alternator was moved downward toward the left rear engine mount. The positive connections are made at two terminal posts which protrude through an insulating block with cable guide recesses. Various configurations have been used but they have one thing in common: The terminal posts extend beyond the insulating block. To guard against unintentional grounding, bear in mind the following sensible precautions:



1. When changing the oil filter or performing repair work in that area, keep tools clear of the alternator.
2. When changing the oil filter, make a habit of noting that the automatic transmission kick-down cable and radio suppression wire (found on 1986-87 models, running from the throttle cable bracket to the left inner fender) are routed away from any possible contact with the alternator. Tie wrap them to the expansion tank coolant hose if necessary.
3. When performing repairs requiring removal of the powertrain or disconnection of coolant hoses, ensure that the automatic transmission kick-down cable and all electrical cables are properly routed and secured upon reinstallation so there is no risk of them chafing against the alternator terminals.

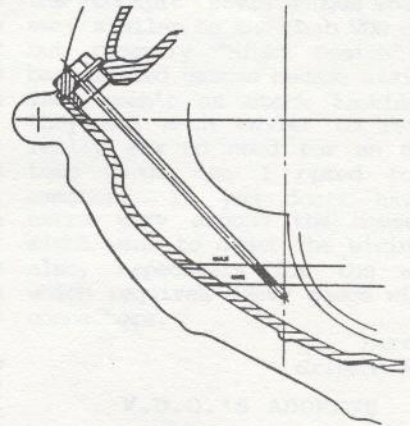
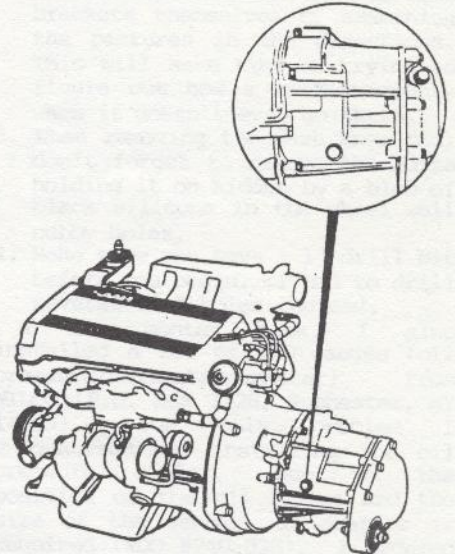
CHECKING GEARBOX OIL LEVEL

Application: 1987-1/2 and later
9000 models w/Manual Transmission
S.I. 01/87-926, B-4/p.4

A new access opening for the purpose of topping up or checking the transmission oil level has been introduced into production. The new opening is located in the main transmission casing (facing forward in the car) and is supplied with a plug with a built-in dipstick

With the introduction of the new transmission dipstick the engine oil dipstick has also been changed so that it is now like the one in cars with automatic transmissions (meaning without the dual markings for transmission and engine).

When checking the oil level be sure to screw the plug/dipstick all the way in otherwise you will get an inaccurate reading. Also due to the location of the plug/dipstick you may find it necessary to loosen an inlet pipe on Turbo models in order to gain access to the plug/dipstick.



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.

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(depends on type) and insert a probe carefully between the axle and boot. This will allow enough air to enter to refill the boot and restore it to proper shape. A collapsed boot, if run long enough, will fatigue (there's that nemesis again) at the abnormal fold.

Alex D. Fowler
Circle & Square Imported Car Service
Port Townsend, WA

DON'T OVERTIGHTEN FAN BELTS

As an experienced mechanic of V4 models, I found Peter McLaughlin's article on balance shaft bearing failure to be a good one. I agree that T.L.C. is why some b.s. gears and bearings last 150,000 miles, and Peter covered the bases well in the article except one point: Don't over tighten the fan belt!

I and many others have written in the past to remark that water pumps on V4s should last over 100,000 miles, not 25,000 as some owners report. My experience with dozens of cars has shown that replacement intervals on water pump bearings, fan bearings and alternator bearings is a direct relationship to the mechanic's adherence to the Saab Manual recommendation of a 7mm play in the belt! Too often a new customer has come to me with an overtightened belt and a noisy water pump. This general observance and theory can also be applied to the balance shaft bearing, although lubrication can allow the bearing to hold its own as long as clean and good oil flow exists. With nearly 200,000 miles on my original balance shaft bearings (new gear installed a few years ago) in my 1971 95 V4, I'll keep my belt where it is.

By the way, a tell-tale sign of a bad front b.s. bearing is an oily film all over the inside of the hood and fenders in the engine compartment. This is due to uneven travel of the shaft within the front cover (pulley) seal. Oil shoots/leaks out around the shaft pulley and the fan distributes it all over the engine compartment and front cover.

As Peter mentions, don't neglect the oil pump when the pan is off. Even if the oil pump is good, never remove the pan without checking and changing the six sided "oil control rod" which drives the oil pump off the distributor. This \$7 part is well worth changing. Check the receptacles for the rod in the oil pump as well as the distributor for excessive "rounding of corners". This wear is consistent for every Saab V4 with over 100,000 miles I've dismantled, and if not corrected, oil starvation will result at some point.

While I'm discussing parts for under \$10 that can prevent major bills, I hope anyone that has a deceleration (FOMOCO) valve still in the V4 carburation system has replaced the diaphragm or checked underneath the base of the housing

for an air leak while the car is running. If there is suction from underneath, the rubber diaphragm has an air leak disrupting the fuel-air mixture, causing a #1 or #4 cylinder exhaust valve to burn. And a good valve job (with unleaded gas type valve seats) is no longer cheap on the V4.

Roger Harris
Springfield, MA

CORRECTION TO BALANCE SHAFT BEARING ARTICLE

Your humble editor, in an effort to clarify a sentence in Peter McLaughlin's article on balance shaft bearings, added a couple of words, set off by [] (Jan 87 NINES, p. 11). The sentence actually refers to scraping the bottom of the engine oil pan (sump) with a long skinny probe inserted through the drain plug hole. Since the material used in shell bearings is non-ferrous, a magnetic probe would not pick it up.

TW

2-STROKE PULLEYS REPAIRED

I have found a source for the reconditioning of worn SAAB 3-cyl. crank pulleys. Mercury Precision (2228 Gladwick St., Compton, CA 90220, phone (213)632-9225.) will weld/fill the worn keyway, weld repair any cracks, weld reface the end of the bore if rounded, and cut a new keyway, machining all as required for complete restoration. The cost is \$25.00 plus \$5 shipping, payable by bank check or money order, to rebuild your worn pulleys (no dampeners). Multiple orders are preferred with discounts considered.

Dan Salvo
Torrance, CA

SEVERAL 99 TIPS

Thanks to Charles Mason for his article on oxygen sensors (SCN, Mar. '85, pg. 3). The AC AFS16P sensor (from Chevy dealers; GM P/N 8990741) works perfectly and still costs about \$30. It may last even longer because it has a larger ceramic tip than its Bosch counterpart (costs about \$75).

Fram's G3713 fuel injection filter is actually a camouflaged Bosch filter. No need to question quality. Costs about \$10 at auto parts stores.

Has anyone had an BAD experiences with synthetic motor oils? Seems like the pluses outweigh the negatives.

Those of us with '78 99 Turbos (and probably other non-APC engines) who think about increasing boost pressure but worry about engine life should remember that the European version's standard boost is about 10psi, but using 97 octane. U.S. versions are limited to 7psi because premium fuel was not available at the time. So if you don't mind buying premium (octanes around 90), you should be able to increase boost to around 8-8.5psi without knocking

or damage worry. The over pressure ignition cut-off switch cuts in at 10psi so it shouldn't be a problem. Also, installing a dual action distributor vacuum module (P/N 93-09-931) from a '79 Turbo reduces knock by retarding ignition about 5° at maximum boost. I'm thinking about a pressure bleed system that allows you to adjust boost dynamically (MPC; Manual Performance Control). I'll let you know how I get on.

John Blas
N. Riverside, IL

900 CRUISE CONTROL & GAUGES

I just finished installing the Saab speed control in my '80 900T. The directions were easy to read, and the installation required eight hours for me ("0" experience) to accomplish myself. I can recommend a few helpful tips for other owners thinking of installing their own:

1. Read the entire procedure prior to beginning installation.
2. Number all the mounting brackets in the directions and on the brackets themselves by examining the pictures in the directions. This will save time on trying to figure out how a bracket mounts when it doesn't even go there.
3. When removing the dash knee pad, don't forget to remove the bolts holding it on hidden by a blob of black silicone in the wheel well cubby holes.
4. Make sure you have a 1" drill bit before you begin. I had to drill several 1/4" holes instead.

A few months back, I also installed a set of VDO gauges (oil pressure/voltmeter/ammeter) from WILCO (P.O. Box 1128, Rochester, NY 14603). The only problem I encountered was installing the oil pressure sender. Due to the position of the oil filter and the size of the sender, an adaptor is required (VDO #240-828). I ordered the "Cockpit" style gauges which are very similar to the Saab VDO gauges, but recently "Night Design" style backlighted gauges became available. They aren't as stock looking, but they are much easier to read. I really saw no need for an outside temp gauge, so I opted for the ammeter. If you don't have any extra wire around the house, you might want to order the wiring kits also, especially for the ammeter which requires heavy gauge wire and connectors.

Larry Hunt
Grissom AFB, IN

V.D.O.'S ADDRESS

Re: the letter from J. Betsill in the Jan. '87 NINES. The address of VDO is:

VDO Instruments, Inc.
980 Brooke Rd.
Winchester, VA 22601
Phone 703-665-0100
TWX 710-833-0735

Richard Woolf
Hartsdale, NY



The SAAB Owners Club
of Great Britain Limited

Departure dates and air fares for the Saab Club's trip to Sweden for Saab's 50th Anniversary celebration have been finalized. The special charter flight is being organized by Paul Florance with some help from Seal Beach Travel.

The flight on SAS Airlines will leave from JFK in New York on Friday, August 28th, bound for Gothenburg. Two weeks later, on September 12th, we will return from Stockholm. Round trip air fare is \$708 per person. The fare includes U.S. taxes and in flight meals.

The later date allows us to take advantage of the "shoulder season"; i.e. cheaper tickets. The price is a bit higher than listed in last month's NINES for a couple of reasons. It was deemed wiser and safer to book with a known carrier such as SAS than an unknown, and uncertain, airline that could possibly leave us standing at the gate at JFK. Also when figuring in the cost (and inconvenience) of transportation from Copenhagen, the price came out almost the same. SAS is also providing a meeting lounge at JFK.

The only planned event of the journey is the August 30th "International Saab Clubs" event in Trollhattan. The rest of the time is available for sightseeing. Seal Beach Travel can also arrange additional hotel reservations or travel within Europe. A 15-day First Class Eurail pass is available for \$280 per person (Eurail passes are available for purchase only in the U.S.). Paul is also working on a car-pool for interested parties.

For those planning to purchase a new Saab through the IDS (International Diplomatic Sales) program, please contact your local dealer as soon as possible. If you do not, Saab will most likely be sold out of '87s, and tooling up for 1988. Please inform your salesperson that you will be picking up your new toy in Gothenburg on August 29th so that Saab can arrange for IDS to be open that Saturday.

To confirm reservations, a check or money order for \$100 (per person) must be sent to Joyce at Seal Beach Travel by March 17th. The balance of the fare is due by July 20th, and may be paid by major credit card.

For early arrivals in New York, rooms have been reserved at the Milford Plaza Hotel for August 27th, at the double rate of \$75.00. The Milford is in the heart of the Big Apple, close to the shows and "lovely" Times Square. Connections to the airport are available from the hotel.

If there is enough interest, Paul will try to arrange a farewell dinner and hotel reservations for the last night in Stockholm before the return flight.

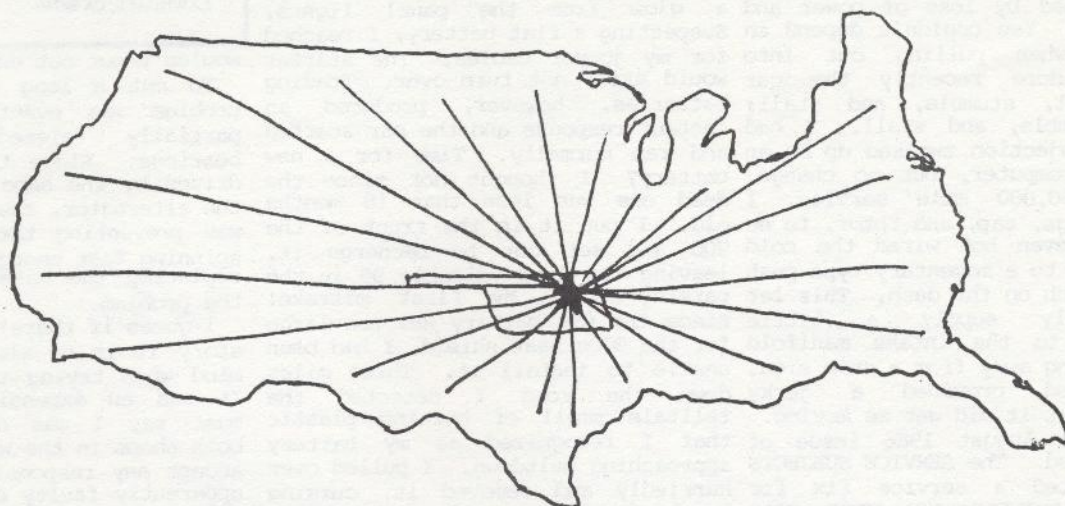
For further details on the 50th ANNIVERSARY TRIP TO SWEDEN, contact:

Seal Beach Travel
226 Main St.
Seal Beach, CA 90740
ATTN: Joyce
Phone: (213) 598-9586

or

Paul Florance
126-1/2 Main St.
Seal Beach, CA 90740
Phone: (213) 493-6707

NATIONAL SAAB OWNERS CONVENTION '87



JULY.. 24TH , 25TH & 26TH... 1987 TULSA, OKLAHOMA
 CONVENTION FEES: \$50.00 PER PERSON - AFTER JUNE 1ST 1987 (SEE SPECIAL BELOW)

FEE INCLUDES: FRIDAY EVENING GET AQUAINTED PARTY w/ FREE BABY-SITTERS
 SATURDAY CONTINENTAL BREAKFAST, SWAP MEET, TECH SESSIONS, CONCOURS
 BOX LUNCH, ROAD RALLY, FREE TIME, SIGHTSEEING, SPECIAL EVENTS,
 AWARDS & BANQUET w/ FREE BABY-SITTERS.

SUNDAY CONTINENTAL BREAKFAST w/ TECH SESSION INSTRUCTORS & EDITOR TIM WINKER
 SPECIAL EVENT: GUMBALL RALLY FOR SERIOUS RALLIERS, ONLY 30 CARS TO ENTER
 REGISTRATION FEE: \$10.00 (1ST 30 TO REGISTER) TROPHIES & CASH AWARDS

ALL ROADS LEAD TO TULSA, OK. IN JULY '87

LIST SEPARATELY

REGISTRATION FORM

NIGHT PHONE A/C.

NAME

ADDRESS

CITY

STATE

ZIP

SPECIAL RATE:

\$ 45.00 PER PERSON ... BEFORE JUNE 1ST 1987
 \$ 50.00 PER. PERSON AFTER JUNE 1ST 1987

ENCLOSED \$ ____ .00

SPECIAL EVENT: GUMBALL RALLY \$10.00 PER CAR YES/NO

MAKE CHECKS PAYABLE TO "TULSA SAAB CLUB"

SEND TO: JIM GLAVAS

2705 50. 74TH E. AVE. TULSA, OK. 74129

900 COLD START SERVICE KIT

I bought my normally aspirated '83 900 new. My only real complaint with this car in 62,000 miles has been poor running during the warm-up period.

When new, the car would start easily and idle smoothly. Driving during the first minute or two was characterized by loss of power and backfiring. You couldn't depend on the car when pulling out into traffic. More recently the car would start, stumble, and stall; start, stumble, and stall. I had the fuel injection tweaked up on an emissions computer, but no change. For the 60,000 mile service, I changed plugs, cap, and rotor, to no avail. I even hot wired the cold start valve to a momentary type push button switch on the dash. This let me manually supply a little "spritzer" to the intake manifold while pulling away from a stop sign. This method provided a jerky response, but it did get me moving.

Then, the August 1986 issue of NINES arrived. The SERVICE SUBJECTS column listed a service fix for "IMPROVING DRIVEABILITY AFTER COLD START, SOME '82 AND ALL '83 MODELS". I picked one service kit (P/N 85-46-921) up at a local dealer.

The kit consists of a thermostatic switch which screws into the thermostat housing, and a wiring harness which is routed to the relay box on the driver side fender. This kit disconnects the LAMBDA emission control during warm-up.

Early morning start-up is now exemplary. Starts easily, idles smoothly, full power is available at once. Unfortunately this fix only seems to work on the first start of the day. After sitting for several hours, the car is once again cold enough to require warm-up, but not cold enough to activate the thermostatic switch (except on very cold days).

The kit comes with complete installation instructions including illustrations. For the improved cold start, it was well worth the \$42.00 price. I installed it in about 90 minutes.

Thor Carlson
Newton, NJ

HIGH MILEAGE TRANSMISSIONS

In the January issue, Jim Eastman stated he has yet to see a high mileage Saab with the original transmission. In our family we have several 99s with high mileage and the original transmissions. We have: A '72 with 105,000 miles, a '73 with 122k, a '74 with 110k, a '75 with 140k, and a '77 with 135k miles. These are all manual transmissions. They have all used 70 weight transmission oil.

Mobil 1 makes a 75w90 synthetic gear lube which I am using in my '86 900S. It really helps on those cold Michigan winter mornings.

Eric Hansen
Stanton, MI

WATER PUMP FAILURE SHOWS UP AS ALTERNATOR TROUBLE

It all began with a telephone call from my wife, stranded with our '81 900 Turbo: "It won't start, seems dead". I set off immediately in our 99, with jumper cables and tool box at the ready. Indeed she was right; turning the ignition produced neither a glow from the panel lights. Suspecting a flat battery, I reached for my jumper cables. The starter would still not turn over. Trading batteries, however, produced an instant response and the car started and ran normally. Time for a new battery? I thought not since the dead one was less than 18 months old. I put it in the trunk of the 900 and set out to recharge it, leaving the less valuable 99 in the parking lot. My first mistake! Since the 99's battery was too large for the 900's heat shield, I had been unable to install it. Three miles down the road I detected the telltale smell of burning plastic that I recognized as my battery approaching meltdown. I pulled over hurriedly and removed it, cursing myself for this stupid error.

What to do? I now had two stranded cars in different parts of town. Swallowing my pride, I purchased a 900-sized battery from a car parts store conveniently nearby. With this installed, my wife and I retrieved the 99 and headed home.

The original battery worked fine after a few hours on the charger, so I imagined that something was amiss in the 900's electrical system. Three days later it acted up again, this time while running (the lights dimmed and the engine started to misfire). I decided to have someone take a look at it and dropped it off at ASR in Decatur, GA. To my surprise they told me the starter motor needed replacing, but they couldn't find anything else wrong. I was highly skeptical, but recharged the battery and waited to see if it would happen again.

Of course it did, this time as my wife was making her way home from work late one night. To cap it off, as she limped into a gas station with neither horn nor lights, a guy in a Winnebago (of all things) backed into her, inflicting minor body damage.

Things seemed to be getting out of hand so I took it back to ASR. This time they seemed to have a more logical diagnosis; a bad alternator. Not liking their estimate for replacing it, I turned to S&J in Atlanta, GA. They concurred with the diagnosis and installed a rebuilt unit. Three days later the car died again, with all the symptoms of a flat battery.

Now I'm a patient man, but this was getting mighty frustrating. Back to S&J I went, suspecting a bad replacement alternator. They installed a second one, but when they tested it on the car, it

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wouldn't put out enough current.

To cut a long story short, the problem was eventually traced to partially seized water pump bearings. Since the water pump is driven by the same belt that drives the alternator, the drag on the belt was preventing the alternator from spinning fast enough. To my relief, replacing the water pump has cured the problem.

I guess if there's a moral to this story it is to always keep an open mind when trying to trace a fault. It was an expensive lesson and I must say I was disappointed with both shops in the way they failed to accept any responsibility for their apparently faulty diagnosis. So if your charging system seems to be faulty, make sure you or your mechanic check your water pump first, before you unnecessarily replace a perfectly good alternator!

Donald Wigston
Atlanta, GA

REAR AXLE ALIGNMENT

Last year I learned that you can't align the back end of a 900.

I had a rear tire that was wearing unevenly. I checked the shocks and balance; no problems. I then took the car to a tire shop that had a four wheel computerized alignment machine and a very competent operator. They also had a salesman who assured me that he knew what was wrong and that they would have no trouble fixing the car. Four new tires and \$620 later, I was told they could not align the car as there are no provisions for adjustment of the rear axle. They gave me a computer printout showing how much the car was out of alignment and instructions to go to a "frame shop".

When I showed the computerized printout to the frame shop owner, he showed annoyance and said that the alignment shops charged more to tell customers that their car was out of alignment than he charged to fix the car. He charged \$60 and noted that the axle was easy to bend.

When the rear wheels are out of tow (not parallel), the tread is dragged sideways out from under the wheel. The stress builds up and the tread snaps back into place. You can feel the snapping on a good road. The wear is long waves at random over the full width of the tread, with the low areas about 4" apart. I believe they call this tire wear "cupping".

Charles Sayle
San Mateo, CA

SAABS STILL POPULAR ON ICE

Saab continues to be the dominant marque in Modified races sanctioned by the International Ice Racing Association. Several of the fastest cars are based on Sonett chassis with a more powerful engine. The combination of front-wheel drive in a lightweight body has made the Sonett a popular choice among ice racers.

Ken Cich of Duluth, MN, has won races in LaCrosse, WI, and in Mankato, MN, in a Volvo V-6 powered Sonett. Leighton Reese of Minneapolis has qualified fastest several times and led every race in his tube-frame Sonett III with a Mazda Rotary powerplant, but has not won this year. G. Cameron "Scotty" Bell was the pole-sitter at Mankato in his Sonett, which features a 2600cc Capri V-6, but also has failed to score a win in '87.

Another two-time winner is Joe Hauser of Minneapolis, who drives a Saab 9900; a 99 with a 900 Turbo drive train. Like most turbocharged race cars, Hauser's 9900 belches flame from the exhaust pipe when backing off for a corner. The exhaust exits out the right front fender, near the turbo. Hauser's wins came at Detroit Lakes and St. Paul, MN. (We hope to get a story on this conversion for a future issue of NINES. TW)



Saabs lead the way past the Duluth skyline on the Pace Lap at the 24th Annual Minnesota Cup Ice Race. From left to right: Leighton Reese (#3), Joe Hauser (#20), "Crash" Collins (#14), Terry Orr (hidden), Ken Cich, (#57), and Dan Page (#77). (Dennis Popp photo)

Dan Page of Duluth drove his Sonett V4 in four races, and finished third overall, 2nd in Class-A three times, and once 3rd in class. Page's car has few modifications: a hotter cam, Weber 2-barrel carb, valve work including intake and exhaust valves from a Ford 300cid 6-cylinder truck engine, and MSS exhaust. The suspension is stock, though the front shocks have been replaced with KYB's. Page says the Sonett has been extremely reliable, and competitive considering

the few modifications he has made.

A Class-A Honda CVOC driven by Bill "Crash" Collins also has two overall wins in the IIRA series. Collins runs the Downtown Driving School in St. Paul, and uses an '84 Saab 900S as a "driver training" vehicle.

87 BARBER SAAB SCHEDULE SET

The Barber Saab Pro Series has announced its tentative 1987 race schedule. The popular IMSA sanctioned "spec-car" races are set to begin on March 1st in Miami, Florida. The 12-race series will now include races in Texas and on the West Coast.

The inaugural season for the series, which features identically prepared formula cars powered by Saab 16 valve turbocharged engines, was 1986. "I think that the series could definitely be considered a rousing success in our first year," said series founder Skip Barber. "We had eight different winners in 12 events, and the season average margin of victory was 1.57 seconds. To me that constitutes good, solid racing."

The open-wheel race cars are built and maintained by the Skip Barber organization. The engines generate more than 200 horsepower in racing trim, and the cars are shod with BFGoodrich Comp T/A R tires. The driver can set up the chassis to his liking, but he is not allowed to make any engine adjustments.

This is the tentative 1987 Barber Saab Pro Series schedule:

March 1	Miami, FL
April 12	Road Atlanta, GA
May 25	Lime Rock, CT
June 7	Mid-Ohio, OH
June 28	Meadowlands, NJ
July 26	Portland, OR
August 2	Sears Point, CA
August 9	Watkins Glen, NY
August 30	Elkhart Lake, WI
September 6	San Antonio, TX
September 27	Watkins Glen, NY
November 1	Tamiami, FL

SAAB PARTS



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WA STATE PARTS ORDER LINE

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INFORMATION, SEATTLE LINE

(206) 328-2303

NINES TRANSMISSION SURVEY

Nearly 150 owners of Saab 99s and 900s responded to our call for information about the transmissions in their cars. The purpose of the survey was to determine whether there might be any particular trouble areas. There have been some questions about Saab's recommendation of using motor oil in transmissions, so we also wanted to find out if Saab owners are sticking with the Factory specs, or instead using a lightweight gear oil, as had earlier been specified for the cars. We also wanted to see whether motor oil or gear oil might make a difference in tranny life. With such a small sample, probably weighted toward those who actually did have transmission trouble, it is difficult to draw any definite conclusions from the data. What it does provide are some general thoughts on the care of Saab transmissions, and possible fragile areas.

The results were compiled by Thor Carlson, and a complete breakdown of the data is available by sending \$2.00 to him at the address below.

Tim Winker

5-speeds,	63	15	24%
Using gear oil	17	3	18%
Using motor oil	46	12	26%
4-speeds, '75-up	63	23	36%
Using gear oil	31	9	29%
Using motor oil	32	14	44%

=====
Average miles at failure (all years)

4 speeds - 85,000

5 speeds - 52,000

Most common cause of failure (all years)

4 speeds - all different

5 speeds - ring & pinion failure
=====

Gear oil viscosity is measured differently from motor oil. EP75 gear oil has a viscosity comparable to 10w or 20w motor oil (depending who you talk to). Gear oil contains special "extreme pressure" (EP) additives. Generally, motor oil has a lower "pour point" than gear oil, which becomes stiff at lower temperatures. Stiff gear oil makes for stiff shifting. Some respondents favor synthetic gear oil, which has a lower "pour point" than non-synthetic.

Note: Where respondents stated their cars were dealer maintained, I assumed the dealer used oil as per Saab's specification, though I know of at least one dealer using EP75 exclusively.

FACTS AND FIGURES

	Responses	Failures	Percent
Overall total	148	46	31%
4 speed total	85	31	36%
4-spd Turbo	11	2	18%
4-spd non-turbo	74	29	39%
5-speed total	63	15	24%
5-spd Turbo	36	12	33%
5-spd non-turbo	27	3	11%
Turbos (4 & 5-spd)	47	14	30%
Non-turbos			
(4 & 5-spd)	101	32	32%

=====
Through the 1974 model year, Saab specified the use of 75w gear oil in their manual transmissions.

All '71-'74 99s	22	8	36%
Using 75w	17	6	35%
Using 80w-90	5	2	40%
Using additives	2	0	0%

=====
From the 1975 model year, Saab specifies 10w-30 or 10w-40 engine oil.

All '75 and up	126	38	30%
Using gear oil	47	11	23%
Using motor oil	79	27	34%
Using additives	20	2	10%

READER RECOMMENDATIONS

These recommendations are based on those few points which were reiterated many times in reader responses.

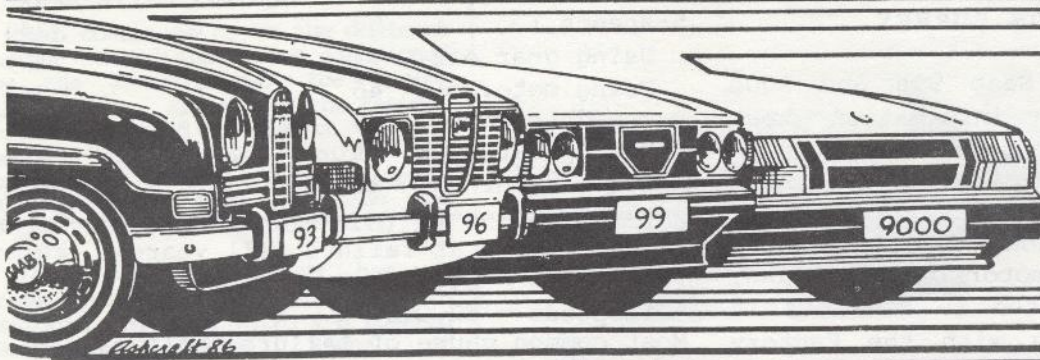
1. Change your transmission oil at 15,000 mile intervals.
2. Don't downshift to brake the car. Use the brakes, they are cheaper to replace than gearboxes.
3. If your gearbox grinds going into reverse, touch a forward gear before shifting into reverse.

THOR'S OPINIONS

- If you own a Turbo 5-speed, use a light foot, in addition to the above.
- Molykote M (additive) will find its way into my cars very quickly.
- I will continue using EP75 gear oil in my 99 and 900.
- I'm going to observe a 15k mile change interval, something I've been quite lax with.

Thor Carlson

26 Wilson Place
Newton, NJ 07860



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

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

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

Sonett's For Sale

74 Sonett, Blue, new clutch & brakes, mechanically great, could use some paint touch-up. \$3500. David Sarno, Glenwood Springs, CO. (303) 945-9877.

74 Sonett, 60,000 original miles, VG exterior, exc interior. Brakes & clutch new. \$2900 obo. Dennis Sweeney, 207 E. Church St, Ligonier, PA 15658. (412) 238-4556.

73 Sonett, 200 miles on full race engine, King-kong trans, AC, custom paint. New interior, brakes, konis, MSS exh, alarm, much more. \$4900. Ed Steele, 429 E. Bellevue Ave., San Mateo, CA 94401. (415) 340-9484.

72 Sonett, MSS, mags, locked free-wheel, 97k mi, nice interior, gd body, minor rust. 2bbl avail. \$1800. Kurt Beaumont, 155 Mountain St., Sharon, MA 02067. (617) 784-8113, 6pm - 8pm EST.

71 Sonett, 48k mi, VG cond, Konis, Marchals, MSS, Fact. mags & leather seats, hundreds of valuable spares. Stored 5yrs in NY, owner in Europe. Bob Schaefer, via Monte Rosa 74, Milano, Italy. (914) 693-4751 (NY).

71 Sonett for parts or restore. OK body, poor interior, eng & trans nd rbltd, many parts missing. \$350. Kurt Beaumont, 155 Mountain St, Sharon, MA 02067. (617) 784-8113, 6-8pm EST.

69 Sonett V4, 55k mi, body mint, new rear brakes, MSS, Gd freewheel. Needs minor elect & rust work. \$2000. K. Beaumont, 155 Mountain St, Sharon, MA 02067. (617) 784-8113, 6pm to 8pm EST.

68 Sonett V4, 65k mi, for parts or restore. Gd rad, nose & doors. Much rust, cracked rear glass. Eng turns. \$900. K. Beaumont, 155 Mountain St, Sharon, MA 02067. (617) 784-8113, 6pm to 8pm EST.

93s, 95s, & 96s For Sale

72 96, well maintained, exc cond, dependable, runs better than new. MSS exh, Weber carb, electronic ign, Sonett trans, trip odo, gauges, stereo & CB. Many extras. \$1950. Jim Walsh, Wall, NJ (201) 528-7136.

69 96 Deluxe, V4, 47k actual miles, 1 owner, great cond. Must see to appreciate. \$1950. Bob Farrell, 1180 Duluth, St. Paul, MN 55106. (612) 771-4241.

69 95, red w/gold stripe, 160k mi, Rblt eng/trans 10k ago. 1500cc, 901CH Weber, Sunroof, tinted rear & side glass, AM/FM cass, radials, fog lights. Mom's old car. \$2500. Paul Florance, Seal Beach, CA. (213) 493-6707.

69 96, 30k on rblt V4, VG body, nds some work. Must sell! \$200 obo. Also 4 Semperit 165sr15 snows, used 1 season, \$100. Car + tires, \$250. Chris Connelly, 193 Oak St, Medford, L.I., NY 11763. (516) 654-5430.

63 95, gd eng & 4spd, body OK, disc brakes. Drive anywhere. \$500. John Hauenstein, Tell City, IN. (812) 547-4437 days, 547-3763 eve.

2-Stroke & V4 Parts For Sale

92 Service Manual & Parts Book, exc. copy, Swedish, \$50 ea. SAAB literature incl. 1980 Jubilee 96 poster, \$25. From Green to Blue (92-96/7, '50-'80) poster, \$20. Rob Allen, Hamden, CT. (203) 248-8798.

V4 Heads, 40mm intake, hardened exhaust valves, guides, HD springs, ported, chambers opened, cc'ed, \$275. MSS 43mm intake manifold, brake fitting, ported, \$60. New 2-S distributor, #0 231 144 002, \$45. Ron Wilcox, 156 Orchard Hill Rd, Harwinton, CT 06791. (203) 485-1196.

3spd trans for early 96 or 93. Less than 5000 mi since new. \$200. Al Hauenstein, Tell City, IN. (812) 547-4437 days, 547-3763 eve.

95, 96, 97 cars & parts for sale/trade/buy. Mark Chase, 1730 Auburn Blvd, Sacramento, CA 95815. (916) 925-9224.

95 LR fender, red, VG, \$100. LR outer part w/mouldings, new, \$75. Rr bmr ctr plate & 2 brackets, new \$75. New hood latch, \$10. Grill hook, \$3. +Shipping. W.F. Seely, 3874 Union St, N. Chili, NY 14514. (716) 889-9731.

67-72 Sonett Parts. Rear clips, \$150. Doors, \$50. Windshield, \$150. 96 trannys, locked or not, \$150. Many other parts. Kurt Beaumont, 155 Mountain St, Sharon, MA 02067. (617) 784-8113, 6-8pm EST.

96 & 97 Parts. 96 bumpers, doors, rear glass, int. parts, head light brackets, trans parts... 97 front glass, doors, side windows, rear clip... Much much more. SASE for details on items wanted. Saab Club of So. Cal., 126-1/2 Main St, Seal Beach, CA 90740.

99s & 900s For Sale

77 99 Turbo, 2dr, one of the few "test" models. Low miles, runs like new, needs headliner. \$2500 obo. Jim Walsh, Wall NJ (201) 528-7136.

78 99T, 120k mi, megabuck rebuild at 110k, new anthr gray paint, rblt trans, new head & eng seals, water pump, brakes, ball jnts. \$3900 obo. Dennis Sweeney, 207 E Church St, Ligonier, PA 15658. (412) 238-4556.

70 99E, new clutch & susp, trans good, eng sound, no rust, interior reupholstered. Needs computer. Fix or parts, \$250. Elizabeth Bryant, Los Angeles, CA. (213) 262-5603.

80 900T 3-dr, aqua blue metallic, Sspd, Blaupunkt, low mileage, orig owner, full maint. records, VG cond, snows on steel wheels. \$5500. Paul Rossi, 869 Oaks Dr, Franklin Sqr, NY 11010. (516) 437-2625.

79 900T 3dr, black, new turbo & vlv job, rblt starter, water pump, within last 9000 mi. 205 P6s, Int. exc. \$3150 obo. Ken Hoover, 61 Maple, Crystal Lake, IL 60014. (815) 459-8636 home, (312) 381-6850 office.

99, 900 & 9000 Parts For Sale
900 & 99 Parts. Trying to make a hobby into a business. Bidding on late model cars every month. Repair parts, or complete power trains & interiors to retrofit old faithful. Call or write your needs or wish list. Dennis Sweeney, 207 E Church St, Ligonier, PA. (412) 238-4556.

D.I.Y. Alarm Inst. Info for 86-87 900s. Save \$300+ over dealer price. Packet includes ordering info, wiring diagrams, installation instructions. Send \$5.00 & SASE to: Alarm System, 2638 Milford Dr, Pittsburgh, PA 15102.

4 '79 style steel wheels, \$90.
4 wheel rings, \$60. Trlr hitch, \$90.
'79 Shop Manuals, \$30. Mud flaps, \$15. Fiamm horns, \$15. 900 halogen H/L, \$15. George Williams, 272 Highland St, Portsmouth, NH 03801. (603) 436-4636.

Cassette tape holder w/enclosure for center console. (See '86 Acc. Cat.) Pd \$34.80, sell for \$20 +\$3 shpg. David Bremer, 2020 Grove Av, Richmond, VA 23220. (804) 355-2200.

150 Saab issued Posters & banners ('65-'82), mostly 99/900, no Sonett. \$5 & up. Send long SASE for updated list. Steve Vories, 310 S.E. 6th, College Pl, WA 99324. (509) 529-5334.

Factory Clarion AM/FM cass from 87, 18 presets, security code, 80w amp, equalizer/spectrum analyzer with presets, mint. New, \$1200, sell for \$995. Mark. (717) 432-9433.

240 kph speedo for 9000, new, \$125. Shelby or S wheels, \$90 ea. Hitch for 900HB, \$75. '83 900 hdlt, buckets, bezels & grille, \$200. hatch taillights, \$50. Rob Allen, Hamden, CT. (203) 248-8798.

4 EMS Alloy wheels, \$75 +shpg. Tony Caciolo, Box F-26, Lehigh Univ, Bethlehem, PA 18015. (215) 758-1689 or (215) 797-3511.

900 thru 16 valve dismantled cars. 16valve eng compl w/FI & turbo, wiring, intercooler, brain, etc. Drivetrains for 900 & Turbos, heads, interiors, manifolds, radiators, power steering, dash clusters, suspension, relays, wheels, more... Michael Caro, 278 Boston Post Rd, Orange, CT 06477. (203) 795-0776.

Quartz Halogen Headlights, 55/60w H-4 bulb. All new in boxes. 7" rnd, \$30/pr. 5.75" rnd, \$25/pr. 4"x6" rect, \$35/pr. Postpaid. Screw-in long reach compression tester, new, \$15 ppd. Brian McCall, 1771 Jody Dr, Marietta, GA 30066. (404) 926-9835.

Bilstein "factory" shocks from 78 99T, exc cond, \$90/set +shpg. Russ Nester, 2857 El Paso Ave, Simi Valley, CA 93063. (805) 526-6516

Clarion 80watt radio/amp from 87 900S, w/code, manual & removal tool, \$650. Henry Jorgensen, 9039 Sligo Cr #1103, Silver Spring, MD 20901.

99 Parts, 69-78. 1.7, 1.85, 2.0L engines, trans (man or auto), compl units or parts. Body metal, glass, doors, susp, drivers & axles, gas tanks, bmprs, hdlt & T/S assy, P/S, A/C sys, interior parts, headliner fabric, wiring harnesses, inj sys & parts, instrument panels, trailer hitches, calipers, steering cols & racks, alloy wheels, lots of misc 99 parts. Reasonably priced for quick sale. Neil Lindemann, PO Box 3153, Ann Arbor, MI 48104. (313) 994-5236.

72 engine & tranny, \$70 ea +shpg. Eric Way, 107 Catherine St. #7, Ithaca, NY 14850. (607) 277-3836.

75 99LE for parts. 4dr automatic, 80K mi, complete & running, no rust. Parts shipped next day. Gary Trnan, Fairfield, IA, (515) 472-4648.

Rear louver for 99/900 3dr. 3yrs old. \$90 obo. Chuck Gougler, 3718 Northview Dr, Stow, OH 44224. (216) 688-4684.

OE trailer hitch, fits '74-'76 99 models. \$60 +shpg. Barry Hawkins, 209 Fort St, Summerville, SC 29483. (803) 821-1948 or 745-8412.

Wanted, All Models
'76 to '78 99 4-dr hatchback in good running cond. Eric Way, 107 Catherine St. #7, Ithaca, NY 14850. (607) 277-3836 (late).

Hub, horn contact, trim bellows for recent 900 leather steering wheel. Used or new LF 900 Euro-hdlt. Hi-perf 900 front spkrs, Saab sales literature & promo items. Rob Allen, 114 Kimberly Rd, Hamden, CT 06518. (203) 248-8798.

Want Factory tools for 96 trans, & axle removal, float level adj tool for Solex carb, GT and Monte Carlo parts. Mark Chase, 1730 Auburn Blvd, Sacramento, CA 95815. (916) 925-9224.

Wanted for '68 96 Dlx, 2 long chrome strips for left door, trunk signal box, front floor mat, trunk mat. Bob Godown, 880 Lorraine Av, Pomona, CA 91767. (714) 629-0985.

Wanted for '77 99 4dr, sunroof, fiber headliner pad. Must be within 300 miles of Toronto. John Stavinga, RR #1, Barrie, Ont, L4M-4Y8 CANADA.

Wanted for '79 900T 3dr, RR side window, grille, RF T/S assy, Factory Repair Manuals, horn button, blue cloth seats & carpet. Must be perf! James Gadberry, 2103 Sardis Rd, Nancy, KY 42544. (606) 636-6275.

Sony XM-E7 Graphic Equalizer. Mike Rand, T22 E. 284, Willowick, OH 44094. (216) 585-1288.

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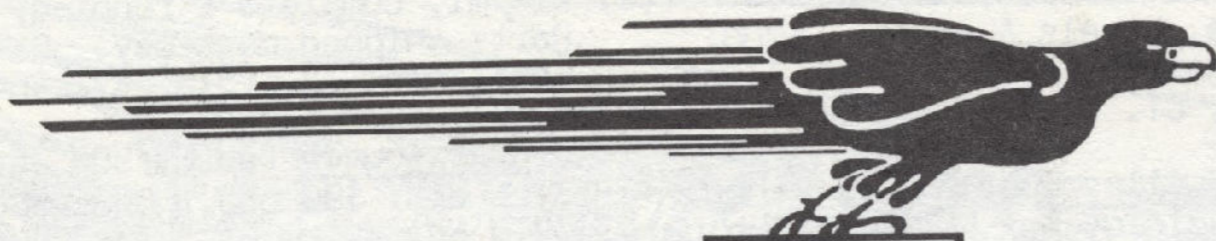
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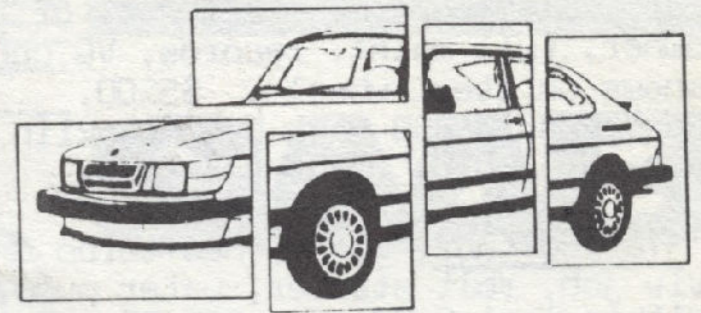
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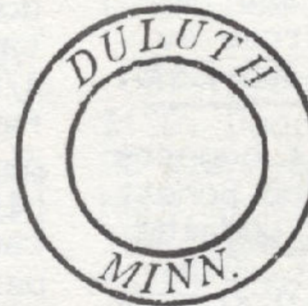
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