



NINES

THE SAAB CLUB NEWSLETTER

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no. 158



SAAB'S 9000: IT'S THE BEST OF CARS, IT'S THE WORST OF CARS

9000 GIVEN "WORST" RATINGS

Two recent publications have given the Saab 9000 very bad ratings, both based on the National Highway Traffic Safety Administration's crash-test data. The Car Book for 1987, and Consumer Reports April, 1987, edition rely heavily on the NHTSA "single crash" tests to reach their conclusions.

The Car Book, written by Jack Gillis, specifically mentions the NHTSA test as the reason for the "Worst" rating on the 9000 and ten other 1987 models. The Audi 5000S was rated in the same category for complaints of sudden acceleration, despite the fact that no problem has been found in the vehicle.

The Car Book was first published in 1981 by the NHTSA under Joan Claybrook, a Ralph Nader disciple. Gillis has been the author of all editions of The Car Book, which has been published by the not-for-profit Center for Auto Safety since 1982. The Reagan administration chose not to fund subsequent editions of the CB as a result of the controversy over the first one.

A review of the latest Car Book in the February 23rd AutoWeek, indicates there is some useful information to be found, if you know where to look. Overall, AW says it is very slanted and makes summary judgements based on minimal data.

Some data given in other parts of the book contradicts the "Good Choice" ratings. AW also points out that the Highway Loss Data Institute, which studies actual accidents to draw its conclusions, ranks one of the Good Choices "worse than average" and another "substantially worse than average" in severity of injuries experienced.

The annual Auto issue of CONSUMER REPORTS says, "The Swedish-built Saab 9000 comes from an automaker that has long promoted the safety of its products. Yet Government crash tests once again show that reality can differ dramatically from reputation..."

"Both occupants of the 1986 Saab 9000 four-door would almost certainly have suffered severe or fatal injury. The steering wheel and instrument panel moved back. The roof buckled. The floor crumpled. The driver's seat came off its inboard track. And both front seatbacks failed."

The Consumers Union magazine goes on to say that the tests cannot predict how you'd do in a actual collision. And despite the above comments, the "Structural Stability" of the 9000 was rated above average.

Joan Claybrook and NHTSA's Clarence Ditlow are both on CU's Board of Directors. It is doubtful that CU would refute conclusions drawn by its own Board.

9000 RATED #1

POPULAR MECHANICS, in a comparison test in the January, 1987, issue, rated the Saab 9000 Turbo as the best. The test pitted the 9000 against seven other "personal luxury" cars from around the world: Acura Legend, Alfa Romeo Milano Gold, Audi 4000CS Quattro, Mercury Sable, Pontiac Bonneville, Sterling 825S, and Toyota Cressida.

The 9000 placed first in EPA mileage (21mpg), Quarter-mile time (16.31 at 86.20mph), and Braking (0-60mph in 118ft). It also won in the Test Track and Road Test rankings, for the #1 overall rating. The Audi and Acura were rated 2nd and 3rd.

9000 MAKES "10 BEST" AGAIN

CAR & DRIVER magazine has included the Saab 9000 Turbo in its choice of "Ten Best Cars" for the second year. In the January, 1987, issue C&D cites the 9000's looks, speed potential, poise, and comfort as primary reasons for inclusion on the list. The other "Ten Best Cars" for 1987 are: Acura Integra, Audi 5000S/CS Turbo, Chevrolet Corvette, Ford Mustang GT, Ford Taurus, Honda Accord, Mazda RX-7 Turbo, Pontiac Bonneville SE, and Toyota MR2.

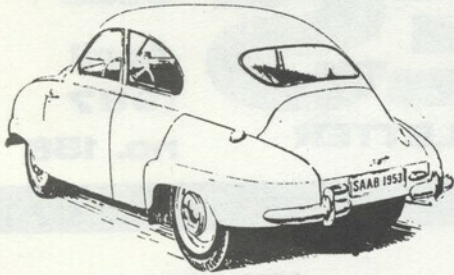
SAAB GETS ANTILOCK BRAKES

A new antilock brake system (ABS) is now available as an option on the top-of-the-line European 9000ES. The ABS+3 system is built by Alfred Teves GmbH (ATE) and is a full integral brake system, not an add-on. It utilizes three separate brake circuits, one for each front wheel and one for the rear pair, run by two computers which cross-check the system.

According to AutoWeek in its March 2nd edition, ABS+3 is a Saab exclusive for now, but it should appear on other makes within the year. AW estimates the system will be available on US 9000s beginning with the 1988 model year, and 900s a year or two later.

Since ABS+3 is an integral system, it reportedly weighs half that of other antilock braking systems, and the "pulsing" sensation in the brake pedal is minimal.

FROM THE BACKSIDE



The Saab Club Assistance Network makes its first appearance in this issue. Over 100 people and several repair shops are on the list to offer assistance in case of problems on the road. There are some blanks on the list as a few folks neglected to send in their phone numbers. Please check, notify me of any corrections or additions, and an update will be published in a few months. Thank you to those who joined S.C.A.N. If anyone is helped by this list, then it is worth it.

There are still some areas of the country that aren't covered: Kansas, Missouri, Nebraska, the Dakotas, Wyoming, Utah, ... Of course, there aren't many Saabs or Saab Club members in those areas either.

The S.C.A.N. is in the center section of the newsletter. It is designed to be pulled out and folded again vertically, so it will fit in the glove compartment or map pocket.

Next month will see the updated Mechanics List. The format will be similar to the S.C.A.N. so both can be easily stored for traveling. Send in the name of your favorite mechanic or repair shop, independent or dealer, so that they may be included on the list.

The new decals have been mailed. If you did not receive one and feel you should have, send me a SASE. I realize this is inconvenient, and will cost another 44 cents in postage, but there are some folks who should have received one with their new membership and didn't. My predecessor did not keep any records as to who were due decals (she just pocketed the money), and I didn't start differentiating new members until the middle of last year. The record keeping is much better now.

Speaking of the decals, I have gotten several calls regarding how to put them on. They are adhesive backed vinyl, but the protective paper on the back is not split like most decals of that sort. I chose

vinyl as it can go on the outside of windows, on the bumper, or on the body. Unlike paper decals, vinyl comes off easily and shouldn't leave any glue. Window decals are illegal in some states, so I wanted to give Saab Club members a chance to put their decals elsewhere. The decals can also be easily trimmed, though it would be preferable if you left the address attached so others can copy it down.

My once-upon-a-time Pro Rally co-driver, Brian Jacobson, has traded in his Audi 4000Q in favor of a new 9000T. Brian spends a lot of time on the road, so a comfortable car is a necessity; a fast car is just plain fun. The 9000 joins Linda's 900 4dr in their garage.

There is a new vehicle in our garage also, Nancy bought an '85 Toyota 4WD pickup. She wanted 4WD for traveling the old logging roads north of Duluth for blueberry picking, moose watching, etc. The pickup will allow for camping on those same roads.

As we go to the printer, the great Speed Limit debate has heated up again. As of today, both houses of Congress have raised the allowable limit to 65mph, and the measure awaits the Pres' signature. For the automotive enthusiast, this is the first step toward returning reasonable speeds to our Interstates. As one who has made extensive use of the freeways, I can attest to the boredom, and subsequent lack of attention, that can come from traveling on the wide, straight expanses with little or no other traffic. Speed does not cause accidents, particularly on highways designed for high speed travel. A momentary lapse in concentration is the underlying reason for most accidents.

Whenever government news reports credit the 55mph limit with saving lives, I always wonder whatever happened to all the "life-saving" devices that have been mandated since the early '70s (about the same time the 55mph limit became law); padded dashboards and door panels, collapsible steering columns, intrusion barriers in the doors, safety glass in the windshields, infant safety seats, third brake lights, ... How about better highways, and increased awareness and enforcement of drunk driving laws? Have none of these contributed to saving lives?

With all the protective devices in today's cars, the number of injuries and fatalities should be much lower. This indicates to me that 55mph is actually unsafe.

I'll get off the soapbox now. Until next month, drive safely.

Tim Winker

REGIONAL CLUB NEWS

APPALACHIAN SAAB CLUB will be meeting Saturday, April 25th, at the Chimney Rock Hill Climb in Chimney Rock, NC. For info: Wendell Francis, Rt. 5, Box 334, Dandridge, TN 37725. (615) 397-2172.

CENTRAL ILLIANA SAAB CLUB will hold a meeting at the Country Mansion in Dwight, IL, Saturday, May 23rd at 4:30pm. British Saab fanatics Tony and Meta Percy will be our guests. Notify Margrit Adler by May 10th if you will attend; 1507 W. University Ave, Champaign, IL 61821. (217) 356-9244. There will be no meetings in April or July.

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.

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

SAAB CLUB NATIONAL CAPITAL AREA -- Meets the second Thursday of the month at the Bethesda Regional Library, Bethesda, MD. Elections at the April 9th meeting. Toby Turpin (301) 384-6732.

SAAB CLUBS OF GEORGIA -- meets 1st Monday of the month at Steak & Ale, I-285 & Roswell Rd, Sandy Springs. Dinner from 7-8pm, meetings start at 8:00. There will be a speaker on lubricants at the April meeting.

WESTERN PENNSYLVANIA SAAB CLUB -- Spring Picnic will be Saturday, May 16th, at North Park. Prizes, Live Music, Food, Vintage Saab Show. Call Andy Bittenbinder, (412) 364-4780.

NEW CLUBS FORMING

EASTERN IOWA - Call Tom Gillespie, 358 - 30th St. Dr. SE, Cedar Rapids, IA 52403. Days (319) 366-8016, eves 362-0815.

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

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

NOTE TO CLUBS: Please put NINES on your newsletter mailing list so we may publish your upcoming events. There is only limited space each month, so those that send stuff are those that get published. Deadline for Club News is the 10th of the month preceding the cover date.

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

"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.

My '82 Turbo was recently shipped to Germany, where the oxygen sensor and cat converter were removed, and the boost decreased three turns. Now, even on unleaded, it runs poorly. I reinstalled the sensor and it runs better. What can I do to compensate for the removal of the sensor?

S.F.C., APO

The oxygen sensor (Lambda system) is probably making up for a basically lean mixture in the fuel distributor. Running leaded gas will soon contaminate the sensor, and render it useless. I'd suggest you get the basic mixture checked by a SAAB dealer, and at the same time ask him to set up the boost WITH A GAUGE.

My '69 V-4 with Ford carb idles to 2000rpm one time, and 1000 the next.

J.L., CA

I feel that either the throttle plate is not returning to the idle position all the time, or your deceleration valve is malfunctioning.

My 9000 grinds when I shift into reverse. Why?

H.M., Chicago

Early production 9000s did not have a reverse brake in the transmission. A slight pause before shifting, or stopping the transmission gears by shifting into a forward gear momentarily should eliminate the noise. SAAB sez this grinding is not harmful.

My 900 EMS has blown 5 (five) speedometers since new. I've also had 4 (four) new gas gauge sending units installed. Help.

L.S., Miami

I've found that the nylon end of the speedo cable just barely enters the speedo to turn it. Did the dealer install a new cable each time? Also, some trouble has been experienced from the cable that hooks the speedo to the mileage counter. If it were my car, I'd try disconnecting that cable. Remember, it is a violation of FEDERAL law to do so. There is a speedo rebuilder in New Jersey who has done several for me... always work fine.

There was a service bulletin out re. gas gauge senders. Check with your dealer

My '74 99 won't start after sitting overnight without a long

cranking session. After it once starts, it seems to run fine. I've installed a switch to make the pump run continuously, and this helps. Where can I buy a gauge to check it?

B.S., N. Chili, NY

Sounds to me as though your pump is worn out. It is VERY DANGEROUS to by pass the safety features in the pump circuit. Any gauge that will read 30 psi will work. Check your service manual for pressure, about 28. Does it build right up when you start cranking? If not, try another pump.

My 9000 brakes squeal. I've tried all the usual "cures", none help for very long. Also, the wheels get dirty from brake dust. What about the "kleen wheel" covers that I've seen advertised?

B.M., West Chicago

Thank congress for squealing brakes. The new asbestos free pads are very prone to squeal, I don't know of any permanent cure. The dust is a nuisance, I have it on my wheels, but I haven't tried the "kleen wheels". I'd want to see a scientific study of pad, disc, and fluid temperatures done with and without before I'd use 'em.

My '78 Turbo doesn't want to run when cold. Fine after warmup. When I accelerate, it just dies.

D.P., WA

Sounds to me like the enrichment valve, or the electrical circuit to it, has "gone west". That is the little round black biscuit beside the radiator next to the coil. Your service manual should tell you how to check it.

My owners manual states that engine oil level above the "MAX" mark is bad. But when I had the oil changed by the dealer, I found it 1/2" high. They told me this is normal.

My '87 Turbo has a 36-month/36,000 mile warranty. A 5-year extended warranty costs \$600. Is it worth it?

D.H., VA

Your owners manual was written by the guys who built the car, they're right. But let the oil drain down from the top of the engine for 10 minutes after you shut it down before checking it.

On extended warranties: I just read where 10/100,000-mile warranties may be in the future. The

manufacturer is gambling, just as you are. They've found that the majority of problems occur in the first few thousand miles. After that the biggest share is owner neglect. And don't think those warranties are going to be honored if you can't show that you've "done it by the book".

My 99 and 1980 900 both produce a lot of radio interference.

A.K., Phila

These were all "aftermarket" installations, and I've seen some horrible ones. Sorry, I can't help you, but make sure the bottom of the antenna makes good contact with the car body. I've deviated here from my usual "no answer" on aftermarket stuff, etc. Good Luck

My '79 GLE auto has trans slippage trouble when weather gets colder, not too bad after warmup.

B.T., Tecumseh

How many miles? Has pressures been checked? Some of these letters are tough-- not much info. I'd suggest a trip to your SAAB dealer and let him check pressures. From here, I'd say things sound like a worn pump, worn seals, worn clutches.

I've got a '73 and a '75 manual trans that are giving me troubles. The 73 will go into 2, 4, and R, the 75 will go into 1 and 3. Are the parts interchangeable?

T.B., FL

Yes, in that part of the trans. But as you know, the drivers and differential carriers were different. If you've gone to the trouble to pull two transmissions and are going to overhaul them, I'd urge you to "go the route" with new synchros, seals, bearings, and a new shaft for the intermediate gear.

FROM BOB: The letters are coming in more and more, and I enjoy helping. But many of them are very skimpy. I need to know year, model, mileage, etc., of course, but I need to know if you have tried to fix it, or a friend, a repair shop, or a SAAB dealer. In other words, the more you tell me, the easier it is for me to help. And while I don't insist on a typewritten letter, some handwritten ones I can't read.

SERVICE SUBJECTS FROM SAAB

RECALL ON SOME '86 & '87 900s FOR POSSIBLE FUEL HOSE LEAK

Late model 1986 and early 1987 Saab 900S and Turbo models are being recalled to replace an engine compartment fuel injection hose which may rupture and leak fuel. The recall covers over 15,000 cars.

Correction of this problem by authorized Saab dealers will be done at no charge to owners who will be contacted by mail.

Saab has received a number of reports about the fuel injection hose problem, but has received no reports of accidents or injuries.

CONV. DOOR PANEL REPLACEMENT SERVICE CAMPAIGN 518

Application: All '86 Convertibles S.I. 02/87-930, A-8/pg. 102 (\$.75)

SERVICE CAMPAIGN
518

Saab-Scania is conducting a Service Campaign for the purpose of upgrading the door panels on 1986 900 Convertibles to the 1987 design. The later style panel has a leather covering over the upper sill to protect against cracking or splitting of the plastic skin. All 1986 Convertibles are eligible to receive a new inner panel for the right and left side door and should have these installed, regardless of whether the original panels are damaged or not.

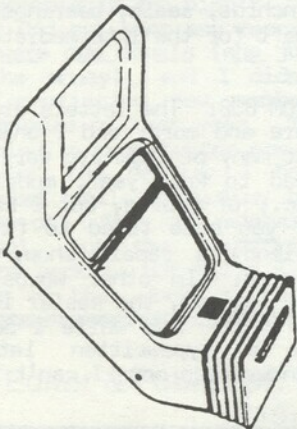
A special letter regarding this campaign will be sent to all owners of 1986 Convertibles.

INSTALLING A NEW STYLE CENTER CONSOLE IN AN EARLY CAR

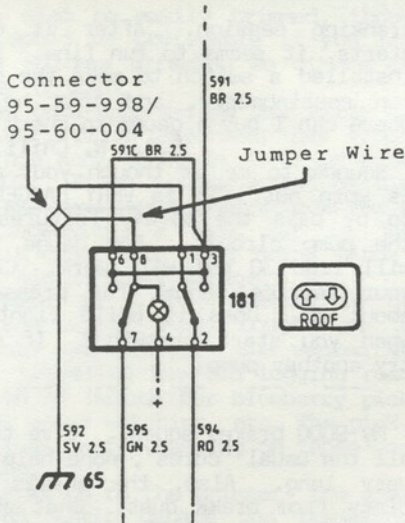
Application: 900s w/Elec. Sunroof 1983-85 models

S.I. 02/87-931, A-3/pg. 102

Center console front P/N 98-07-025 with the opening for the small sunroof switch is no longer available as a spare part. This



center console front part has been replaced with 02-58-269 which has a larger opening and accepts the later style (M86-) sunroof switch. When installing this console in an earlier car (M83-85), the later switch 95-50-617, socket 95-02-022 and wire connectors must be purchased and rewired according to the directions below.



Modification Details:

1. Remove wires from the old cable harness socket and discard the socket. Obtain a new socket 95-02-022 and reinstall the wire terminals into the new socket as follows:

Wire I.D.	Socket Position	
	M85	M86-
592 SV 0.75	7	1, 8*
594 RD 2.5	6	7
591 BR 2.5	4	3
593 BR/WT 0.75	3	4
595 GN 2.5	1	2

* It will be necessary to supply an extra ground to the new switch. To accomplish this, make a short jumper wire with a two piece snap connector 95-59-998/95-60-004 at one end and a non-insulated terminal 30-24-098 at the other. Connect jumper wire to 592 SV and plug into pos. 8. Wiring diagrams for all 900 electrically operated sunroofs can be found in Sec. 3.2, pg. 266 of the 900 Service Manual.

2. Complete the installation of the new console using a new sunroof switch P/N 95-50-617.

PROCEDURE FOR CHECKING NEW EXPANSION TANK PRESSURE CAP

Application: Pressure cap with both pressure and vacuum valves. S.I. 02/87-934, A-2/pg. 200 (900, \$.75) S.I. 02/87-935, B-2/pg. 6 (9000, \$.75)

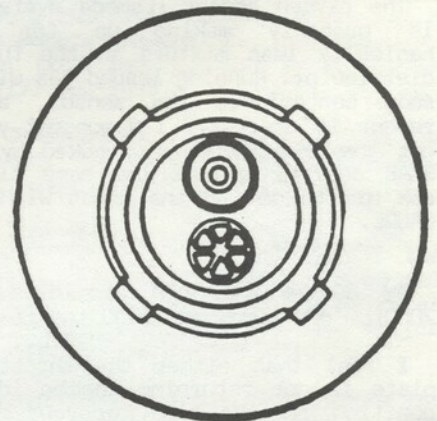
A procedure and special adaptor are now available for checking the opening pressures of the new style pressure cap. This cap was introduced during model year 1987 from the following VIN Serial Nos.:

- H1000423-
- H2000404-
- H3000908-
- H7001510-

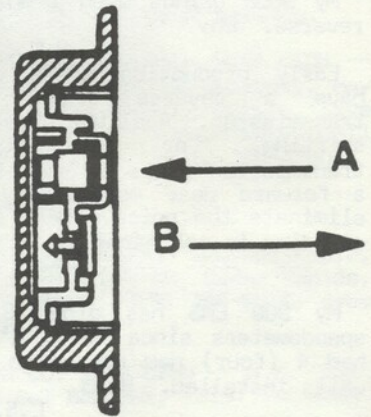
Pressure Cap



Top



Bottom



Cross Section

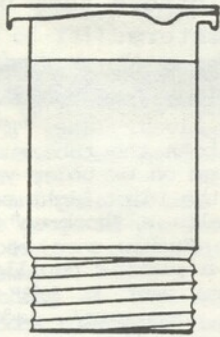
The new cap has separate internal valves controlling both vacuum and pressure. The procedure below allows the pressure valve of the new cap to be checked using this adapter. There are no means set up for checking the vacuum valve as this has proven unnecessary.

Opening Pressures:

Valve A	13.1 - 17.4 psi (0.9 - 1.2 bar)
Valve B	1.02 psi max. (0.07 bar max.)

SERVICE SUBJECTS continued

Adapter Tool

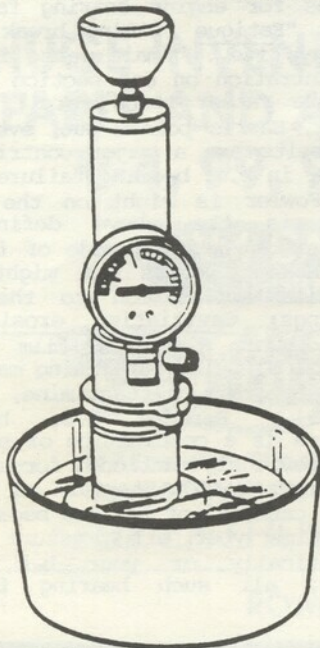


Pressure Cap Adapter 83-94-140

The adapter is available from your servicing Saab Parts Depot. Do not attempt to check the old style cap (83-35-069, single valve type) using this procedure. Results are not consistent due to the single valve design.

Checking Procedure:

1. Remove the pressure cap from the tank while the coolant is still warm.
WARNING! Boiling coolant can cause serious burns. Always open the cap on the expansion tank slowly and allow any steam to escape before you remove the cap.
2. Fit the pressure cap adapter 83-94-140 and the adapter to a reliable cooling system tester.
3. Submerge the cap into a pan of room temperature coolant mix (50/50).
Slowly raise the pressure until air bubbles can be seen coming from the cap. Note the pressure at which the bubbles appear. Now, without altering the pressure, wait until no more bubbles are visible and read off the pressure from the gauge. The



opening and closing pressure must fall within 13.1 - 17.4 psi. A cap that does not meet the above specifications should be replaced.

PICTOGRAM BULB FAILURE INDICATION, NO BULB FAULTS FOUND

Application: 9000 models
S.I. 01/87-927, B-3/p.5

Since the issue of S.I. 03/86-834 (SCN, June 86), these additional fault tracing hints and repair procedures have been developed. Use them as a guide when tracing complaints of intermittent pictogram flash even though all bulbs appear OK.

Diagnostic Procedure:

1. Verify that the filament monitor relay is correct for the car. P/N 95-09-951 is correct and is marked on the relay.
2. Taillight clusters must be correct for the car. See Fig. 1.

Market Identification

ECE R or L - WRONG

USA R or L - CORRECT

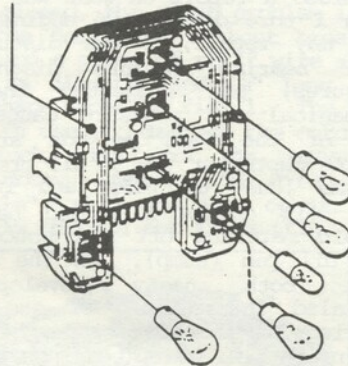


Fig. 1

Cluster plates should be marked for USA. Cluster is also marked for Right or Left. Replace the cluster if incorrectly marked.

3. Bulbs should be identified as being the correct one for the application. When replacing a bulb be sure to use bulbs of the same manufacture in both sides. Using different brands of bulb may cause a resistance imbalance leading to a pictogram flash. A bulb that has internal clouding or corrosion may cause a similar imbalance even though it still functions. Replace if necessary. The clusters, lens, bulb contacts and electrical connections must be free of dirt and moisture and corrosion. Clean and repair as necessary using a recognized dielectric product.

Repair Procedure:

1. Remove the plastic cover over both taillights.
2. On the left side cut both black wires (189 SV 1.0 and 189A SV 1.0) as close to the sheathing as possible. Do not cut or harm any other wires (see Fig. 2). Fit a ring terminal to the two wires and secure them to the

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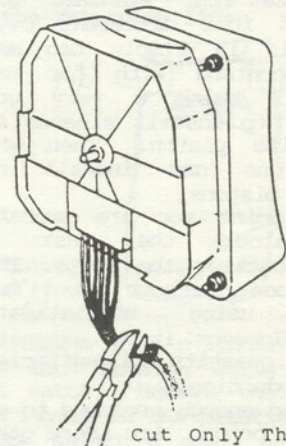


Fig. 2 Cut Only The Black Wires

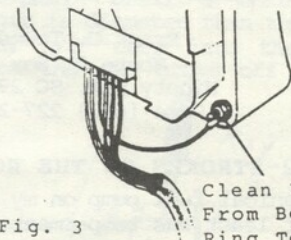


Fig. 3

- Clean Paint From Behind Ring Terminal
- mounting post as shown in Fig. 3. The mounting post by itself will not provide a good ground. The ring terminal must fit snugly against the car body. Clean the paint from the body before tightening the nut.
3. Repeat step 2 on the right taillight. **NOTE:** There is only one black wire (189A SV 1.0) on the right side.
 4. Re-fit the covers over both taillights.

NOTE: Beginning with M87, the ground wire between the taillights was increased from 1.0mm² to 1.5mm². Pictogram problems on these cars should be reduced from 1986 models.

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.

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.

SLEEVES FOR 2-STROKES

I am in the process of having sleeves manufactured for my Saab two-cycle engines. The reason for this project is so that I can continue driving my 95 and 96. The Saab company is obviously not very interested in keeping these old ones on the road, so I must look ahead.

Saab lists four standard size pistons and four different over-sizes. This is simply too many sizes to contend with for many reasons. I think a very good solution is to install sleeves and use one size piston. Then when necessary one can install new sleeves and pistons.

At this point you are probably thinking about the task of accurately cutting the ports. That can be done without too much difficulty using sophisticated machines. However it is expensive unless the quantity is sufficient for mass production.

I am having enough produced to get a reasonable price. Are there other two-cycle Saab owners who would like a sleeved engine? If so, please contact me.

Frank C. Townsend
Route 2 Box 203
Ninety Six, SC 29666
Home (803) 227-2004

KEEPING 2-STROKES ON THE ROAD

The mechanical fuel pump on my '67 quit (or at least was temperamental). I installed an S.U. electric pump in series after the mechanical pump. The S.U. is a demand pump, and if the mechanical pump is working OK and pressure is in the line, the points will not close. It clicks away nicely and primes the carbs in the morning, then stays silent unless required. I have also installed [an electric fuel pump] on my '68. No problems in two years.

Plug fouling used to occur each Monday morning. I found the week-end's non-use caused the problem. A "Delta" capacitive discharge ignition cured this.

If anyone has had a wrist pin (gudgeon pin) bearing break up and put a groove in a piston or cylinder wall, do not immediately assume the block or piston is shot. This happened to me and lack of parts except a spare piston caused me to hone the burrs off the cylinder, replace the bearing and piston (I would have tried if necessary its old piston), reassemble the engine and do a compression test on the work bench.

Compression was down, but still within spec. The car went fine.

I find brakes marginal and the hydraulics a pain. One year after complete new cylinders, [one car needed the job done again]. Cylinders are expensive (and I don't believe available now), and don't last any longer than hone and kits. Things are a little better now that I've gone to silicon brake fluid.

J. H. Sidwell
Suwanee, GA

UPDATE ON BALANCE SHAFT BRNGS

In the January NINES article on balance shaft bearing problems I promised a report on what was found when I tore down my 96 engine. As you may recall, I was discussing b.s. bearing failure diagnostic measures, and suggested that a mechanical oil pressure gauge was one of the best methods around. During September the 96 oil pressure became lousy at idle, and in the next oil change I pulled bearing babbitt material off the bottom of the oil pan (sump). On the hunch that both nasty developments signaled the failure of the b.s. bearings, I immediately purchased a new nylon b.s. gear, bearings, seal, etc. I finally freed up my garage this week and pulled the engine. Bingo! BOTH b.s. bearings had lost ALL their soft inner layer of babbitt material. The bottom of the oil pan was completely strewn with flakes and chunks of it. Thanks to the oil pressure gauge, I managed to nurse the 96 along (around town trips ONLY) for five months by placing an egg between my foot and the accelerator pedal. (Both my previous b.s. gear failures had occurred under normal but hard acceleration.)

I would NOT recommend anyone nurse an ailing engine as long as I did, but I had no choice. A word of praise to the humble but vigilant NAPA oil pressure gauge. Thanks to that little 12 year old item I was able to PALN the repair, but the parts IN ADVANCE, and CHOOSE the time to do the repair. Plus I avoided all trips that put me into the megabuck towing range.

A few remarks on buying such a gauge:

* NAPA sells a few such gauges, from about \$15 to \$30. There are classier brands on the market (VDO), but I like NAPA because I can get all the related hardware at one store.

* Get a brass "T" fitting to screw into the hole where your idiot light

sender now lives. The "T" should accommodate both the tube running to the new gauge on or under your dash as well as the idiot light sender.

* NAPA sells a "hook-up" kit for the gauge. Eschew same because it comes with a plastic capillary tube and what you want it 1/8" copper. Buy the necessary additional fittings to make the copper work for you, and when you install it, create a generous loop in the copper to allow for flexing between the engine and car body. Nylon cable ties make nice routing attachments for the line. Route away from the exhaust pipe.

The volume of response to the b.s. piece was gratifying, in particular the two informative letters that appeared in the March NINES. They in turn caused me to dig a little deeper into the subject.

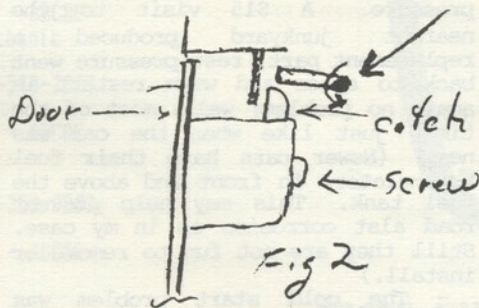
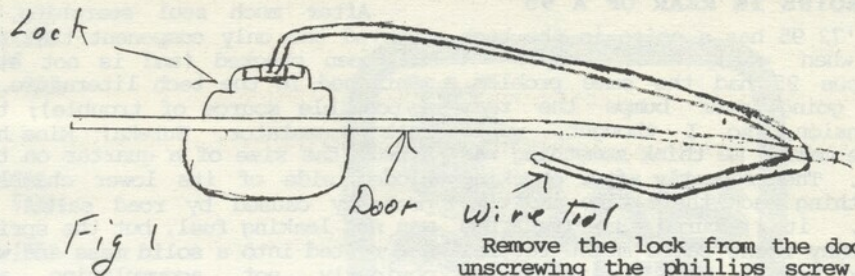
Mr. Fowler is right on in stating the hard life of the b.s. bearing. Having driven two V-4s a mile or so minus all the teeth on their b.s. gears, I'm here to tell you you can feel the undamped vibration through the car. (If you find yourself in that unhappy situation, drive by your temperature gauge. Without a working fan belt, you have NO water pump and can quickly heat-damage your engine.) Naturally, said vibration is what the b.s. bearings have to deal with during their often all-too-short lives. But is their demise caused primarily by fatigue, as Mr. Fowler posits? In Automotive Engine Rebuilding by James G. Hughes (1984), Mr. Hughes lists a number of causes for engine bearing failure. Under "Fatigue (lining break out)" he says its... "main cause is load concentration on one section of the surface rather than overall." If, as Mr. Harris points out, overtight fan belts are a major contributing factor in b.s. bearing failure, then Mr. Fowler is right on the money vis-a-vis the above definition. Another interesting mode of failure Mr. Hughes points out might have definite application to the b.s. bearings; Cavitation erosion is caused when the "oil film (UNDER VIBRATION) pulls out lining material grain by grain." (Caps mine, () Mr. Hughes). Perhaps b.s. bearing failure is a combination of some of the previously mentioned forces. We may never be 100% certain as to the exact cause(s) of failure because by the time your oil pressure drops dramatically or your b.s. gear fails, all such bearing failure

physically looks pretty much the same.

Mr. Fowler also pointed out that the manual bearing test I described in the January NINES doesn't always show a bearing that is in the process of failing. That is why I preceded that "test description" with the word "occasionally", and went on to say that such a bearing could be within a gnat's ass of failure and your hand/eye may well not see it. As I said in that article and gain in this one, an oil pressure gauge is your best insurance against being caught with your V-4 pants down.

One thing I learned from Mr. Hughes book that might be of general interest is the phenomenon of corrosion failure of engine bearings. It can be caused by a variety of contaminants in the oil. One such source of corrosion is the fatty acids contained in some brands of "top oil". If you're using or thinking of using top oil or a top oil lubrication system as an expedient to avoid the cost of a new set of no-lead cylinder heads, you might want to look a bit more closely. In some of the vintage/classic car magazines such oils are being advertised as a replacement for the action of lead in gasoline.

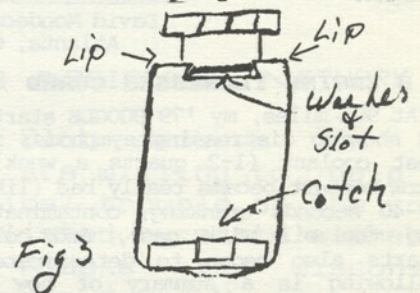
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Peter A. MacLaughlin
Evanston, IL



GLOVE BOX LOCK FIX FOR 96 & 99

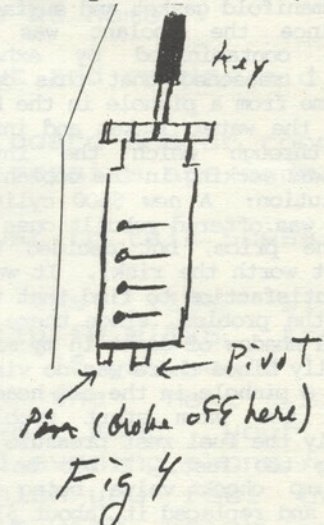
Since they always break with the door closed, the first problem is to get the door open without breaking it. Bend a piece of stiff wire about 1/8" in diameter and 18" long into the shape shown in fig. 1. The bent wire is used to depress the catch on the lock. Pull out the corner of the door, insert the wire, and "jiggle" until the door opens. It usually takes a few tries (fig. 2).

Remove the lock from the door by unscrewing the phillips screw from the back of the lock. Take the lock to your nice, uncluttered work-bench and pry or pull off the plastic handle. Insert and leave the key in the lock. Gently pry back the lips on each side of the retaining washer slot (fig. 3) enough to loosen the washer. Insert a thin screwdriver under the washer and pry it up out of the retaining lips.



Withdraw the cylinder up out of the lock housing while holding in the catch. Remove the broken off pin laying in the plastic catch.

Now select a small wire or nail about 2mm in diameter to use for a new pin. Drill a hole slightly larger in diameter than the wire and about 1/8" deep into the cylinder where the pin broke off (fig. 4).



Fit the new pin so it protrudes the same distance as the pivot pin. Mix a few drops of epoxy plastic steel, and dip the end of the new pin in it. Insert back into the hole and let harden.

Check operation of the cylinder in the lock housing. When OK, crimp the washer back under the lips and reassemble in the glove box door.

John A. Johnston
Wayzata, MN

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NOISE IN REAR OF A 95

My '72 95 has a noise in the back end when going over bumps. A previous 95 had the same problem. When going over bumps the rear suspension, so I thought, would rattle making me think something was loose. Then recently after checking everything back there time and time again, it occurred to me the emergency brake cable might rattle. Lo and behold, when pulling up on the emergency brake over bumps, no more rattle. The cable at the back is inside a spring and the cable attaches to a rear brake mechanism covered by a rubber boot. Fifteen years of time has weakened the spring and deteriorated the boot, losing its tightness. Haven't fixed the rattle, but I now know its origin.

David Mondecar
Atlanta, GA

B ENGINE ILLNESSES CURED

At 90k miles, my '79 900GLE started showing distressing symptoms; it lost coolant (1-2 quarts a week), warm restart became really bad (like 30-40 seconds cranking, contaminating the oil with gas), and cold starts also began to deteriorate. Following is a summary of how I nursed it back to health:

- Eliminated all external leaks, but coolant loss continued. It was somehow getting into cylinder #2 and coming out as steam from the exhaust pipe.

- Replaced head gasket, but problem persisted. The old gasket was OK after all, and the head and block were flat. Ditto for the intake manifold gasket and surfaces.

- Since the coolant was not getting contaminated by exhaust gases, I reasoned that this could only come from a pinhole in the head between the water jacket and intake duct, through which the intake vacuum was sucking in the coolant.

- Solution: A new \$600 cylinder head (I was offered rebuilt ones for half the price, but decided they were not worth the risk). It was a great satisfaction to find that this solved the problem, since there was always a shadow of doubt in my mind; especially since there was no visual sign of a pinhole in the old head.

- On the warm start problem, obviously the fuel rest pressure was dropping too fast. I bet on the fuel pump check valve being the culprit and replaced it (about \$10), but that didn't do it (I now carry a TESTED, used spare check valve in my tool box!).

- Since other F.I. components are too expensive for this trial and error replacement strategy, I invested \$45 in a F.I. tester (from J.C. Whitney). This allowed me to evaluate the rest of the system. After some minor adjustments, everything measured up to specs, but the rest pressure kept dropping very fast (to "0" in less than a minute).

- After much soul searching, I removed the only component that had not been checked (and is not even mentioned in the tech literature as a possible source of trouble); the fuel accumulator. Eureka! Mine had a hole the size of a quarter on the hidden side of its lower chamber, probably caused by road salt. It was not leaking fuel, but the spring had rusted into a solid mess and was obviously not accumulating any pressure. A \$15 visit to the nearest junkyard produced a replacement part, rest pressure went back to specs and warm restart is again no problem; well, most of the time, just like when the car was new. (Newer cars have their fuel accumulators in front and above the fuel tank. This may help prevent road a/c corrosion as in my case. Still they are not fun to remove or install.)

- The cold start problem was easiest to fix. I borrowed the fuel injectors from another 900, and that proved that they were in very bad shape, maybe due to the lack of detergents in regular fuel.

CONCLUSIONS

- First the bad news: After hearing about the 99 head problems for many years, I thought it would have been fixed by 1979. Also, I was very careful to keep the cooling system very clean since the car was new, but this didn't seem to make any difference. My second hand '73 99, with 160k miles, is still running around with its original head.

- On the good news side, the car has not suffered and permanent damage with all this. With the head off, I ground the valve seats and adjusted the [valve] play (they were in great shape, well within specs). There was no hint of a ridge on the cylinder walls. Compression is an even 165 on all cylinders with a cold engine, and it burns no oil. In view of all this, I decided to spend another \$100 and buy [the car] a new set of injectors for the next 90k miles. All things considered (especially new car prices), it is probably a good investment.

Bernie Wassertzug
Potomac, MD

CRACKED EXHAUST MANIFOLDS

I had to replace the exhaust manifold on my wife's 1982 900T at about 53,000 miles. The crack on the top was a small one between #2 and #3 cylinders when first noticed. Within a week the portion to #4 cylinder had cracked all the way through. When I removed it there were several more cracks on the bottom side. Saab would not stand behind the manifold even though the problem seems to be a common one and the cracks were obviously quite old. A "clicking" sound had been present through two services by Saab dealers prior to 50,000 miles. The dealer indicated that Saab was not willing

to cover the replacement as it was over the 50,000 mile emissions control warranty when the problem was finally diagnosed and brought to the dealers attention. This warranty is forced on the manufacturers by the government and Saab apparently is not too happy about it.

I learned of the problems involved in obtaining a stress free casting and trying to repair it when that fails. Do not try to repair the cracked manifold. That will only add additional stresses and you will have to replace it anyway. I tried in vain to get a manifold made of something other than cast so I would not have to go through this again. I called all over and no one makes one for a turbo. I was stuck with a very expensive stock replacement. Very likely to have the same inherent stress problems.

Since then I have looked a exhaust manifolds on several '82 and an '83 900T with approximately 50,000 miles on them. EVERY ONE has been cracked! The easily visible crack has normally been between #2 and #3 cylinders.

I'm not up on all the changes, but in '85 (maybe '84) the manifold was modified. The portion leading from #2 and #3 was split, apparently allowing better air circulation and less stress from heating and cooling. They do not seem to crack like the earlier ones.

A thorough inspection of the emission control system of any Saab, especially Turbo exhaust manifolds approaching 50,000 miles, may save you a lot of money and frustration. Double check it yourself. Play it safe by protecting hot manifolds of any age from water, sudden cool drafts or other situations that increase the inherent internal stresses in the casting.

William H. Wood
Las Cruces, NM

SAAB SWAP - WANTEDS

Continued from page 15

Center console, pre-'83, to fit '79 Turbo. Eddy Borchert, 7038 Stillmeadow Dr, Matthews, NC 28105. (704) 846-1756.

93 brake master cylinder (new) or r/d kit, 93 taillight lens, 93 hood emblem, early style Sonett alloy wheels. Randy Cook, 58 Cinderella Lane, Ft. Walton Beach, FL 32548. (904) 863-3428.

For Sonett III, complete wiring harness from fusebox to headlights, including all wiring under hood. Must have been carefully removed and in VERY GOOD CONDITION. \$25 +shpg? Robert Huettnner, RFD#4 Box 955, Weare, NH 03281. (603) 529-7731.

Original upholstery material (fabric) wanted for Sonett III seats. Joe Osterbauer, 3505 Belden Dr, Minneapolis, MN 55418.

WA Dan Pierce
14271 130th Ave. NE
Kirkland WA 98034
Home - 206-821-2678
Work - 206-442-4275
Categories - ABC
2 strokes, 99s, 900s

Ray Hull
8360 S.E. 57th St.
Mercer Island WA 98040
Home -
Work -
Categories - ABCDE
Sonetts, 900s, 9000s

WA Skip Shott
20220 80th Av SE
Snohomish WA 98280
Home - 206-486-1351
Work -
Categories - ABCDE
working mechanic

WA Shawn Irelan
& Donna Titleman
6296 U.S. 97
Peshastin WA 98847
Home - 509-548-7279
Work -
Categories - ABCDE
All models

WI Ann & Craig Durch
8735 W. Petersik St.
Milwaukee WI 53224
Home - 414-358-0803
Work -
Categories - ABCDE
99, 900

WI Neil Roeth
4210 Lumley Rd. #3
Madison WI 53711
Home - 608-271-2849
Work - 608-262-8189
Categories - AB
99s

WI William Vachon
2707 A Sternberg Ave.
Schofield WI 54476
Home - 715-359-9701
Work -
Categories - ABCE
900s

WI Mike Zielke
Rt 2 Box 588
Phillips WI 54555
Home - 715-339-2304
Work - 715-339-2191
Categories - ABCE

WI Tim & Judy Scheib
1136 W. Frances
Appleton WI 54914
Home - 414-739-4894
Work -
Categories - ABCDE
96, 99, 900

WI Tom Wydeven
1063 Manitowoc Rd.
Menasha WI 54952
Home -
Work -
Categories - ABCDE
All models

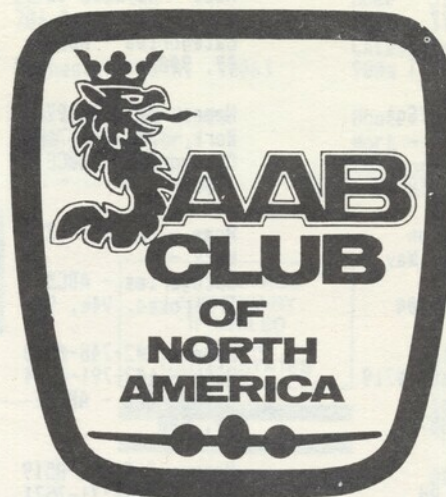
CANADA

BC Bjorn S. Collin
14977 Southmere Pl.
Surrey BC V3A 6P8
Home - 604-536-5027
Work - 604-534-1466
Categories - ABCDE
V4

Man Gerry Smerchanski
Box 351
Tulon Man R0C 3B0
Home -
Work -
Categories - ABCDE
All models

EUROPE

Kevin Richard
Nelkenweg 4 - 4134
Rheinberg-Alspay 1
GERMANY
Home - 02843-5286
Work - 02843-70514
Categories - ABCDE
96 thru 900



SAAB CLUB ASSISTANCE NETWORK

The Saab Club members on the following list are willing to help in case of mechanical trouble on the road. The names are listed by state alphabetically, from Alaska to Wisconsin. Following that are S.C.A.N. members in Canada and elsewhere. The CATEGORIES of assistance are:

A - Phone info on parts and/or repair shops in the immediate 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

Updates of the list will be published annually in NINES, the Saab Club Newsletter. If you would like to be included in the next S.C.A.N. listing, please send your name, address, day and evening phone numbers, categories in which you feel you can help, Saab models with which you are familiar, and any other information you feel pertinent, to:

S. C. A. N.
c/o The Saab Club
2416 London Road, Unit 900
Duluth, MN 55812-2221

AK	Lee Johnson P.O. BOX 2777 Kenai AK 99611	Home - 907-262-4599 Work - Categories - ABCDE 99, 900	FL	Chuck LoCascio 11480 E. Squire Ct. Inverness FL 32650	Home - 904-344-0755 Work - Categories - ABCDE
AR	Francis Hall TSgt P.O. Box 4686 Blytheville AFB AR 72317	Home - 501-763-9744 Work - 501-762-7188 Categories - ABCE 900s	FL	Charles Rapalje 8062 Cadiz Ct. Orlando FL 32819	Home - 305-351-9052 Work - 305-345-8000 Categories - ABCDE
AZ	Donald Robinson 2044 Shalimar Way Tucson AZ 85704	Home - 602-297-1356 Work - Categories - ABCDE 2 strokes, V4s, 99s	GA	Jack Baxter Jr. S & J Automotive 1491 Howell Mill Rd. Atlanta GA 30318	Home - 404-941-3675 Work - 404-351-7222 (-SAAB) Categories - ABCDE Ind. Saab repair
AZ	Benny Lum 373 N. Wilmot #719 Tucson AZ 85711	Home - 602-748-0278 Work - 602-791-4494 Categories - ABCDE 99, 900	GA	Robert P. Sullivan 1004 Wingate Way Dunwoody GA 30338	Home - 404-688-0086 Work - Categories - ABCE 99s, 900s
CA	Bud Clark 26019 Crest Rd. Torrance CA 90505	Home - 213-325-8519 Work - 714-771-7571 Categories - ABCDE All models	GA	John Paschkewitz 697 Lakeside Circle Robins AFB GA 31098	Home - 912-929-3856 Work - Categories - ABC 99s, 900s
CA	Sven Aberg Sven's Import Car Service 653 Avenue of Flags Buellton CA 93427	Home - Work - 805-688-1027 Categories - ABE All models, repair shop	IA	Steve Anderson 2521 Payne Rd. Des Moines IA 50310	Home - 515-255-2433 Work - Categories - ABCE All models
CA	Karl Wellman 441 E. Park Ave. #4 Santa Maria CA 93454	Home - 805-922-8083 Work - Categories - ACD	IA	Joe Jerome 1829 8th Ave. N. Fort Dodge IA 50501	Home - Work - Categories - AC 99s
CA	Neil Schiffman 619 Mystic Lane Foster City CA 94404	Home - 415-345-2219 Work - Categories - AD	IA	Todd Kimberly 1206 Glennly Ave. Waterloo IA 50702	Home - 319-233-7413 Work - Categories - ABCDE 99s & 900s
CA	Tom Remedios 1191 Bucknam Ave. Campbell CA 95008	Home - 408-866-1689 Work - 408-945-9400 x.380 Categories - ABCDE V4s, 900s	IA	Tom Gillespie 358 - 30th St. Dr. S.E. Cedar Rapids IA 52403	Home - 319-362-0815 Work - 319-366-8016 Categories - ABCE V4s, 99s, 900s
CA	Dick Ewart P.O. Box 592 Yosemite Nat'l Park CA 95389	209-372-0263 Summer 209-372-0409 Winter Categories - ABCDE	IA	Gary Inman 505 N. C St. Fairfield IA 52556	Home - 515-472-4648 Work - Categories - AB V4s
CA	Adrian Haemmig 10904 Brunswick Rd. Grass Valley CA 95945	Home - 916-272-4648 Work - Categories - ABCDE	ID	David Milan 1529 Vermont St. Boise ID 83706	Home - 208-336-2564 Work - 208-362-2618 Categories - ABCDE All models
CO	Paul Van Buren 3503 Catalpa Way Boulder CO 80302	Home - 303-443-4391 Work - Categories - ABCDE 99s	ID	Donnel Schmidt 1924 Lakeside Av. Coeur d'Alene ID 83814	Home - 208-664-5062 Work - Categories - ABCDE
CO	Eric Kilinger 960 University Ave. Boulder CO 80306	Home - 303-447-9298 Work - 303-442-5588 Categories - ABCE V4s, 99s, 900s	IL	Peter McLaughlin 1804 Grant St. Evanston IL 60201	Home - 312-869-0443 Work - Categories - AC 96s, V4s
CO	Jeffrey Wong 31722 Hwy 550 N. #55 Pine Mobile Park Durango CO 81302	Home - 303-259-0722 Work - Categories - ABE 900s	IL	David Newkirk 29W349 White Oak Dr. Warrenville IL 60555	Home - 312-979-1430 Work - 312-393-7102 Categories - ABC 900T, Sonett III
CT	Robert Allen 114 Kimberly Rd. Hamden CT 06518	Home - 203-248-8798 Work - 203-432-3747 Categories - ABCDE All models	IL	Andy Federowski 7264 W. Catalpa Chicago IL 60656	Home - 312-631-4476 Work - 312-902-1200 x.2610 Categories - ABCD All models
FL	Randy Cook 58 Cinderella Lane Ft. Walton Bch FL 32548	Home - 904-863-3428 Work - Categories - A Sonetts	IL	Steve Hung 704 So. Race Urbana IL 61801	Home - Work - Categories - V4s & 2 strokes

IL Margrit Adler 1507 W. University Ave. Champaign IL 61821	Home - 217-356-9244 Work - Categories - ABE 2 stroke thru 900	MI Larry Swanson 786 Baylor Rd. Rochester Hls MI 48063	Home - 313-652-7557 Work - 313-320-4533 Categories - ABCDE 900s
IL Dave Edwards RR2 Box 37 Enfield IL 62835	Home - 618-963-2762 Work - Categories - ABCDE	MI Charles & Pam Binder 2080 Reppuhn Dr. Bay City MI 48706	Home - 517-684-0492 Work - Categories - A 99s
IN J. T. Easter RR2 Box 164 Leesburg IN 46538	Home - 219-453-3140 Work - Categories - ABCDE All models	MI Gary P. Stottler 330 Denver St. Lansing MI 48910	Home - 517-393-9174 Work - 517-377-2491 Categories - ABCE 96 thru 9000
IN Jess & Marlene Jessup US 27 North P.O. Box 481 Decatur IN 46733	Home - 219-724-8039 Work - Categories - ABCE All models	MI Randall Bauer 510 N. Arlington Kalamazoo MI 49007	Home - 616-381-1218 Work - Categories - ABCDE 99s
LA John Ryba 131 Wilolow Brook Dr Gretna LA 70056	Home - 504-392-2671 Work - 504-589-6251 Categories - ABCDE '61 to '79	MI Jim & Mary Laman 763 Larkwood Dr Holland MI 49423	Home - 616-335-5215 Work - Categories -
LA James & Mary Baker 12526 Parkrill Ave. Baton Rouge LA 70816	Home - 504-291-7847 Work - 504-924-3354 Categories - ABCDE V4, 900s	MN Art Olive 6560 - 340th St. Stacy MN 55079	Home - 612-462-1691 Work - 612-638-4397 Categories - ABCDE All models, esp. 96
MA Eric Nelson 108 Pleasant St. E. Longmeadow MA 01028	Home - 413-525-1916 Work - Categories - ABE	MN George Tiers 165 S. Cleveland Av. St. Paul MN 55105	Home - 612-698-3017 Work - 612-733-2196 Categories - AB V4s
MA Roger S. Harris 65 Buckingham St. Springfield MA 01109	Home - 413-739-1006 Work - 413-781-8100 x.2313 Categories - ABC	MN Tim Winker 5401 Avondale Duluth MN 55084	Home - 218-525-4296 Work - 218-525-3253 Categories - ACE All models
MA Dr. G. M. Metz 22 Partridge Ln Stow MA 01775	Home - 617-897-6977 Work - Categories - ABCDE All models	MN Howard B. Garves Rt.1, 75th St. NW Rochester MN 55901	Home - 507-281-0938 Work - Categories - ABCDE 99s, 900s
MD John Shoup 9203 Pleasant Ct. Laurel MD 20708	Home - 301-953-3538 Work - Categories - ABE 900s	MT Bill Stalker 622 S. Clark Butte MT 59701	Home - 406-782-6714 Work - Categories - ABCDE 96s, all models
ME David Nicholson 63 Main St. E. Millinocket ME 04430	Home - 207-746-3727 Work - 207-746-3687 Categories - ABE 99s	NC Mike Tucker 2324 Davis Dr. Matthews NC 28105	Home - 704-846-4098 Work - 704-588-6570 Categories - ABCDE V4s, Sonetts
ME David Bartlett Jr. Town Farm Rd. Lincoln ME 04457	Home - 207-794-3126 Work - 207-746-9088 Categories - ABCDE All models	NJ Robert Sullivan 215 Dogwood Lane Mahwah NJ 07430	Home - 201-327-3437 Work - Categories - AB 99s, 900s
ME Judd & Sue Jones Box 2230 Freedom ME 04941	Home - 207-342-5768 Work - Categories - ABCDE 99s, 900s	NJ Thor Carlson 26 Wilson Place Newton NJ 07860	Home - 201-579-3891 Work - Categories - ABCE 2 stroke, 99s, 900s
ME Sandy Fotter P.O. Box 602 Oakland ME 04963	Home - 207-465-7530 Work - 207-465-3272 Categories - ABCDE 2stroke, V4s, 99s	NJ Stephen Carrellas 35 Sycamore Ave. Berkeley Hts NJ 07922	Home - 201-464-7943 Work - 201-386-6359 Categories - A
ME Coldbrook Saab Upper Madison Ave. Skowhegan ME 04976	Home - Work - 207-474-9881 Categories - ABE Saab dealer	NM Ken Van Riper 54 Valle Vista Los Alamos NM 87544	Home - 505-672-1105 Work - 505-667-8104 Categories - ABCE All models
ME Bill Bartlett P.O. Box 30 Strong ME 04983	Home - 207-684-3099 Work - Categories - ABE 96 V4s	NY Roy & Susan Summer 69 Krystal Dr. Somers NY 10589	Home - 914-248-6243 Work - Categories - ABCDE All models

NY Lewis Eig 36 Fawn Hill Dr. Monsey NY 10952	Home - 914-352-6124 Work - Categories - ABCE 99s, 900s	PA Ernest Reigh 225 5th Ave. Altoona PA 16602	Home - 814-942-8204 Work - Categories - ABC 900s
NY Harold Roeth 3118 Cole Hill Rd. Berne NY 12023	Home - 518-797-3075 Work - 518-473-3101 Categories - ABCD 99s, 900s	PA George & Wendy Basehore 477 E. Main Middletown PA 17057	Home - 717-944-2915 Work - Categories - ABCDE All models
NY Frank Swartout 1219 5th Ave. Watervliet NY 12189	Home - 518-274-8639 Work - 518-283-5662 Categories - ABCDE V4s	PA Rick Parr PARRformance 243 S. Broad St. Lititz PA 17543	Home - Work - 717-627-7222 Categories - ABCDE Saab repair shop
NY Mark & Cathy Searle 14 Summit Ave. Pawling NY 12564	Home - 914-855-5853 Work - Categories - ABD 99s, 9000s	PA Bob & Pat Francett 346 Messinger St. Bangor PA 18013	Home - 215-588-6624 Work - Categories - ABC
NY Jim Richards 4450 Main St. Gasport NY 14067	Home - Work - Categories - ABCDE	PA Alex Snelson RD 8 Box 229 Van Av. Mountaintop PA 18707	Home - 717-868-3588 Work - Categories - AE
NY Eric Way 107 Catherine St. #7 Ithaca NY 14850	Home - 607-277-3836 Work - Categories - ABCDE	PA Dr. J. M. Kauffman Phila. Coll. of Pharmacy 43rd St & Kingsessing Mall Philadelphia PA 19104	Home - 215-596-8836 Work - Categories - ABCDE 2 stroke, 96s, 99s, 900s
OH Nicholas Hayden 3385 W. 86th St. Cleveland OH 44102	Home - 216-281-9823 Work - Categories - ABCDE 2 stroke thru 900	PA William Schwarzschild 8304 Jenkintown Rd. Elkins Park PA 19117	Home - 215-635-2349 Work - 215-635-6181 Categories - ABCDE 900s, 9000s
OH John Negus Anycar Automotive 687 E. 152nd St. Cleveland OH 44110	Home - Work - 216-581-5661 Categories - ABCD All models, repair shop	RI Kenneth Langley P.O. Box 7 Tiverton RI 02878	Home - 401-624-6868 Work - Categories - ABC V4s
OH Pete Rechnitzer 14880 Cherokee Trail Middleburg Hts OH 44130	Home - 216-243-1488 Work - Categories - ABCDE	TN Wendell Francis RT 5 Box 366 Dandridge TN 37725	Home - 615-397-2172 Work - Categories - ACDE 96s, Sonett III
OH Greg Hammond 726 Lafayette Dr. Akron OH 44303	Home - 216-867-7706 Work - 216-253-5500 Categories - ABCDE All models	TN Ernest Howard 1537 Howard Rd. Morristown TN 37813	Home - Work - Categories - ABCDE 2 strokes, V4s
OH Tom Kinnaman 4234 Tylersville Rd. Hamilton OH 45011	Home - 513-874-7128 Work - Categories - ABCD 99s, 900s	TN V. A. Alger 3726 Lakeview Rd. Memphis TN 38116	Home - 901-398-3612 Work - Categories - ABCE All models
OH Scandinavian Motors 1635 Madison Rd. Cincinnati OH 45206	Home - Work - 513-221-7222 (-SAAB) Categories - ABCDE	TX Tom French French's Foreign Car Repair 925 Luke St. Irving TX 75061	Home - 214-647-2519 Work - 214-399-1222 Categories - ABCDE All models, repair shop
OH Steven Church 6629 Hubbard Dr. Huber Heights OH 45424	Home - 513-236-0421 Work - Categories - ABCE	TX David Stanley 2020 Austin Ave. Brownwood TX 76801	Home - 915-646-0141 Work - Categories - ABCE 99s, 900s
PA William Seethaler 1216 Covert St. Aliquippa PA 15001	Home - 412-375-0835 Work - Categories - ABC 900s	TX Terry Sayther Phoenix Motor Works 1508 Fortview Rd. Austin TX 78704	Home - 512-450-1417 Work - 512-442-1361 Categories - ABC 900, 9000, repair shop
PA Dennis Sweeney 207 E. Church St. Ligonier PA 15658	Home - 412-238-4556 Work - Categories - ABCDE All models	VA David Bremer 2020 Grove Ave. Richmond VA 23220	Home - 804-355-2200 Work - Categories - ABCDE 900s
PA Howard Terndrup RD 1 Box 141 Ebensburg PA 15931	Home - 814-472-7346 Work - Categories - ABCDE 99s	VA Richard Reid Rt 2 Box 374 Floyd VA 24091	Home - 703-763-2041 Work - Categories - A

SONETT II TIPS

My Sonett II splashed gas out of the fuel tank filler cap on hard left turns. A new filler cap without the vent hole helped, but not much.

I had the fuel tank out for other reasons when I discovered a rubber flap check valve in the tank filler neck. This had come adrift. An hour of grunts, swears and work with long nose pliers and stiff wire got it back in place. I have not tested it yet, but feel certain that it will now stop the splashing. This rubber flap is not mentioned in any parts list or repair manual that I've looked at.

Last summer I drove the Sonett over some debris that had fallen off a truck. If I had been driving a V4, I probably would have lost the oil pan and maybe the entire engine. Instead, it tore a huge hole in the front resonator, bent it, and broke the exhaust manifold. Because I had specially modified the resonator to suit my engine tuning, I did not want to buy a new one and modify it. I rebuilt the destroyed one with a piece of truck exhaust pipe and the old inlet and outlet pipes. This turned out to be very easy.

If you autocross your Saab, buy Yokohama O01R or O08R tyres. I put a set on the Sonett II last summer. It was the most effective performance modification I've made. I run 195/60-15s on 6" rims built on old Monte Carlo wheel centers. The special wheels allow me to fit the tyres without body modifications.

Nick Wilson,
Colorado Springs, CO

SEEKING S-III BLUEPRINTS

If anyone has access to blueprints of the Sonett III chassis, please let me know. I'm interested in fabricating the floor pan and rocker panels in either stainless or galvanized steel.

The Lucas number for the brake light switch is #31882B. The switch is \$20 and hard to get. I'm trying to locate an adapter (hydraulic fitting) to allow the use of a more common switch.

My reliable substitute (with a minor modification) air filter was NAPA's #2369. It has been discontinued, so it's off on another search. I also need door locks.

Chris Schmidt
25 East Fountain Ave.
Glendale, OH 45246-4408

PROTECT THOSE REAR SPEAKERS

Here's a foul weather tip for owners of 3- and 5-door 99, 900, and 9000 models with rear speakers facing upward. When opening the rear hatch, take care to brush off all snow after a storm. Failing to do this may allow snowflakes from the hatch and surrounding lip to fall into the speaker grills. When the snow melts, it will find its way into the speaker and can freeze overnight, making for inoperable or what sounds like blown speakers. Saab's own rear speakers cost \$75, so replacement is not always cheap. Another tip would be to cover the speakers with a cloth or a pair of mittens when you anticipate opening the hatch.

If all has failed, and some snow or condensation has found its way into the speakers, all is not lost for those precious woofers and tweeters. Carefully remove the speakers from the rear housings. On the 900, this is accomplished by unscrewing the rear window lock, seatbelt anchor (if applicable) or removing the plastic cover filling the anchor hole on the upholstery behind the rear side window. Remove the upholstery. This will allow the removal of the speaker grill assembly so you may get to the speaker. Shake out the water collected in the speaker and drive out the moistness by directing heat at the center of the speaker. Turning the speaker face down on top of a heat register is effective.

Another note: The December issue of CAR magazine, a British publication, had a story entitled "Swedish Steel", which spotlighted Saab and that other Swedish car company. Reportedly, Saab officials expect the 900 series to last into the 1993 area. Between now and that time, they will introduce a 4-speed automatic and ABS to the series, as well as subtle sheet metal changes. Around 1990, Saab will reportedly phase out the 4- and 5-door models. A replacement is referred to as the 900 MKII. Officials also stated that they could continue to offer the current 900 as a stripper model, or produce a spartan replacement for an entry model. However, they did state that they will probably never produce a truly small car, and that the 9000 will eventually take over as the volume production car.

Kurt W. Krauss
Boonton Twp, NJ

FROM THE GROUND UP

For me the ultimate car wish would be to buy a new car and participate in its assembly in order to fully appreciate its inner workings. Like most Saab club members, I enjoy working on our Saabs, at the moment three; a '78 Turbo, an '81 900S, and the subject of this story, a newly acquired '86 900S.

It all started last year in Atlanta at the Car-O-Liner seminar. I was very impressed by what I heard and saw. The time was approaching for another car and sticker shock was taking hold. Grey market and Euro delivery didn't appeal to me, but after listening to Car-O-Liner and coming from an insurance background, I knew many Saabs were capable of being put back on the road. Equipment and technique were the key, but the biggest factor was who you dealt with. This brought back a not-so-fond memory of having a collectable fixed the old way.

We live just outside of Memphis now, but when we lived in Ohio we came to know Whitney Auto Works in Lima, Ohio. Jerry Whitney operates a mecca for Saab people. Over the years his business and reputation have grown. He doesn't advertise, doesn't need to, and has a lot of repeat business. His business centers on the restoration of damaged Saabs using the Car-O-Liner method.

After Atlanta I decided to buy a car from Jerry, then in the fall our 1986 became available. I flew up to see the car and was surprised how little damage there was. We struck a deal. About five weeks later I flew up to drive the '86 home. I had been traveling extensively and due to some missed communication, was not aware of some delays. Imagine arriving and seeing your car in total disassembly! I told Jerry that if he put it all in a big box, he could write instructions saying, "some assembly required, battery not included". In all fairness, this is a credit to Whitney Auto Works. They routinely completely disassemble cars to protect the interior, instruments, and many components in the engine compartment from dust and overspray. If you've ever had a car repainted, you know what I mean.

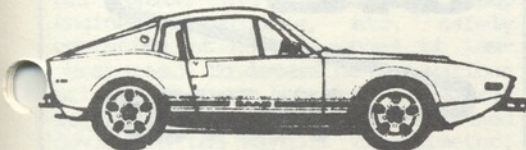
The next 72 hours was a dream come true. We all worked deep into the night doing only what trolls do. Time ran out and I flew back to Memphis without the car, but with an incredible knowledge of the car and the repair. The workmanship is superb, the Siikens paint which they use is OEM and a perfect match.

The car was delivered in Tennessee a week later, but as it turned out, some mechanical problems came up. Jerry sent down a truck and loaner Saab (700 miles one way!), and apologized for the inconvenience.

We now have the car back. It runs great, no rattles or squeaks. Come look at it in Tulsa and judge for yourself.

In conclusion, yes, we will buy another this way. It was refreshing to do business this way. We got a great car, a great value. If you are ever in Northwest Ohio you owe it to yourself to stop by Whitney Auto Works. Thanks to the Atlanta Saab Club for the seminar!

Dennis DeLeonard
Germantown, TN



LIVING WITH A 9000

My wife and I are now enjoying our 10th and 11th Saabs... a 900 Hatchback and a 9000 Turbo (my pride and joy).

I've always done my own maintenance and repairs. Problems have been few and generally easily resolved. Having owned so many Saabs (2-96s, 4-99s, 4-900s, and 1-9000) I have developed a keen appreciation of Saab's efforts to introduce engineering improvements instead of cosmetic changes. I have noted and appreciated the introduction of safety, performance, and reliability enhancements.

I would like to share the first 17,500 miles in a Saab 9000 Turbo. Problems have been small and several:

- A horn filled up with water due to upside down installation.

- A window lift mechanism that self destructed.

- A ventilation fan speed control which stopped working.

- A seat belt retractor (rear) that jammed.

All of the above were repaired quickly and very properly by Sports and Specialists Cars in Trenton, NJ. Enjoyment has been outstanding:

- The 9000 is roomy and comfortable.

- It will do more than 130 mph.

- Acceleration, handling and brakes work together very well for a combination that is far superior to the needs of any normal driving situation.

- Despite what automotive magazine testers and other non-owners have said... the computerized HVAC system

(Heating, Ventilation and Air Conditioning) is spectacular. It always knows what to do, and, when the need arises can be overridden.

- Four Goodyear NCT snobs have proven their worth this winter. For those who wonder... four snobs are far superior to two in handling and braking.

Criticisms and modifications are few:

- The Shift Up indicator is the most annoying feature (like Chinese water torture). I disconnected mine the day I received the shop manuals and studied the wiring diagram. Unplug one of the two leads at the thermal switch in the 12VDC feed circuit. It's located between the second and third cylinders on the intake manifold where it adjoins the head.

- I constructed some halogen bulbs for the backup lights that are quite effective. I did this by combining an H1 bulb with the base from the standard incandescent bulb... just a little grinding, drilling and soldering. If you do this make sure that the halogen bulb is positioned so the filament is in a vertical plane (not horizontal) to insure long life.

- I replaced the rear view mirror with an electronic one (Night Sight by AMPM, Inc., 1380 E. Wackerly Rd, Midland, MI 48640). It continually adjusts based upon light striking the mirror from the rear. No more blinding lights from cars behind me at night. Sensitivity is adjustable.

- The little plastic hub caps cannot be installed on the snow tires with the guide pin in place. It protrudes too far through the

thinner steel wheels. The guide pin is easily removed with a 10mm wrench.

- The air in the spare cannot be checked without removing the tire. A flexible extension hose (24") designed to address this kind of problem fixed this.

And now some questions:

- Is there a solution (operation or maintenance procedure) to address the problem in shifting the car into reverse after startup, particularly when cold? [See ASK BOB in this issue, and March 86 SCN, pg. 4, Service Tips. TW]

- Where can I obtain European headlight assemblies with H4 bulb receptacles?

- When will Saab provide an emergency procedure or modification to open the gas hatch when there is a Central Locking System failure? All of the other locks have an alternative procedure (key, button and handle, or both). [See October 86 NINES, pg. 4, S.I. 07/86-857 for a solution. TW]

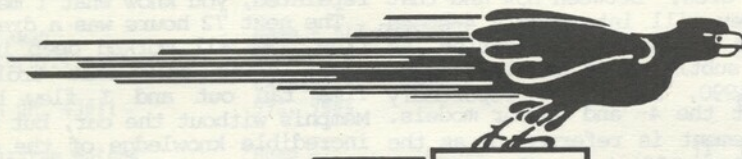
- Would the use of octane boosters improve the performance of my car? Without harm?

- Why does the European Saab 9000 Turbo produce an extra 15 horsepower?

- What is the estimated life (in miles) of the flat belt? About maintenance:

- I follow the procedures and recommendations Saab has incorporated in their manuals. Until experience proves me wrong I will continue to assume that their engineering efforts are on target.

Herb Hirsch
Kendall Park, NJ



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STIFF SHIFTING & TRANS FAILURE

The transmission gear shifting stick on my '77 99GLE had been getting progressively harder to move in the last three years, especially after driving through a heavy rainstorm or during the winter slush season. When the weather remained dry for a few days it became OK again.

There is a neoprene bushing in the firewall where the transmission shift rod passes through to the engine compartment. It is here where the problem is. Lubricate the bushing with silicone grease. It is not an easy place to reach, however, one can access the area from underneath the car. Use a small mirror to see the bushing, and a long handled brush or similar tool to grease it. You will be amazed at the improvement in the movement of the shift gear stick.

I lost all drive power to the wheels at about 125,000 miles without any previous warning. I was cruising at a constant speed on the freeway in 4th gear when the engine revs suddenly hit 6000rpm. No matter what I did I could not restore any power to the wheels. The car had to be towed home.

Disassembly revealed that the clutch shaft and primary gear splines had worn to a point where they would no longer grip. A new clutch had been installed at 90,000 miles, but the shaft was original. Perhaps it would be wise for all 99 owners with high mileage to replace the shaft when doing a clutch job. The outside teeth of the gear were like new, but I had to replace it along with the clutch shaft because of the damaged inside spline.

John Smith
Montreal, Quebec

AUTOMOTIVE OIL RATINGS

The '86 SAAB 900 Owner's Manual specifies engine oils having three SAE viscosity and API Service classes: SAE 10W-30 (alternate -- SAE 5W-30, SAE 15W-40). API Service - Turbo SF/CD or SF/CC; 900, 900S SF/CC. For automatic transmission, Automatic Type "F" M2C33F. Final drive (automatic): SAE 80, API GL-4 or GL-5. For manual gearboxes: SAE 10W-30, SAE 10W-40, or EP75, API GL-4 or GL-5.

To a layman that can be so much gobbledygook -- he just memorizes numbers and stops by [the local parts outlet] for the items.

Long ago the Society of Automotive Engineers set up grading standards for oils to be used in automobiles. SAE determined the viscosities of oil which are needed to keep engines, gearboxes, etc. safely operating at normal ranges of temperatures. To determine how various oils stacked up, testing procedures were established. One commonly used device is the Saybolt Viscosimeter. In testing a 10W-30 oil running through a standard orifice at 100°F., a quarter cup of oil should flow

through in 202 seconds. at 210°F. the quarter cup should run through in just 48 seconds. The "W" means that additives have been put in to provide sufficient lubrication to 0°F. Other additives included in the oil thicken it so it's equivalent to 30 grade oil at 210°F. when a quarter cup will flow through the Saybolt meter in 68 seconds -- a viscosity (resistance to pouring) which provides safe lubrication.

There are other standards for automotive oils. The Viscosity Index is an empirical number indicating the rate of change of an oil in viscosity within a given temperature range. A high VI is desired, as low VI means poor oil. A good petroleum based oil will rate around 100 and discount oil will have a VI of 50. Good synthetics are around 150.

Measures of Volatility (the evaporation of volatile parts of an oil) are determined by watching at what temperature the vapors from an oil sample will ignite but not sustain a flame. That is the Flash Point. When a flame is sustained for at least five seconds the Fire Point is reached.

Other important measures for grading an oil are the Cloud Point and the Pour Point. As temperature falls some oil components will begin to crystalize and "cloud" the liquid because of paraffin content. This is bad news since paraffin-thickened oils will impair the efficiency of filters. If the oil is cooled further it will reach the Pour Point when it will not flow and clog pumps. (This is one reason diesel truck engines are kept idling in extremely cold weather.)

A further grading of automotive oils is carried out according to American Petroleum Institute criteria -- the Engine Oil Service designation. Most commonly encountered automotive oil containers carry symbols after the viscosity ratings, e.g. 10W-30 SF/CC (or SF/CD). The S stands for spark-fired engines. The first C, in the pairs after the slants, means it's compression-fired (a diesel). The SF is presently the highest designation for spark-fired engines -- oils so rated have the highest content of anti-oxidation, anti-cooking, wear protection, and flash point supresant additives. The CC designates that the oil is approved for moderate duty diesels. The CD rating is for oils suitable for severe duty diesel engine service, and include highly effective wear, corrosion, and high temperature deposit protection.

API also grades gear lubricants. So when Saab specifies a SAE EP 75 GL-4 or GL-5, the oils have additives to meet anti-scoring and the extreme pressure requirements for hypoid gears. The GL-5 indicates the oil has other additives for high-speed, low-torque and also low-speed, high-torque conditions.

from SMOKE SIGNALS, June 1986
Saab Club National Capitol Area

NEW SAAB CLUB IN FRANCE

We are very happy to announce you the birth of a french club for the owners of old Saab; and, of course for swedish cars, a swedish name: the "SAAB VETERAN KLUBB", name easy to understand in many languages.

As you can see on our logo, this club is reserved for the owners and lovers of all Saab models between 92 and 97, and if "France" is written on it, this does not mean that the club is reserved to french people exclusively, but only that the club is french by birth. So there are not only members from France but also from Belgium, Norway and Portugal.

The Saab Veteran Klubb is still very young and not yet born by law, but it's only a question of weeks. Today the S.V.K. has around 30 members and more than 40 vehicles, but as you probably know France was a little market for Saab from the 50s to the 70s, and has known a not so confidential distribution since the 99 Model. But we expect about 50 members by the end of this year.

So, this letter comes from your "Little Brother", asking for help because we have many ideas, but no experience in the life of this kind of club. Any information and advice from you will be welcome.

Please, let us informed if you have a stock of spare parts, and what can be the way to purchase some items hard to find in France, and of course the way to become a member of your Club.

You will find with this letter, the Number 1 of our bulletin (in french) in which the main information concerns the Saab Club Meeting in Trollhattan on August 31th.

We look forward to hearing from you. Many thanks in advance,
And best saabist wishes,

Marc DALBARD
SAAB VETERAN KLUBB
10 Rue Georges Clemenceau
78520 LIMAY
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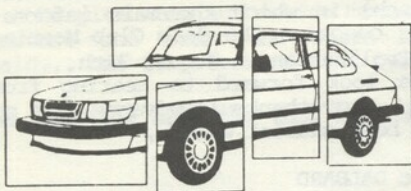
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SAAB ACCIDENT SAFETY

The fact that the NHTSA is re-testing the 9000 is strong indication to me that the tests conducted in 1986 were sufficiently flawed... so much so, that the NHTSA is willing to spend another \$25,000+ to destroy a second 9000 (what a waste)! All this from a government agency already strained by budget cuts?! Therefore, given that all or part of the 1986 test results are invalid, the next logical question to ask is: Why? Well, Saab's position is that the passenger's seat latch was not properly fastened. Human error or defective latch? Either way, an easy fix. Another possible contributing factor, given in the automobile section of the BOSTON GLOBE, was that the automatic tensioning seatbelt system used by Saab (as well as Mercedes, by the way) was inoperative since the ignition was not on at the time of the test. The "collision sensing" transducer, as well as other components of the system, need electrical power to work.

The best indication of any vehicle's "crash worthiness" can be obtained from the insurance industry's "personal injury index", which is based on data from thousands of automobile crashes. Any physicist or engineer will tell you it's nearly impossible to draw any meaningful conclusions from a statistical sampling of one!! One need not look any further than NHTSA's crash test results on the 900 for further proof of the inaccuracy of a single crash test. The NHTSA results on the 900 were found to be about average, however, history has proven the 900 to be one of the safest cars on the road... bar none!

Presently, the 9000 is too new to have much of a crash history. I do know of one individual (and family) who was recently in a collision in a 9000. All the particulars of the accident, however, are second hand. They swerved to avoid an oncoming truck (two lane road) and ended up colliding with an immovable oak tree head on. Actual speed at impact was unknown, but probably 30-40 mph. Result... one new car, couple of bruises (NO head injuries) and three very relieved passengers. One interesting side note... the detonating charges used in the automatic seat belt system worked to perfection, however, the loud noise generated from the "explosive" device used in the system left several ears ringing for most of the day. A small price to pay, but maybe more sound deadening material around this device might be appreciated.

Until further information becomes available I will rest on the integrity of Saab-Scania. Their history in this regard is exemplary! It would be inconceivable to me that

Saab would design their "next generation" of automobiles with serious safety flaws. Whether or not the seat latch was/is defective needs to be determined and corrected should further tests show human error not to be a factor! It would be a serious mistake for Saab to do what Audi has done... blame the driver for their (Audi's) design, material or workmanship inadequacies!!

Dr. G. M. Metze
Stow, MA

SAAB CLUB HISTORY

I've been meaning to write for a very long time; ever since reading Steve Brown's nostalgia trip last spring (March 86 SCN). Sorry we couldn't make your dinner, Steve, it would have been fun, but I had to wash out those dirty blue jeans. I thought I would add a few more reminiscences from the original days.

Steve didn't mention the slow start. To get new members we all had Xeroxed, hand written fliers which we stuck under unsuspecting wipers, hoping the recipients wouldn't think they were tickets. It took well over a year before we reached 100 members; at that time it seemed a large club, and we celebrated the event in a monthly meeting even more unruly than usual. The "Newsletter" was an irregular 1 or 2 page notice of club activities, discounts and dealings with Saab-Scania. We did have a formal organization, though, as the "SAAB Club of Chicago" with Steve as President, and a constitution.

Even in those days we had "National" members from out of town. My favorite letter said, "The idea of joining a club in Chicago does seem a bit strange, but owning 8 SAABs is, too, so what else am I to do?" That was from San Antonio, FL.

The turning point probably came with a professionally done flier from Dick Grossman on how to tune up the V-4. Dick eventually took over the newsletter, gradually increasing its content and bringing it to roughly the present multiple-paged format. The 'letter has continued to improve, especially under your direction, Tim. Even though I no longer own a Saab (the jeans don't get quite so dirty now) I still enjoy it for the many tips applicable to all cars and a perverse interest in the continuing saga of Saab's pursuit of the Mercedes income group (Did my Special 96 really only cost \$2200 new?!).

Never mind. The Newsletter is great. I especially enjoy some of the letters and Jack [Ashcraft's] articles. Please sign us up for another two years.

Ron and Connie Cooper
Manhattan Beach, CA

LONG RUN FILMS AVAILABLE

The Public Relations Department of Saab-Scania of America has available for loan both VHS videotapes and 16mm film versions on The Long Run at Talladega. Saab Clubs and similar organizations can borrow them by sending a request on the organization's stationery.

Many other films are also available through Saab-Scania. Any organizations interested in Saab films can contact the PR department for a complete listing.

Whenever an organization orders films or video tapes, the order must be in at least three weeks in advance of the planned meeting, and the materials should be returned immediately so they may be loaned to other groups.

ANOTHER ENDURANCE RECORD

A Swedish taxi driver has shattered his own previous endurance record by driving an '82 900 Turbo 620,000 miles. That's over one million kilometers! His previous record of 403,000 miles was also set in a 900T, a '79 model.

"It has become a challenge to drive my taxi as long as I can before trading it in," says James Bergkvist, a taxi operator in Marsta, north of Stockholm. "One of the reasons why the engine has stood up so well certainly is that I have used a first class motor oil and changed the oil every 10,000 kilometers (6200 miles)," he notes.

Mr. Bergkvist says the engine has been inspected on occasion, but wear is minimal. The engine block, crankshaft, connecting rods, pistons and bearings have never been replaced. "The car naturally needed some repairs and new parts," reports the cab driver, "but the parts that needed replacing lasted three to four times longer than is normal on a car used commercially.

"Some parts of the car were almost completely trouble free. For instance, it took 360,000 km (224,000 mi.) of hard driving before I needed to replace the front suspension springs, and I changed the shock absorbers after 480,000 km (298,000 mi.) and 920,000 km (572,000 mi.). I needed only one driveshaft universal joint after 480,000 km (298,000 mi.)," he states proudly.

Other repairs included changing the gearbox twice, after 370,000 km and 700,000 km, the cylinder head twice, after 400,000 km and 800,000 km, and the turbocharger three times, after 400,000, 800,000 and 950,000 km.

The Saab taxi's interior and seats are reported to be in good condition, as the owner fitted seat covers when the car was new. None of the seats has had to be replaced.

Bergkvist has no plans to turn in his million kilometer Saab at the present time.

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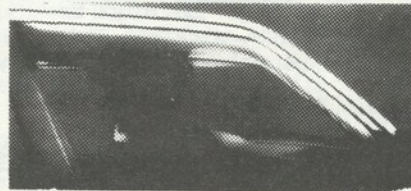
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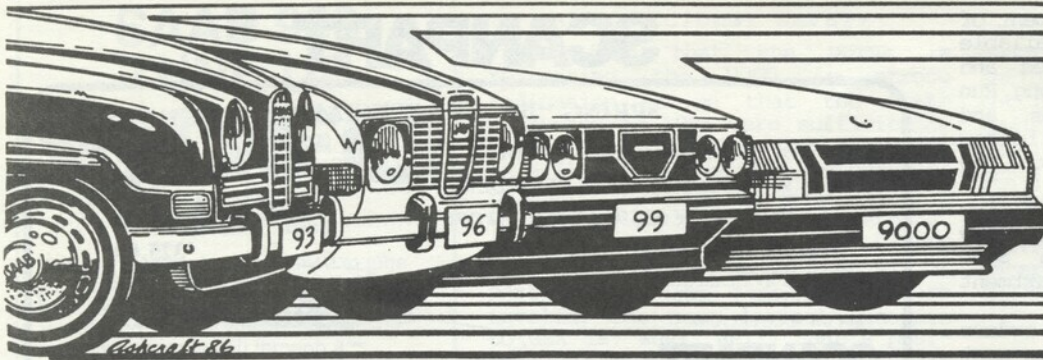
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DEADLINE: Second Friday of each month for the following month's issue, i.e. the second Friday in January for the February issue.

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

SONNETS FOR SALE

'73 Sonett #1002, 17k mi on Loki engine & rblt trans, too many parts to list. Looks good in & out. \$3999. Greg Reeson, 209 Ritter Ct, Bakersfield, CA 93312. (805)589-4956

STEAL this '73 Sonett. 60k mi. Bought in '77 & garaged since then. New Imron paint, looks & runs great. \$2500. Daniel Roberts, 1122 Lafayette NE, Albuquerque, NM 87106. (505)265-1933.

'73 Sonett, new Blue paint, brks, rockers, battery & exhaust. \$2200. Les Core, 33306 Hampshire Road, Livonia, MI 48154. (313)421-1654.

'72 Sonett parts car. rusted pan, gd F/G, complete car except alloys & rear glass. \$500. Randy Cook, 58 Cinderella Ln, Ft. Walton Bch, FL 32548. (904)863-3428 after 6pm CST.

'71 Sonett rebuilder. All parts available. \$900 obo. Also some '69 body parts. Richard Florich, 631 Jordan Cir, Colgate, WI 53017. (414)628-0589.

93s, 95s & 96s FOR SALE

'71 95, new exhaust & brakes, runs great. \$325. Robin, 937 Nelson Rd, Duluth, MN 55803. (218)724-6501.

'73 96 very good cond, Solex carb, new valve job, new rear shocks, many spares. \$900. Mark Johnston, 1920 S. 1st St, Minneapolis, MN 55454. (612)338-0185.

'71 96, strong drivetrain, alloys, front spoiler, European grill & H/L. Professionally rebuilt, mechanically excellent, cosmetically 90%. \$7000 appraisal. Buying house, must sell! Make Offer. Mike Linnartz, Roanoke, VA (703)345-1444.

'70 96, rust-free Ariz. car, Weber carb, drives well, leaks oil; +parts car, complete, 6 near new tires. \$750 for all. Carl Zimm, 2034 Yahara Rd, Madison, WI 53704. (608)246-0485

'70 96, runs good, not restorable, + parts car. \$200 for all. Jim Mitchell, 6741 Columbia Av, Hammond, IN 46324. (219)845-2856.

'69 96, runs well, body-nds work. \$200 (incl FREE '70 96 parts car). Susan Cheshire, 8645 Glenwoods Dr, Riverdale, GA 30274. (404)478-8419.

'68 96, rust-free, orig, 57k mi, New: battery, valve job, & 4 Michelin radials. Can deliver to N.E. U.S. later part of May. \$2400. Richard Vories, RT#3 Box 101-A, Gainesville, FL 32606 (904)376-5857

'63 w/V4, eng, & trans from 10 mileage '68. disk brakes, glossy black, straight body, good tires, new water pump. \$2000. Cyril Bogen, 2107 W Okaloosa Av, Tampa, FL 33604.

2-STROKE & V4 PARTS

Two 95 rear (3rd) seats, rear upholstery trim pieces, spare tire cover, rear fender chrome (side & rear), all exc cond. \$50 obo, +shpg. Randy Cook, 58 Cinderella Lane, Fort Walton Beach, FL 32548. (904) 863-3428 after 6pm CST.

V4 alternator, \$25. '66 96-Sport wiper motor, \$20. Sonett II 3 carb air cleaner, \$60. Sonett III air cleaner, \$25. Sonett III back glass, \$125. Robert Huettner, RFD#4 Box 955, Weare, NH 03281. (603)529-7731.

Sonett seats, '72, fabric fairly new. \$50 each. Other parts also. Ray Gill, 1842 Emerald Ave NE, Grand Rapids, MI 49505.

Many mechanical & body parts from '69 95 & 96s. Priced to go. Send SASE to: Bernie Wassertzug, 11825 Enid Dr, Potomac, MD 20854.

'72 parts car, good body & int, competition V4 eng & trans (needs eng work), 2 8" driving lts, 5 Pirelli P8s w/alloy rims, 2bbl Weber carb, 4 snowtires. \$500 for all. Chris Connelly, 193 Oak St, Medford, L.I., NY 11763. (516) 654-5430.

95, 96, 97 cars & parts for sale/trade/buy. Mark Chase, 1730 Auburn Blvd, Sacramento, CA 95815. (916) 925-2224.

99s & 900s FOR SALE

'82 900S, slate blue metallic, auto trans 1-1/2 yrs old, 4 new Pirelli P8s, 83k mi, very reliable. \$5300 obo. Lars Baan, 57 Regina Rd, Monsey, NY 10952. (914) 352-3186.

'76 99EMS, low mi, rustproofed, garaged, no rust. mech perfect, 30mpg. \$4000. Want 900 w/auto trans. Kenneth Wyle, 251 W. State St, Waverly, IL 62692. (217) 435-9777.

'76 99GL Wagonback, auto, runs but needs minor body work. \$695. Steven Whitcomb, Rt 5 Box 386, Princeton, MN 55371. (612) 389-4624 after 5:30pm CST.

'76 99EMS 4dr, auto, 5 alloys. \$250. Steven Whitcomb, Rt 5 Box 386, Princeton, MN 55371. (612) 389-4624 after 5:30pm CST.

'74 99E 2dr, 90k mi, many spare parts, runs but needs work or good parts car. \$275. John Popiwiczak, Weedsport, NY (315) 834-9440.

'72 99E, 2dr, vy clean, rblt cyl head, recored radiator, recent brakes, Boge shocks & exh, Michelin XZX, EMS seats, Pioneer. \$1750 obo. Paul Gruenther, 18 Maple St, Kensington, CT 06037. (203)828-1350.

99, 900 & 9000 PARTS

Headliner material for 99, 900, & Sonett V4. OFF-white, foam backed, 54" wide. Instructions included. 2-1/2 yds required for average Saab. \$15/yd + \$5 shpg. Trollhattan Performance Cars, 107 W. Hubbard, Chicago, IL 60610. (312) 822-9339.

Instrument & switch panel from '83 900S, 42k on odo, fuel/temp gauges, tach/clock, very clean. \$200 +shpg. Bernie Wassertzug, 11825 Enid Dr, Potomac, MD 20854. (301) 299-8561.

900 Factory Shop Manual, new, in 3 binders (U-3, 4-6, 7-9). \$100 obo. Roger Koch, 2499 River Road, Delaware, OH 43015. (614) 595-3350.

'71 1.7L head, \$150. '73 2.0L head, \$175. 4 EMS mags, \$125/set. Rear spoiler for 99/900 hatchback, \$75. 4 Inca rims painted gloss blk. Bryan Walker, IA. (515) 233-5322.

Clarion 8925RT radio, used two months, cost \$360 new. \$175 ppd. M. Hyman Hodish, Westport, CT. (203) 227-4511 eves, 866-6588 days.

Shadow rear louver for 900, near new cond. Includes instructions, needs some hardware. FREE oil filter included. \$50 +shpg. Bob Steinitz, (219) 464-3529 eves.

'81 Turbo OE TRX rims, exc cond, \$49 ea +UPS, or 4/\$175 incl UPS. Robert Harding, 1321 Monte Largo NE, Albuquerque, NM 87112. (505)293-5010

Rad. fan & brkt from '77 99, \$45. Radio enclosure for '77 99, \$20. Rear seat headrests from 900 3dr, \$50. Speedo cluster from '75 99, good for parts, FREE. Dana Cruise Control from '82 900, \$80. +shpg. Bill Grace, 22082 Esplendor, Mission Viejo, CA 92691. (714) 458-9149.

900 thru 16 valve dismantled cars. Complete 16vlnv set-up, drivetrains for 900 & Turbos, new wheels, interiors, heads, radiators, power steering, dash, relays, rear clips, and much more. Michael Caro, 278 Boston Post Rd, Orange, CT 06477. (203) 795-0776.

Steering wheel from '81 Turbo, w/center cap, perfect, \$45. '81 900 clutch master cylinder, \$15. '78 99 under dash radio box, \$20. Robert Huettnner, RFD#4 Box 955, Weare, NH 03281. (603) 529-7731.

High flow radiator for 99. For A/C cars w/overheating probs. This 3-core Saab radiator requires slight modification to install. New in box. \$75. Trollhattan Performance Cars, 107 W. Hubbard, Chicago, IL 60610. (312) 467-4666.

SAAB corduroy seat covers for 900. Blk w/ wht stripes, Like new. \$200. Kent Huang, 404 N. Valencia St, Alhambra, CA 91801. (818) 289-7679.

Wheels, OEM TRX, \$40 ea. Ronal R-10 alloys, 6-1/2x15, \$75 ea. VDO ±50 ammeter, \$25. Eddy Borchert, 7038 Stillmeadow Dr, Matthews, NC 28105. (704) 846-1756.

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 Jr, 272 Highland St, Portsmouth, NH 03801.

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/L assy, P/S, A/C sys, interior parts, inj sys & parts, wiring harnesses, instrument panels, calipers, steering columns & 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.

Saab Sales Literature (1965-82); catalogs, folders, road tests, color guides, etc. Over 150 different items, \$1 to \$20. Send \$1 for list. Steve Vories, 310 S.E. 6th, College Place, WA 99324. (509) 529-5334.

Hood from '78 GL, \$150. Cyl head, \$100. Doors, \$65 ea. Windshield, \$75. +shpg. Lou Dollinger, 20 Hampton Rd E, Williamsport, MD 21795. (301) 223-7380.

2.0L eng & trans compl, from '78 99, \$400. '78 99L body shell, \$50. 75-80 99 trailer hitch, \$75. Paul Gruenther, 18 Maple St, Kensington, CT 06037. (203)828-1350.

European headlamps for 900 series. \$125 incl shpg. Dr. M.H. Hodish, 6 Orchard Hill Rd, Westport, CT 06880. (203) 227-4511 or 866-3093.

'69-'74 Factory Shop Manual, \$12. '85 900 set of gas shocks, used 5k mi, \$65. Prices incl shpg. John Miniatas, 9700 Windsor, Overland Park, KS 66206. (913) 648-7758.

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.

WANTED, ALL MODELS
Sonett III tub, must be straight with lots of rust. To be used as mock-up, must be reasonably priced & close to home. Lou Dollinger, 20 Hampton Rd E, Williamsport, MD 21795. (301) 223-7380.

Front & rear bumpers and trunk lift handle to fit '71 96. Looking for pieces with no rust or pitting for restoration project. Russ Wolf, RD 3 Box A-1, Oneonta, NY 13820. (607) 432-5219.

Heater fan & speed reducing resistor for '77 99. Sheldon Rabin, 10 Cambridge Rd, East Hanover, NJ 07936. (201) 887-9075.

Front doors for '60 93F/750GT, in exc cond. Also new windshield rubber & parking/taillight lens. Gary Thomas, 113 Irving Pl, Ithaca, NY 14850. (607) 277-0501.

Want factory tools for 96 trans, & axle removal, float level adj tool for Solex carb, GT & Monte Carlo Parts. Mark Chase, 1730 Auburn Blvd, Sacramento, CA 95815. (916)925-2224.

Inca wheel wanted for 99 Turbo. Dennis DeLeonard, 2812 Ole Pike Dr, Germantown, TN 38138. (901)756-0377.

Continued on page 8

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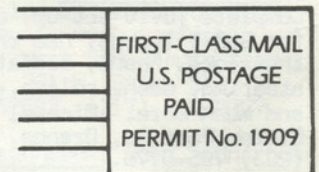
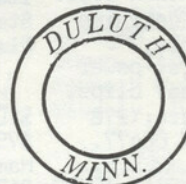
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