



NINES

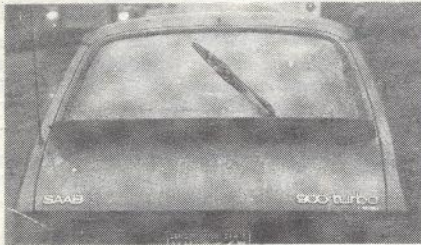
THE SAAB CLUB NEWSLETTER

\$1.50

June

1987

no. 160



REAR WIPER FOR 900

Though Saab has offered hatchback models for fourteen years, a rear window wiper has not been a part of the package, until now. Recent production models of the 900 3-door (and 5-door in Europe) have a hole in the hatch glass fitted with a plastic plug. This is to allow for installation of the Rear Washer/Wiper kit.

The kit consists of the motor, wiper and blade, washer pump, wiring harness, hose, connectors, and dash switch. When you press the switch, the washer is activated, and the wiper clears the glass until it senses friction, which saves wear on the wiper blade and motor. The motor also contains a sensor which will keep the wiper from activating if the blade is frozen to the glass.

The washer nozzle is mounted on the roof just above the hatch, and draws fluid from the same reservoir as the windshield washers. The wiper blade uses the same size refill as the windshield wipers.

The kit is available through Saab dealers' parts departments. The part number is 02-74-605, and it has a suggested retail price of \$295.00 plus installation. It will fit only those 900s with the hole in the glass, and cannot be fitted to an older car.

'87 CONVENTION SHAPING UP

All roads lead to Tulsa! At least according to the map published by the Tulsa Saab Club. The 1987 National Saab Owners Convention, July 24th thru 26th, is expected to be the biggest Saab party in many years. Several Saab luminaries will be in attendance, including legendary rally driver Erik Carlsson. Saab-Scania president Robert Sinclair will attempt to put in an appearance, but he is also scheduled to be in Portland, Oregon, that weekend for a Barber-Saab Pro race.

AN AFFORDABLE CABRIO!

Saab has introduced a convertible version at a price reminiscent of the Saab 96. Like the 1986 900 Turbo Convertible, the new model comes in only one color, Red. But in a break from tradition, this one is driven by the rear wheels.

For details, see page 9.

5 YEARS OF SALES RECORDS

Saab car sales set another record in March, when U.S. Saab dealers retailed a total of 3,744 new Saabs. This marks the 60th consecutive month that sales of Saab cars have hit a new monthly record. Last year's March total was 3,703 units. During the first three months of 1987 a total of 10,630 Saabs have been retailed, up 5.6 percent from the same period in 1986.

"Five years ago, in April 1982, our retail sales set a new all-time record for that particular month," says Robert J. Sinclair, president of Saab-Scania of America, Inc. "Since that time, every month's sales have been a new all-time record for that month. As far as we know, no other car make can boast of an unbroken string of monthly sales records as long as five full years."

While congratulating the nation's Saab dealers on the record, Mr. Sinclair also cautioned them that the string may break.

"Our allocation of cars is only a few thousand over the 47,000 or so we received last year. With that kind of limited availability we must expect the string of records to break sooner or later, regardless of the continuing strong demand for Saab cars," he said.

Details of the '87 meet will be published in the July issue of NINES. However, the rumor of a Saab Clubs of Georgia Hospitality Suite has been confirmed by the folks who put on the '86 Convention.

The Delaware Valley Saab Club has already put in a bid for the 1988 gathering. A celebration honoring the 350th anniversary of the first Swedish settlers to the region will be held in '88, and there will be many events surrounding the anniversary. A Saab Convention would fit right in, say the Delaware folks.



9000 RUMORS

There have been quite a few rumors lately concerning Saab's top-of-the-line model. AutoWeek has recently shown drawings of alternate body styles for the 9000, including a station wagon, and a 3-door version. AW claims the station wagon is a sure thing.

An "informed source" at Saab-Scania of America says the wagon is still just a design study, but that a Notchback sedan will appear in the 1988 lineup. Another source says that the 9000 will soon have 4-wheel-drive, similar to the Audi 5000 Quattro.

Available soon for the performance minded 9000 driver will be a +1 wheel/tire setup. The wheels will be 16 inches in diameter, 7" wide, and will be fitted with Pirelli's latest high-perf rubber. Check the parts department at your Saab dealer for details and prices.

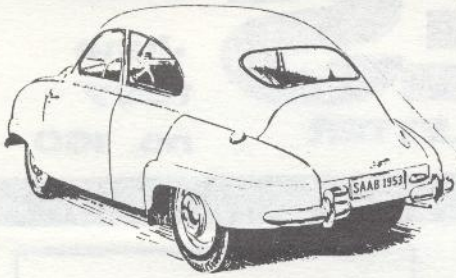
VISIT SWEDEN IN AUGUST

A rough count indicates about fifty members of SCNA will fly to Sweden to participate in the SAAB 50th Birthday Party on August 30th. Group flights on SAS are being organized by Paul Florance and Andy Federowski, leaving on August 28th from New York and Chicago respectively. There is still room available on each of those flights, so make your reservations now:

Paul Florance (213) 493-6707
Andy Federowski (312) 902-1200
extension 2610

In addition, there are quite a few members who can't schedule their trips around the tours and will be traveling to Trollhattan on their own. In order to get an accurate count on how many SCNA members will be at the 50th anniversary, please send a note to Tim Winker at the Saab Club office in Duluth.

FROM THE BACKSIDE



Two months ago, I wrote about the possibility of the 55mph National Speed Limit being lifted. Since then, Congress voted to allow states to raise the limit on rural Interstate highways to 65mph. Half of the states have now taken the initiative, which means you should be able to get to your summertime destinations quicker. Or, if you're like me, to travel a little closer to legal speeds.

I'll admit it, I'm a law breaker, one who engages in Civil Disobedience. I have driven the freeways of our nation at speeds up to 80mph! I am also a safety advocate. I am a strong believer in the use of safety belts, halogen headlights (European style, not the second rate versions the D.O.T. allows), and the strength of Unibody construction. I also believe the Interstate Highway system was designed for speeds of 80+mph.

It only makes sense that I should believe in Saab and their pursuit of a safe automobile. Which brings me to the meat of this month's editorial -- the NHTSA crash test of the 9000.

The NHTSA rated the 9000 as "Poor" in its 1986 crash test into a solid barrier at 35mph. As a direct result, **Consumer Reports** and the latest version of **THE CAR BOOK** have rated the 9000 as a "worst" choice. These findings were reported in the August/September 1986 and April 1987 issues of **NINES**.

Several people have written that Saab has apparently forgotten its past and made a step backwards by compromising the safety of the 9000. Others have suggested that I have an overly chauvinistic attitude toward Saab. Balderdash!

There is more to Saab's striving to safety than company policy. Sweden is a country where safety is often legislated long before it reaches other countries. Safety

items such as roll-cage construction, dual-diagonal braking systems, headlight washers and wipers, and impact absorbing bumpers originated with Saab. And many Saab (and Volvo) innovations are now required on all cars sold in Sweden.

The NHTSA rating is based on a single crash. Though done under laboratory conditions, it is done on a random car. It is possible that there is a problem with that individual vehicle; a missed weld or a loose bolt. Or that a slight difference in the procedure could throw off the data. Yet the result becomes gospel for that model.

We should remember that NHTSA is an agency of the United States Government. Many of us have doubts about data furnished by other branches of the government (Our government? Lie to us?), so why should we blindly accept data furnished by NHTSA? The NHTSA admits that their tests should only be used as a guideline, yet **Consumer Reports** and **THE CAR BOOK** used the data to draw conclusions.

The 1983 Saab 900 4-door also received a "Poor" rating in the NHTSA crash tests, failing in the "Passenger Protection" category. The Highway Loss Data Institute, a non-profit group which compiles relative injury claim frequencies of vehicles from insurance claims, rated the '83-'85 900s as lowest (best) in injury claims in the Small car categories, both 2-door and 4-door (based on wheelbase), lower than all but two cars in the Medium size categories. Conversely, the 1983 Chevrolet Chevette 2-door passed the "Occupant Protection" test by NHTSA, but has the second highest injury rate of all cars (nearly 200) in the HLDI's tables.

The NHTSA has already said they will be crash testing an '87 version of the 9000. This indicates they are uncertain of their own data. Regardless of the result, it is still a single incident test, and not the real world.

As Rick Parr suggested last month, the 9000 may be less safe than the 900, but I would still choose it over most other cars in terms of safety.

Next month, we'll do some testing of the Weber Big Throat, courtesy of Swedish Express. There will be updates of the Saab Club Assistance Network and Mechanics List, so send in your additions. And there is always room for more 2-stroke and V4 articles.

Tim Winker

REGIONAL CLUB NEWS

APPALACHIAN SAAB CLUB -- June meeting will be held at Ken Edwards' home in Jonesboro. For info: Wendell Francis, Rt. 5, Box 334, Dandridge, TN 37725. (615) 397-2172.

GREAT LAKES SAAB CLUB -- June 6th, Cookout at Pat & Walt Prinz's in Greenville. June 15-17, Spring Auto Fest Extravaganza; drag racing, slalom, road rally, & car show. Jim Laman, 763 Larkwood Drive, Holland, MI 49423. (616) 335-5215.

MINNESOTA SONETT CLUB -- May soon become the Midwest Sonett Club, or the Midwest Vintage Saab Club. Jeff Schille, (612) 457-6891.

NEW ENGLAND SONETT CLUB -- Annual meeting to be held Sunday, June 7th, at the Museum of Transportation, Larz Anderson Park, Brookline, MA. P.O. Box 4362, Manchester, NH 03108.

TULSA SAAB CLUB -- meets the 4th Tuesday of each month at 7:30pm at Mazzio's Pizza, 5119 S. Sheridan, Tulsa. Contact Keith Johansson, 1543 S. Columbia Av., Tulsa, 74104.

VINTAGE SAAB CLUB OF WASHINGTON STATE will meet for a Picnic, Swap meet and Tour on Sunday, July 12th at Swak Campground, Blewett Pass on Highway 97, approx. 20 miles from Ellensburg, WA. Meet at the Perkins Restaurant, I-90 in Ellensburg at 11am, or at the campground at Noon. Call Shawn Ireland at (509) 548-7279, John Baird at (509) 653-2057 or Rich Roberts at (206) 328-2303.

WEST MOUNTAIN SAAB CLUB (New York/New England) -- Annual Meeting July 18-19 at Singletary Gun Club, Oxford, MA. Events include Car Contest, Concours, TSD Rallye, Group Photo. Contact David Sullivan, 314 Union Av, Framingham, MA 01701-6319. (617) 879-8288 after 6pm; Tom McDermott, (518) 798-1577 days; or Mike Blair, (617) 525-3872.

NEW CLUBS FORMING

ANCHORAGE, AK -- John R. Miller, 2450 Colony Loop, Anchorage 99507. (907) 349-7817.

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

LORAIN COUNTY (N.E. Ohio) -- Del Balunek, (216) 245-4242.

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

NORFOLK, VA -- Alan Bellinoff, (804) 340-7097.

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 modification 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.

I own an '80 Turbo and am considering putting in a 16-valve engine with intercooler. Will it fit, and is it a good investment?

J.D., CT

It will fit. As to the investment, you alone can decide. How is the body? upholstery? glass? I feel you will do it for your own enjoyment and probably not recoup your investment. Remember, the 16-valve transmission drivers are larger than yours.

The temperature gauge on my '83 900 Turbo "ticks" upward when I step on the brake and when certain accessories are turned on. When I'm in slow traffic, the needle is just below the red mark, and when I press the brake, it pops above the red line.

Also, I tried to replace a lower ball joint, but couldn't get one of the long bolts out. Any way to get it out?

B.S., NY

Does your car have the Saab recommended 80°C thermostat? Also,

check the fan sensor. It has been my experience that every time the engine overheats, the "turn on" temperature creeps up a few degrees. The gauge problem sounds like a loose ground. Check them all, from battery to taillights.

When replacing ball joints, you have to support the suspension, or there is so much pressure on that bolt that it won't come out. Saab makes (of course) a special tool, but I've used substitutes, all the way from a block of wood to a couple of sockets.

I have a bunch of questions:

- 1) What is the best winter tire?
- 2) While backing up, I put on the brakes and there is a "clunk". What might it be?
- 3) My gas gauge isn't accurate and the needle bounces. Can I fix it?
- 4) What is the best method of removing "900" and "Turbo" emblems without damaging the paint?

L.S., MI

1) What Saab recommends. This is like asking what brand of beer is

best.

2) Could be the pads are a few thousandths short in width, or more likely, the outer race of the front wheel bearing is lacking a thin coating of moly grease. [Also, see Saab Service Information 05/84-687, which describes a new pad retention pin, P/N 89-90-194; June '84 issue.]

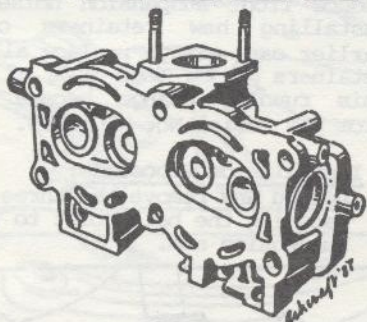
3) Only to the extent of making sure the electrical connections to the fuel sender are clean. A special tool is needed to take the sender out of the tank, a job I hate. I don't like to work surrounded by gas vapors.

4) Dunno, I never tried -- but aren't you proud to have a SAAB?

How about synthetic oil?

M.U., PA

A controversy since synthetic oil was introduced. For my money, I'll stick with conventional oil. Oil doesn't wear out, it becomes contaminated, and the additives get used up. I want someone to prove to me that these two things don't happen (or as fast) with synthetic oil. Saab doesn't recommend it.



V4 HEADS RECONDITIONED

Includes new hard exhaust valves and seats, new intake valves, new valve springs and keepers, and new guides if required, on two Saab V4 heads. These heads OK for unleaded gasoline.

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SERVICE SUBJECTS FROM SAAB

REDUCING WIND & ROAD NOISE

Application: 1986 9000 Turbo
S.I. 04/87-957, B-8/p.14

Given below are operations dealing with wind noise being emitted into the passenger compartment of the 9000. Two of these operations involve new parts which have since been introduced into production. Note the VINs given below.

Parts Involved

A-Pillar Seal (RH) P/N 92-78-748
A-Pillar Seal (LH) P/N 92-78-755
Sound Shield (2 req.) 69-57-708

Supplies Needed

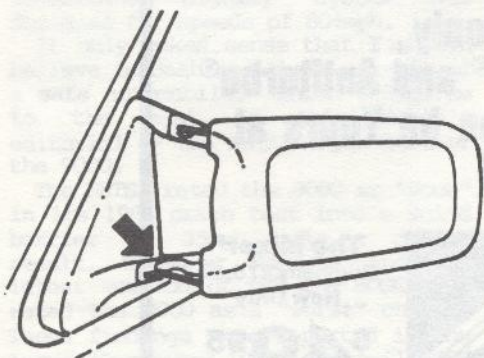
Butyl Tape
Silicone Seal

VIN Serial No. Information

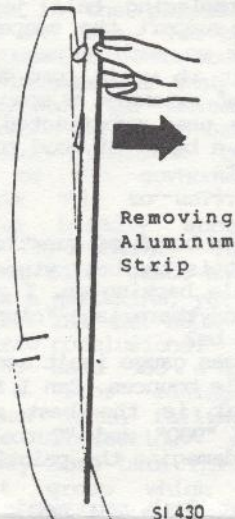
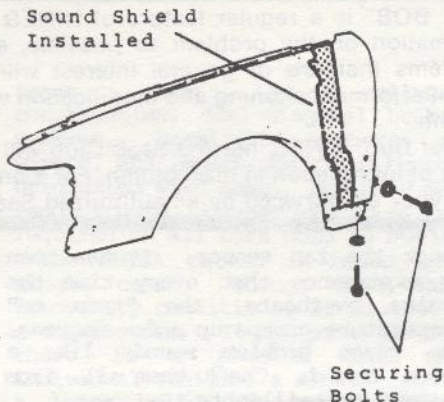
G1015519 - A-pillar seals introduced
G1019397 - Sound shield introduced

Repair Details

1. First determine the type of problem you are dealing with. This Service Information concerns only wind noise and road noise in the passenger compartment. Check that the doors close properly and that the door seals are in good shape (not twisted or deformed).

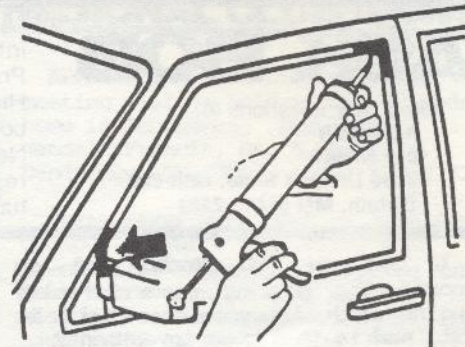
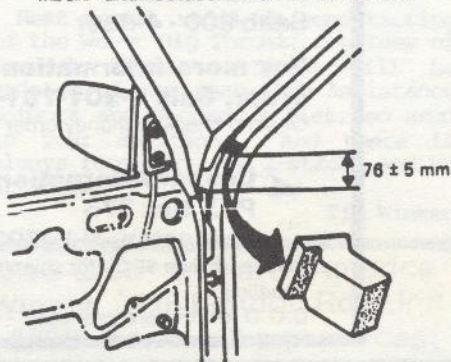


2. Fold back the mirrors and apply a small amount of the butyl tape to the gap around the wire harness for the electrical function of the mirrors. Apply just enough to fill the gap.
3. Install sound shield 69-57-708 in both front fenders. Remove the front wheel and the rear portion of the plastic inner fender liner. Remove the two securing bolts from the bottom of the fender. Remove the aluminum strip from the sound shield. Apply some undercoating oil to both sides of the sound shield, press out the trailing edge of the fender and fit the sound shield.



Refit the two securing bolts to the fender.
Refit the inner fender liner. Repeat on the other side of the car.

4. Check the fit of the upper edge of the rear hatch compared to the roof line. If it is higher than the roof line it can cause wind noise and should be adjusted.
5. Check that the rubber grommets in the firewall and wheel housings are properly fitted, especially around the wire harnesses and the intermediate shaft for the steering column.
6. Clean the metal surface of the A-pillar and fit the new A-pillar Seals P/Ns 92-78-748 and 92-78-755. The bottom of each seal must be 76mm \pm 5mm from the top edge of the door hinge. The notch in the new A-pillar seal must be positioned to line up with the contour of the door.



7. Pull away the window moulding in the corners of the front door frame. Apply black silicone seal at each corner of the door frame. Re-install the window mouldings. Repeat this procedure for the rear door mouldings.

NEW RETAINERS FOR CONTROL ARM BUSHING

Application: 9000 models
S.I. 04/87-958, B-7/p.4

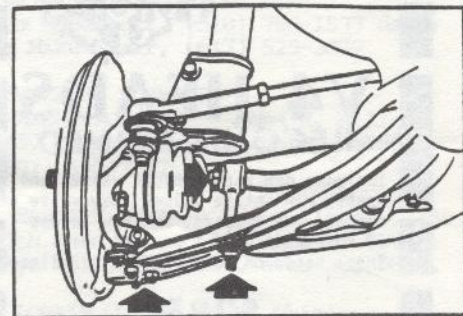
New retainers for the control arm bushings have been introduced into production. The new retainers have thicker ends and thus apply greater axial preloading to the bushings. Because of this preloading the bushings are more difficult to change and a new procedure has been developed to assist the technician.

Bushing Retainers P/N 89-69-669

These retainers may also be fitted to earlier 9000 models and will reduce front suspension noise. If installing new retainers on an earlier car, always replace all four retainers (2 on each side of car). This running change became valid from VIN Serial No. H1019596.

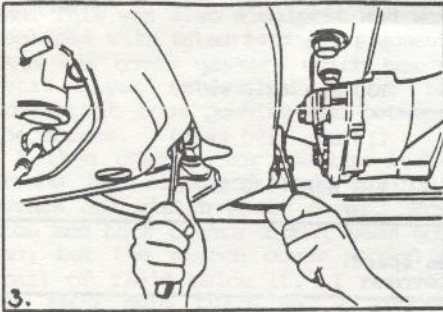
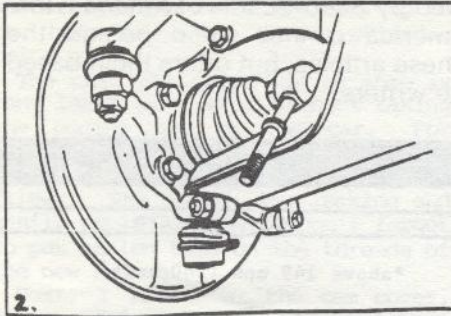
Installation Procedure:

1. Loosen and remove the three bolts securing the ball joint to the suspension arm.

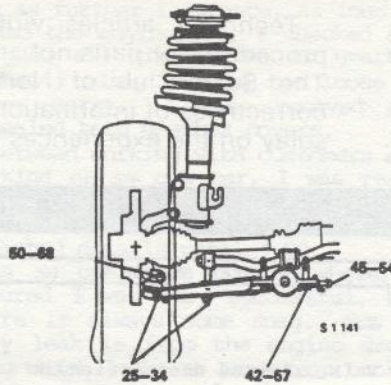
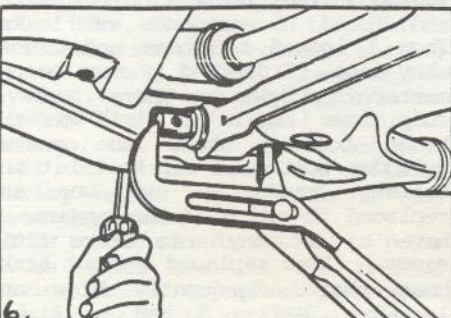
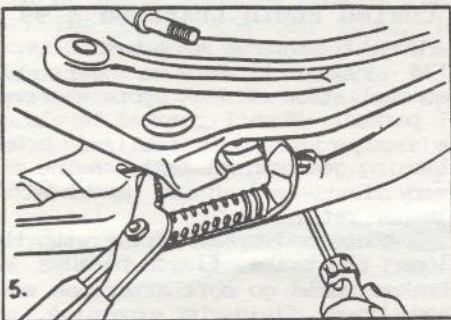
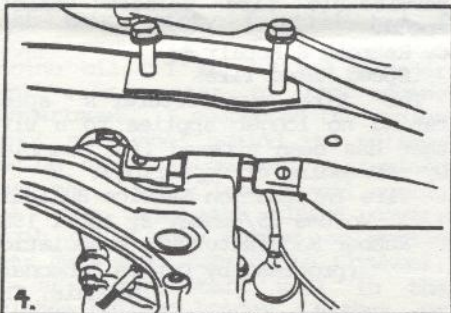


2. Loosen, but do not remove, the nut securing the stabilizer bar to the stabilizer bar link. Remove the nut securing the stabilizer bar link to the suspension arm, saving the rubber bushings and washers.
2. Remove the stabilizer bar link from the suspension arm as shown. Release the load on the suspension arm bushings by positioning the suspension arm as shown.

SERVICE SUBJECTS continued



3. Remove the two nuts securing the suspension arm to the subframe and push the bolts as far as they will go towards the front of the car. Remove the two bushing retainers.
4. Fit two new bushing retainers, P/N 89-69-669.



Tightening torques in Nm
1 Nm = 7.4 ft. lbs

5. Refit the rear bolt first. Using a pair of water pump pliers as shown, use a screwdriver to push in the bolt. Fit the nut loosely.
6. Next fit the front bolt. Using water pump pliers as shown, push in the bolt. Fit the nut loosely.
7. Insert the stabilizer bar link in the suspension arm complete with washer and bushing. Fit the rubber bushing, washer and nut but do not tighten.
8. Fit the ball joint to the suspension arm, tightening to the specified torque.
9. Tighten the bolts for the bushing retainers. Tighten the nuts securing the stabilizer bar link to the suspension arm. Tighten the nuts securing the stabilizer bar link to the stabilizer bar.
10. Repeat the procedure on the opposite side of the car.

REMOVING/INSTALLING WINDSHIELD

Application: Saab 9000
S.I. 04/87-959, B-8/p.15 (\$2.00)

Various windshield configurations have been used during production of the Saab 9000. The different types are described here as well as a new removal and installation procedure. This procedure differs slightly from the one in the 9000 Service Manual (Section 8, p. 843-4).

Version I - 82-83-962
5.8mm thick
All M86 model 9000s
M87 thru VIN #H1005251

Version II - 82-84-010
5.5mm thick
M87 VIN #H1005252-H1014799

Version III - *
5.5mm thick
4 metal straps bonded to glass
M87 VIN #H1014800-on

The chassis numbers listed above reflect the windshield versions as installed on the production line. All three versions can be used in any 9000 for replacement purposes. However, please note that Version I uses a different cover moulding than versions II and III. These cover

strip mouldings are not supplied with the windshield kit.

*Version III is not yet available as a replacement part. Versions I and II are currently available and may be used for all applications. The bonded straps on Version III are used solely as an installation aid and do not contribute to the integrity of the windshield in the car.

A copy of this eight page S.I. is available by sending \$2.00 to the Saab Club.

INSTALLING REAR WASHER/WIPER

Application: 87-1/2 900 3-door
S.I. 04/87-960, A-9/p.68 (\$1.00)

This supplemental instruction sheet should be used in conjunction with the installation booklet enclosed with the Rear Washer/Wiper Kit, P/N 02-74-605. A copy of this three page S.I. is available by sending \$1.00 to the Saab Club.

CLOSEOUT ON CONVENTION GOODIES

'86 T-Shirts (M, XL only) _____ \$6.00
"Troll" T-Shirts (M, L, XL) _____ \$7.00
'86 Convention Posters _____ \$2.00
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TECHNICAL TALK

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

SPEED RATINGS OF TIRES

Speed ratings of tires are identified by means of a speed symbol. The meanings of these symbols are explained below.

Although a tire may be speed rated, we do not endorse the operation of any vehicle in an unsafe or unlawful manner. Speed ratings are based on laboratory tests which relate to performance on the road, but are not applicable if tires are underinflated, overloaded, worn out, damaged or altered. Furthermore, tire speed ratings do not imply that vehicles can be safely driven at the maximum speed for which the tire is rated, particularly under adverse road and weather conditions or if the vehicle has unusual characteristics.

TIRE SIDEWALL MARKINGS

A. Tire Size Designation

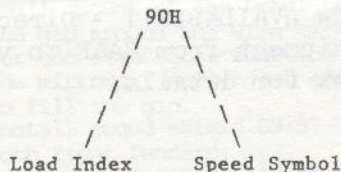
The speed rating symbol can be included as part of the tire size designation. For example, the tire size P185/65HR15 has the following meaning:

- P Passenger car tire
- 185 Nominal section width in millimeters
- 65 Nominal aspect ratio (section height-to-width)
- H H speed rated tire (130 mph max. speed rating)
- R Radial tire construction
- 15 Nominal rim diameter in inches

B. Service Description

This is a new marking that is beginning to appear on speed rated tires, which is intended to become a worldwide standard eventually. It is distinct and separate from the tire size designation. It consists of a two- or three-digit load index and a speed symbol.

A typical service description is:



1. Load Index - A numerical code (90 in this example) associated with the maximum load a tire can carry at the speed indicated by its Speed Symbol under specified service conditions. In the United States, the maximum tire load capacity is stamped in pounds (and in many cases, also

SPEED SYMBOL	MAXIMUM SPEED
Z	*above 149 mph (240 km/h)
V (No service description)	*above 130 mph (210 km/h)
(With service description)	149 mph (240 km/h)
H	130 mph (210 km/h)
T	118 mph (190 km/h)
S	112 mph (180 km/h)

*consult tire manufacturer for maximum speed.

in kilograms) in the lower sidewall of the tire.

2. Speed Symbol - In this example, the speed symbol H means a maximum speed rating of 130mph. If a tire were S, T or V rated, an "S", "T" or "V" could appear in the service description.

C. Markings

Examples:

1. P185/65HR15
2. P185/65HR15 90H
3. P185/65R15 90H

For a transition period ending December 31, 1990, speed rated tires may be marked like any of the above examples. However, the worldwide tire industry is committed to standardizing the tire size and service description markings to be in accord with international standards. Therefore, at the end of the transition period, any speed symbol denoting a fixed maximum speed rating will appear in the service description as shown in Example 3.

SELECTION OF SPEED RATED REPLACEMENT TIRES

A. Selection

When replacement of tires is desired, consult the vehicle placard (normally located on door frame or glove box door) or the owner's manual for correct size. If the tires shown on the vehicle placard do not have speed ratings, speed rated tires may be applied, if desired. When the placard tire size nomenclature contains a speed symbol (for example, P185/65HR15) the replacement tire must have the same or higher speed rating if the speed capability of the vehicle is to be maintained. (If the replacement tire is not speed rated, the speed capability of the vehicle may be limited by the speed capability of the replacement tire.)

B. Mixing

Be sure to follow RMA rules on tire mixing as shown on the "Replacement Guide for Passenger Car Tires" wallchart. If tires of different speed ratings are mounted on a vehicle, the tires with the lower speed rating will limit permissible tire related vehicle speed.

C. Retread & Repair of Speed Rated Tires

The tire manufacturer's speed rating no longer applies to a tire that has been altered (for example, by retreading or repairing).

Tire Information Service Bulletin
Volume 25/Number 2, April 1987
Rubber Manufacturer's Association
(provided by Dennis DeLeonard
Memphis, TN)

CURING FLUID LEAKS ON A 99

When I acquired my latest SAAB, a '74 99LE, I had a veritable constellation of leak spots wherever I parked. When I checked levels on a regular basis, I realized I was losing gearbox oil fast, engine oil very fast, and brake fluid at a lesser rate.

I concerned myself first with the loss of brake fluid because my brakes would go soft after one week and brake fluid is expensive. I looked at the brake calipers first and found no evidence of leaks. Then I looked to hoses and lines, okay also. I decided it must be the master cylinder. There was a suspicious trail of fluid on the brake booster where the master cylinder bolted to it, so I bit the bullet, bought a new one and replaced it and bled the system. I haven't lost any more brake fluid since. (Also replaced a front brake hose that subsequently blew and leaked.) NOTE: I had to siphon

excess fluid out of the brake booster before I installed the new master cylinder. It was full up to the hole where the master cylinder bolts on.

The next challenge was to stop as many leaks as I could without taking the engine out of the car. For engine oil leaks, I first checked the oil pressure switch and oil filter. The switch was leaking and easily replaced. NOTE: Don't forget to put teflon tape on the threads of the new switch.

Next, I looked at the cam cover, especially around the timing chain end. This was also a culprit and was replaced with an original equipment SAAB cam cover gasket, which has a metal layer sandwiched in it to prevent it from pushing out between the screws.

I then checked for gearbox leaks around the side and back (pinion) covers and clutch shaft cover. The side and back covers didn't seem too bad, but the clutch cover showed a trail of fluid below it. I removed it, made sure there was a rubber gasket there, yes, but the clutch shaft did not have a spinner/propeller on its end which serves to keep fluid away from the breather in the clutch cover. I found and installed a propeller with an O-ring behind it, put some blue silicone around the cover and gasket, and reinstalled it.

At this point, I still had a significant loss of gearbox and engine oil. I knew I had a major leak rear center of the engine compartment. I suspected the engine front main seal behind the pulley; engine has to come out to replace that one. I saw lots of oil coming out from under the clutch cover, which could mean either an engine rear main seal behind the flywheel, or a clutch shaft seal in the release bearing holder. Either, or both of these could be done in the car, but to do the job right, I thought I might as well pull the engine and cover all bases in the same operation, rather than one by one as I had up to this point.

The next Saturday, I got up early and had the engine out by mid-morning, and proceeded with the major oil leak culprits. First, I removed the pulley and found fresh oil in the outer groove of the front main seal. This is a sure sign of seal failure! I replaced that, then proceeded to the clutch and flywheel end. Here, I removed the clutch pressure plate and release bearing holder as one. Then I removed the flywheel. It was dry behind the flywheel (rear main seal) so I left that go, but there was a definite trail of fluid from the release bearing holder to a hole in the lower gear case.

This pointed directly to the clutch shaft seal in the release bearing holder. Replacing this, I knew I had my major leaks solved,

but as further insurance, as long as I had the engine out, I checked and torqued all the engine to gearbox bolts, finding nothing too loose to cause worry. I also removed and resealed both gearbox covers.

Between working with customers and working on my own car, I was ready to put the engine back in by 1:30; had it in and hooked up by 3:00, and finished details until 4:00.

As an operation on the whole, I figured I was very successful, but there is always some snag. Now my only leak is from the engine drain plug which looks to have been broken off and parts of the gearcase welded. The current plug is of a self-tapping sort and is stripped. I have sealed it as best I can, but I guess I'll have to go to the rubber insert (last resort) type of drain plug at the next oil change.

I'm down from a solar system of leaks to a single planet. It gives me something to do with the old Sunday paper. I paper a small area in my garage for my "not totally garage broken" 99.

Tim Brown
from the Central Penn
Saab Club Newsletter

MORE ON MOLYKOTE M

In the NINES Transmission Survey I mentioned a product known as MOLYKOTE M GEAR GUARD which some members had used as a gear oil additive. Since the survey was published, I've received phone calls from some members who were unable to find this product in their local auto parts store.

MOLYKOTE M GEAR GUARD can be purchased at many BEARING stores, which can be found under the same heading in the Yellow Pages. BEARINGS, INC. in New Jersey quoted me a price of \$19.00 per quart. Only a few ounces are used at each gear oil change, so a quart will last a very long time.

MOLYKOTE M GEAR GUARD is manufactured by DOW CORNING Corporation, which is headquartered in Midland, Michigan 48640, with offices in various states.

Club member Tom Bernett, of Glen Allen, VA was kind enough to mail me a technical sheet on this product. The brochure says MOLYKOTE M:

- increases a lubricating oil's load carrying capacity
- reduces wear
- reduces operating temperatures
- reduces noise levels
- increases lubricating oil life (due to lower temperatures)
- reduces power consumption (reduced friction)
- provides start up lubrication (adherent coating properties)

all contributing to lower maintenance and longer life.

The product is described as: A stable dispersion of molybdenum disulfide, along with other extreme-pressure and anti-wear additives, in a premium grade mineral oil.

Nowhere in the brochure do I see any mention of using this product in an automotive application.

Thor Carlson
Newton, NJ

[ED NOTE: MG Mitten in California lists MOLYKOTE M in a 2-ounce tube to treat 4 pints of transmission grease at a price of \$3.50. Their U.S. order line is 800-423-4517. There is also a line of automotive greases and additives manufactured in Canada called MOLYSLIP. MOLYSLIP G is formulated for transmissions. I have seen it for sale in the U.S.]

USE OF HEAD STUDS

Whenever working on a Saab head or any other aluminum casting, it makes sense to replace the bolts with studs and nuts. This will usually only cost a few dollars and will insure that the proper torque figures will be obtained with no risk of stripping the castings or cross-threading the bolts. Of course, the studs must bottom in the holes and be secured with Loctite or a similar product.

The value of this is confirmed by the fact that on most Italian exotics only studs are used in the soft castings. And Italians seem to know best when it comes to casting aluminum.

Joe Jessen
New York, NY



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VARIOUS TIPS

Spraying protectants on with those pump spray bottles can be bad news, especially after some dirt gets in and the pump hangs up. Try Preval (or similar) make-it-yourself aerosols. \$3-\$4 buys a glass jar and freon (sorry ozone layer) power unit. Very easy to cover the entire rubber bumper. By the way, let protectants sit and soak, don't just wipe them away. Preval is also great for touch up painting, e.g.

wheels, dings, rust, etc.

900 Turbo owners, check the rubber A-arm bushing nearest the turbine. Apparently the extra high heat flow under the hood prematurely ages the synthetic rubber on some cars. You may already notice a dull thunk during parking maneuvers. Fortunately, this one bushing is easy and cheap to replace (P/N 71-63-603, \$4.85 retail). I did all the work with the car sitting normally on the driveway. You'll need some small pry bars to tweak the control arm to

realign the bolt hollows. The old bushing fell out, and the new one was easily pushed in with a little soap in a good sized vise.

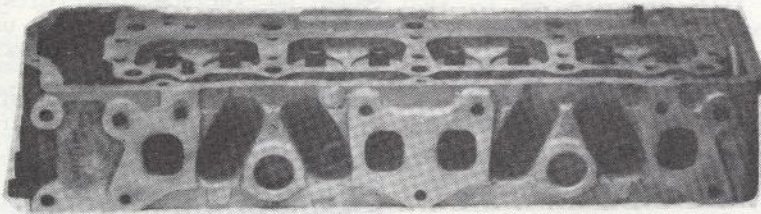
'96/'95 owners may have seen how late V4s in Sweden all had blacked out areas around all the windows, black wipers, side mirrors, front fresh air scoop, rear spoiler (light colored cars had black trunk lids below the spoiler). If your car has scabby, rusted, corroded looking locking/trim strips at the front and rear glass, read on.

Gently remove the strips. They're probably clean, but if you suspect recent wax or silicone, wipe seriously with solvent (acetone, enamel reducer), then spray with flat or semi-flat Krylon. After dry, clean the gasket, spray with protectant (even WD-40) to lube and make replacement easy.

If your car has two of those nasty aluminum inserts, or if you're perplexed trying to re-install one, forget it. Clean the groove in the gasket, reseal the glass if it leaks (use non-hardening glass sealer unless your glass is still without sealer), then select (based on how loose or tight the glass fits) black multi strand wire; 16, 14, 12 gauge is the range. Press the wire in continuously with a dull screw driver. I used two rounds, some may take 3 rounds. Complete the look by painting the rear side window frames and door window frame.

Robert Allen
Hamden, CT

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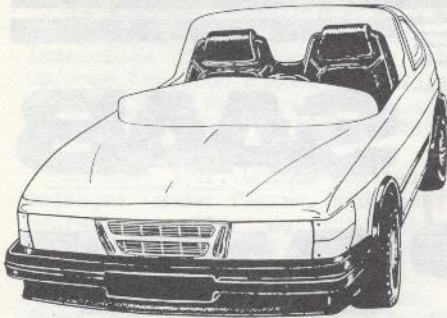
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- Dimensions: 81" (205 cm) long by 39" (100 cm) wide
- Weight: 121 lbs. (55 kg)
- Tires: 13 x 5.00-6
- Maximum Speed: 22 mph (35 kph)
- Engine: 5 hp, 0.21, 1 cyl., 4-stroke, 3300 rpm, electric starter
- Transmission: Torque converter (stepless gearing), chain to rear axle sprocket, left wheel drive, disc brake on rear axle

900 SHOCK REPLACEMENT

When I replaced the rear shocks on my '83 900 Turbo I found no need to do all the unbolting that the Saab manual sets forth. Just unbolt the shock and remove. The old shock can be collapsed by jacking the shock out of the strut without lifting the strut. There is enough clearance to take it out on the angle. Install new ones the same way, or collapse the shock and tie it to insert, the way KYB shocks are supplied.

Bernie Shapiro
Brooklyn, NY

COMPROMISE CRASHWORTHINESS?

Rick Parr's notes in the May issue of NINES concerning the GREAT COMPROMISE certainly make me wonder about the degree of truth in Consumer Report's crash test results of the 9000, seatback latch conflict aside. I really don't want to repeat all the inferences, the third column on page 12 does a good job of it. It appears that the crash-safety issue for the 9000 focuses on the difference between a structural design that is "just good enough" and one that has an "extra margin of safety". The latter phrase refers to the established 900 design.

I too think highly of the 9000 and I truly believed Saab's long-established safety reputation would carry on throughout the evolution of its product line. If there has been too great a compromise in the degree of margin of safety, maybe we will have to let the 9000 mature as suggested by Rick. Based on the problems this safety issue could create, I suspect it will be addressed very soon.

Stephen G. Carrellas
Berkeley Heights, NJ

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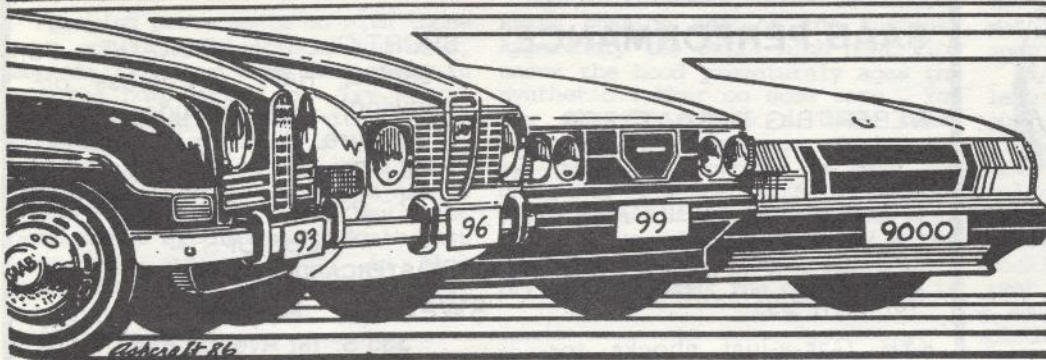


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DEADLINE: Second Friday of each month for the following month's issue, i.e. the second Friday in January for the February issue.

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

SONETTS FOR SALE

'74 Sonett, Weber, AM/FM cass, low mileage. \$2500. Also '73 Sonett, good body, rusty pan, \$1200. Joel Ballon, 479 Perry Hwy, Pittsburgh, PA 15229. (412)931-2522.

'74 Sonett, 39k mi, light rear body damage, clean car. \$1000. Michael Caro, 278 Boston Post Rd, Orange, CT 06477. (203) 795-0776.

'73 Sonett, only 600 miles on full race engine, king-kong trans, custom paint, AC, new interior, brakes, MSS exh, Konis, alarm, more. \$3600. Edgar Steele, 3211 Longfellow Dr, Belmont, CA 94002. (415) 594-0588.

'73 Sonett #1104, 60k mi, includes partial '73 Sonett #1130 parts car. \$1200 obo. Larry King, 10206 Stonehedge Dr, Painesville, OH 44077. (216) 352-2623 after 6pm.

'72 Sonett #84, 68k mi, including complete '72 Sonett #241 parts car. \$1400 obo. Larry King, 10206 Stonehedge Dr, Painesville, OH 44077. (216) 352-2623 after 6pm.

'68 Sonett, badly rusted, plus additional chassis w/moderate rust. \$1200/both obo. Dave, (215) 752-3000 days, (215) 257-7904 eves.

Sonett GT-4 Racer, ran in F-prod in 84 & 85. Full roll cage. Sister car to Jack Laurence's. Ready for engine & wheels. \$4800 w/eng, \$3800 w/o. Dave Miller, 5 Parkview Ave, W. Caldwell, NJ 07006. (201)575-0150

'72 Sonett, orange, looks & runs great, 48k mi. Also '67 Sonett II, chassis #168, red, blown engine, otherwise good condition. Need garage space. First \$4500 takes both. Lori Imhof, 118 Camp St, Emmaus, PA 18049. (215) 965-6660.

'72 Sonett, 110k mi, good trans & eng, body & interior exc, no rust, Dual Weber, manifold, car cover, stereo. Needs clutch. \$3000 obo. Tom Remedios, 1191 Bucknam Av, Campbell, CA 95008. (408) 866-1689, or (408) 432-9400 x.2380.

'72 Sonett for parts. Complete body & mechanicals, eng & trans out of car. \$1000 obo. Al Sorokach, RR5 Box 333, Elro Dr E, Oak Ridge, NJ 07438. Work (201) 648-2466, Home (201) 697-7321 or 697-5228 after 7pm weekdays.

'72 Sonett, 108k mi, good tires, mags, good compression, shaky trans. \$900 obo. Michael Nagatkin, 3901 NE 11th Pl, Renton, WA 98056. (206) 226-0770.

'71 Sonett, new brakes, trans & clutch rblt, some spares. \$2500. James Chandler, RT1 Box 25, Sweet Springs, NY 24980. (703) 897-5731.

'68 Sonett V4, 50k mi, rblt eng, mags, 100% original, no work needed. \$6000. Don Seely, N. Chili, NY. Home (716) 594-8321, Work 344-2542.

'68 Sonett V4, wrecked RF, repairable hood. For project or parts car. Don Seely, N. Chili, NY. Home (716) 594-8321, Work 344-2542.

93s, 95s & 96s FOR SALE

'73 96, 83k mi, 4 new radials, new exh sys, valve job @ 81k, trans @ 73k (free-wheel). Super cond. Verona green. \$2500. Gary Schroeter, 4120 Springfield, Chicago, IL 60618. (312) 267-8226.

'67 96 two-stroke, restored by Europa Motors in '85. All original, mechanicals rblt or new. Beige. \$6000 invested. Sell for \$4800 or offer. Ted Marshall, Wilmette, IL. (312) 256-8688.

'65 95 Popper, runs fine, could use paint & minor body work. \$1000. Mike Friedman, 226 Barlow Mtn Rd, Ridgefield, CT 06877. (203) 438-7926 after 8pm EDT.

'63 Saab Sport, 850cc, front discs, 3 carbs, oil inj, many new parts & extras, lacquer paint. \$1995. Richard Merrill, 22305 S.E. 244th Pl, Maple Valley, WA 98038. (206) 432-2652.

Collector Clears Out... 95s & 96s, 2 strokes & V-4s. Conditions & prices vary. Write or call for details. Serious inquiries only. Matt Steva, 6608 Portage Rd, DeForest, WI 53532. (608) 846-9332.

2 STROKE & V-4 PARTS

Euro-headlights w/grille assy, w/o wipers, fits '69-'74 95 & 96, \$300. Shop repair manual thru '73, \$90. Seats in exc cond, many other used parts. Rob Allen, (203) 248-8798.

Sonett parts, 74 body & pan, great from firewall back, solid, \$600. '72 body shell, doors & back glass, make offer. '72 alloy wheels, \$300. '73 alloy wheels, \$600. Two sets of seats. Other misc. Bill Cook, 4019 Leland, Comstock Park, MI 49321 (616) 784-4614.

Roof rack for 95/96, \$30 +shpg. Michael Nagatkin, 3901 NE 11th Pl, Renton, WA 98056. (206) 226-0770.

95 trailer hitch, \$45. Misc V4 parts, \$5 to \$50, SASE for list. Eric Killinger, P.O. Box 283, Boulder, CO 80306. (303) 447-9298.

900s FOR SALE

'86 900 4-dr, 5-spd, 26k mi, JVC-RX 450 AM/FM/cassette w/Alpine speakers, power antenna, SAAB cruise, carpet mats, mudguards, fogs, console w/cassette holder. \$10,750. John Zupko, 63 Oakland Ct, Gulfport, MS 39503. (601) 832-6619.

'85 900T SPG 3-dr, 5-spd with all the goodies. Black/Tan leather. Immaculate 12k mi. \$15,950 or trade up/down for 9000 automatic. Roland Halper, 33512 Periwinkle Dr, Laguna Niguel, CA 92677. (714) 496-0464.

'83 900T 3-dr, Unique customized package: fender flares, side skirts, oversized spoiler, water injection, sway bars, etc. Only Saab like it in the U.S. 64k mi. \$11,000. Carlos Chomut, 1800 Collins Ave, Miami Bch, FL 33139. (305) 534-0890.

99s FOR SALE

'75 99LE 4-dr, 4-spd, no rust, 5 alloys, good eng, trans needs repair. \$700. Tom Barrett, 1308 Mariva, Leesburg, FL 32748. (904) 728-5375.

'74 99EMS, silver, 109k mi, some rust, new clutch, new radiator, new front tires, runs good, factory manual included. \$900 obo. Hank Voss, 735 Thornapple Dr, Naperville, IL 60540.

'74 99EMS, not running, some rust, fix or parts. \$100. Dan Hornyak, 6613 King, Allen Park, MI 48101. (313) 381-8173.

'73 99, carbureted, 2-dr, good eng, never wrecked, trans bad. \$175. Tom Barrett, 1308 Mariva, Leesburg, FL 32748. (904) 728-5375.

99, 900 & 9000 PARTS & ACCESSORIES

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Headliner material for 99, 900 and Sonett V4s. This off-white, nylon, foam-backed material comes in 57" width. 3 yards required for a 99. Instructions included. Now only \$11.50/yd. +\$5 shpg. Trollhattan Performance Cars, 107 W. Hubbard, Chicago, IL 60610. (312) 822-9339.

TRX wheels, OE from 81 900T, 135x39Umm, \$49 ea or \$175/4 +UPS. Robert Harding, 1321 Monte Largo NE, Albuquerque, NM 87112. (505)293-5010

Steering Wheel, burgundy 4-spoke leather sport from '84, new, \$150. Side window deflectors, new, \$60. 4 used "S" wheels w/centers, \$400. Shelby wheels, 2 gold, 1 gray, \$90ea Km/hr speedo for 9000, \$175. Trailer hitch for 900 sedan, ball incl, used, \$75. Euro-headlights & grille for '78 99, \$300. Rob Allen, (203) 248-8798.

2 205/60HR15 Goodyear NCTs, and 4 195/60VR15 Goodyear Eagle GTs, all 3/32 to 5/32 tread, \$25 ea obo. Larry Hunt, Grissom AFB, IN. (317) 689-9473.

3 185x15 Pirelli P-8s, 20k mi, 2 rears (like new), 1 front (half worn). All 3 for \$60. Joe Jessen, 550 G Grand St, #F12, New York, NY 10002. (212) 260-0113 after 6pm EDT.

4 185/65x15 Hakkapelitta snow tires, 2 almost new, 2 half worn. Swedish Express, 335 S 1st Av E, Duluth, MN 55802. (218) 722-1530.

4 Inca mags w/fair Pirelli 185/65 P8s mounted, \$75 ea or \$250/set. Steering wheels from 79-80 900GLi & 82 900T, both perfect, \$50 ea. MagicRak roof rack system for 900 3dr or 4dr w/o SR, incl 4 roof rails, 2 bike racks, ski rack, luggage rack, \$100 obo. Prices +UPS. Dick Brill, 136 Fernwood Dr, Glenview, IL 60025. (312) 998-5777.

Upper dash for '83 & other years, exc cond, \$225 +shpg. Bernard Shapiro, 78 Livingston St, Brooklyn, NY 11201. (718) 403-9696.

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

Alpine amplifier, model 3516, make offer. Eric Killinger, P.O. Box 283, Boulder, CO 80306. (303) 447-9298.

Front air dam for 900, Mitcom fiberglass w/rubber skirt, \$65. OEM air dam for 81 900, exc, \$65. Set of red OEM floor mats, \$50. John Hudak, Pittsburgh, PA. (412)268-3368 days or 486-6852 eves.

Rear seat headrests, tan, from 82 3dr, \$50. Dana cruise control from 82 900, \$65. T-type Midas muffler & tailpipe for 81-83 900T, \$65. +Shpg. Bill Grace, 22082 Esplendor, Mission Viejo, CA 92691. (714) 458-9149.

Air conditioning sys from '74 99, complete except hoses. \$50 +shpg. Jim Laman, 763 Larkwood Drive, Holland, MI 49423. (616) 335-5215.

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, bmpers, hdlt & t/l assy, P/S, A/C sys, interior parts, inj sys & parts, wiring harnesses, instrument panels, calipers, steering columns & racks, lost of misc 99 parts. Reasonably priced for quick sale. Neil Lindemann, P.O. Box 3153, Ann Arbor, MI 48104. (313) 994-5236.

99 front bumper from '76 99, good cond, \$50. Steve Brown, Chicago, IL (312) 822-9339.

Transmissions, 4-spd & 5-spd. Rebuilt turbos, all years. Exhaust manifolds, cyl heads for "B" & "H" engines. Set of SPG wheels. Dennis Sweeney, 207 Church St, Ligenier, PA 15658. (412) 238-4556.

WANTED, ALL MODELS

2 1960 era 93s for Vintage rallying, need not be in running order. Jeffrey Vogel, 1001 Park Av, New York, NY 10028. (212) 688-9120.

'83 and later 4-door wrecks for parting in Connecticut area. Bernard Shapiro, 78 Livingston St, Brooklyn, NY 11201. (718) 403-9696.

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why not buy a high quality Scandinavian tire!

The Nokia *Rollster*®!

Nokia of Finland, the company that makes the Hakkapeliitta snow tire, also makes an excellent any season tire. Nokia's new Rollster is a tire made for safe motoring that is very economical to use, makes for comfortable driving and is long-lasting. The Rollster tire has well-balanced characteristics. Nokia has succeeded in developing a tire with less rolling resistance combined with excellent wet-driving characteristics. Good wear resistance properties and exceptional driving comfort complete the bargain.

Less rolling resistance

Nokia's new Rollster has a rolling resistance which is more than 20 % less than the traditional radial tire. This can decrease fuel consumption by as much as 5 %.

For more information and to order, Call: PAT GREER

(414) 964-7463

Or send check or money order to:

GREER ENTERPRISES

1810 E. Jarvis

Milwaukee, WI 53211

A firm grip in wet driving conditions

In addition to a new tire structure and a new rubber mixture, Rollster's tread pattern has a decisive influence on wet driving characteristics.

- High Apex side wall construction.
- Steel breaker strips.
- Stabilization belt (nylon) in tires 165 SR 15 and larger.
- Carcass (rayon). In tires 165 SR 15 and larger there are 2 woven plies of rayon.
- Halobutyl innerliner improves air retention.

65-70-series now T-rated

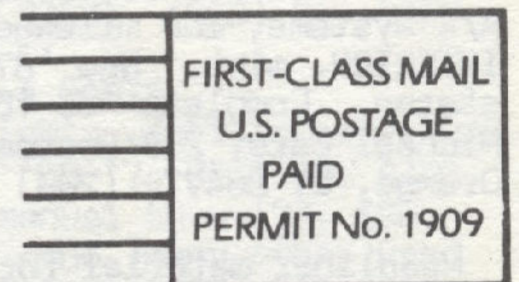
T— tire is capable of sustaining speeds up to 190 km/h (118 mph).

165SR-13	\$58
175SR-14	\$70
185SR-14	\$73
165SR-15	\$69
175/70TR-13	\$66
185/70TR-13	\$72
175/70TR-14	\$74
185/70TR-14	\$79
195/70TR-14	\$82
185/65TR-15	\$92

(each incl. UPS shipping)



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