



NINES

THE SAAB CLUB NEWSLETTER

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January
1988

no. 166

9000 ONE OF C/D'S 10 BEST

For the third year in a row, Saab's 9000 Turbo has been named one of **Car and Driver** magazine's Ten Best Cars. In their evaluation this year, C/D said "... the understated 9000 Turbo makes excellent sense." C/D's editors made the selection from among 30 cars priced under \$35,000. The other nine toppers?: Acura Integra and Legend Coupe, Audi 5000, Chevrolet Corvette, Ford Mustang 5.0 and Taurus, and Honda Accord, Civic and CRX. **Car and Driver** annually selects the Ten Best Cars in their January issue.

Saab cars rated among the top in the "88 All Stars" lists published in the January issue of **Automobile** magazine. Readers, automotive designers, newspaper automotive writers, and the Automobile staff made selections in twenty different categories. Saab's rally heritage stood out as the 900 Turbo received high marks in "Best car to drive if you unexpectedly find yourself entered in the Olympus Rally"; its safety reputation put it into "Best car in which to have an accident". The 9000 Turbo ranked in the "accident" group as well as "Best car to drive at 75 mph on the freeway without attracting the attention of the police" and "Best car to drive if you could only have one car for everything".

The same issue of **Automobile** also features a five car test including the Saab 9000 Turbo, BMW 325i, Alfa Romeo Milano Verde 3.0, Peugeot 505 Turbo S, and Sterling 825SL.

On the plus side for the 9000-T **Automobile's** staff mentioned the voluptuous interior, craftsmanship, visibility, and the best styling of the group. It scored lowest in steering, transmission, handling, and fun-to-drive. The final tally placed the 9000 fourth behind the BMW, Peugeot and Sterling.

pressure of the intake air. It was found that the engine could also be equipped with a special by-pass valve, called a wastegate, to keep the pressure of the intake air to within specified limits. Saab was thus the first to succeed in taming turbocharging technology to the needs of a family car.

Continued on Page 4



The first Saab Turbo, a 99 with special wheels and a small rear spoiler, was introduced as a 1978 model.

SAAB TURBO IS 10 YEARS OLD

The more air that is fed into the combustion chambers of an automotive engine, the more fuel can be supplied, and burned efficiently. And more power can be produced.

These facts are known to all engineers, and many ways have been tried, successfully and unsuccessfully, throughout the years to accomplish this, especially in high performance engines. Race car technology has long used both turbocharging and supercharging to feed more air into the engine for higher output at speeds; and heavy trucks which sometimes require prodigious amounts of torque, have been turbocharged since the 1950's.

Ten years ago, in the Fall of 1977, another concept in increasing the performance of small gasoline engines for regular street-use automobiles saw daylight at the Frankfurt Auto Show: The Saab Turbo was unveiled.

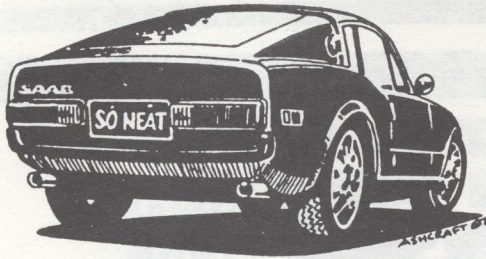
And the world-wide turbo wave was begun; a wave that today means that almost every auto maker offers at least one model with a turbocharged engine. What was new with the Saab Turbo in 1977 was that the turbocharger was used as a means of providing additional power for a rather small -- 2000cc -- engine in

an automobile designed for use by everyone, at all speeds and under normal driving conditions.

In the early 1970's it became clear to many automotive experts that stiffer regulations about exhaust emissions could bring about a considerable decrease in engine power. To overcome this problem Saab engineers started looking for alternative ways to increase output. With the fuel crisis, however, one alternative, that of increasing the size of the engine by adding more cylinders, was found unacceptable. The larger the engine, the higher the fuel consumption.

But the Saab engineers had an ace up their sleeve: Saab is part of the Saab-Scania Group in Sweden and Saab-Scania policy calls for a full interchange of technology among the different divisions. The Scania Division, one of the world's oldest major heavy truck manufacturers, had already been using turbocharging for heavy-duty diesel engines for many years.

The answer developed in cooperation between Scania and Saab engineers was a small turbocharger. Even at relatively low exhaust gas flows, at low engine speeds such as during everyday driving, a small turbocharger can quickly boost the



FROM THE BACKSIDE

It has been two years since I took over as editor of the Saab Club Newsletter, and if the comments I get in the mail are any indication, the vast majority of you enjoy the product you receive each month. I am certainly enjoying putting it together. Of course there is much more to the job of NINES editor than just putting reader submissions into an organized format every few weeks. As much time is spent updating the membership list as goes into typing and layout. Label printing, new member letters, and labels for renewal reminder cards take a couple of days. There are phone calls and letters to answer, advertising and promotions to build the membership, and usually some special project to keep me busy. As a result, I often end up spending evenings and weekends on Saab Club stuff. This is truly a full-time+ occupation!

This month's special project has to do with numbers. I recently condensed the mailing list onto three computer disks (last month's project, it was on 5 disks), which made it easier to do some counting within the list. So some facts and figures on the membership.

First, cars owned by the members: About half of the subscribers have let us know which SAABS they currently own. Those who own several often fall into more than one category, but this is a pretty good idea of the breakdown:

93, 95 & 96 2-stroke	5%
96 & 95 V-4	10%
Sonetts (II, V4 & III)	9%
99s	21%
900s	49%
9000s	7%

In January 1987, 2845 newsletters were mailed, not including Canadian and overseas. The January 1988 issue is going to nearly 3400 subscribers, an increase of 18%!

There were approximately 950 new members in 1987, which means about 30% of the readers are in their first year. Many of these came from

ads placed in national automotive magazines, with the best response coming from **Road & Track** and **AutoWeek**. Many more signed on thanks to word of mouth. Others picked up a flyer at a Saab dealer or repair shop.

Several naysayers have expressed the opinion that the average Saab owner is quite different from ten years ago, probably doesn't work on his own car, and consequently, a technical newsletter on Saabs won't interest them. As a result, the Saab Club will start to lose members and the newsletter will fall by the wayside. I have always disagreed, pointing out that Saab's sales tripled in the first six years of this decade, so there are plenty of Saab owners who will still sign up. Besides, with all the computerized systems on any car these days, who can work on their own car anymore? It takes an electronics technician to work on them, not a mechanic. Someone with basic mechanical aptitude can still change oil and filters, brake pads, spark plugs, etc. Anything more takes specialized machines, and an education in how to use them. But as long as there are things to tinker with and Saab owners who can write articles on how-to-fix-your Saab, you'll be able to read about it in NINES.

I occasionally get a letter that asks for an article on a specific subject, usually having to do with performance modifications, or more help on older cars. Much as I'd like to, my writing time is spent chasing down news for the next issue. I'm not a great diagnostician, but I can turn a wrench when necessary. I don't get much time to work on my Saab, much less write about it. So, NINES must depend on its readers for those articles. We don't have a paid staff to generate them.

Since nearly a quarter of the members still have 2-stroke and V-4 models, they should regularly be written up in NINES. Saab's production of those cars wasn't what it is today, and information on them was never really that available. So many people turn to NINES for help. Looking at the 1987 Index in this issue we see a fair number of V4 and 2-stroke articles were published last year, but most of the good information for new owners of old Saabs was published here years ago.

On a couple of occasions, I've written that we are collecting tech articles from back issues into book form. This project is proceeding, albeit slowly; it will still be several months before a rough copy

is ready for proofreading. In the meantime, some of those articles will appear in NINES. We gotta keep them old SAABS running somehow.

What's ahead as we look into 1988? Purchase of a new computer is planned, IBM/AT-compatible, with "desktop publishing" software so I don't have to lay out the columns by hand, and a hard-disk drive to speed up work on the mailing list. A set-up like this can easily cost in excess of \$10,000 (that's about \$3.00 per subscriber), so leasing may be more practical. Once that happens, you will see a change in the layout, but the basic technical format will remain. I am also exploring the possibility of using different paper, though that would increase our printing costs. The end result is meant to be a better looking newsletter.

It appears that the cost of postage will increase during 1988, which could mean greater expense in mailing, also. How can we absorb all of these higher expenses without raising the price of annual membership?

I am investigating mailing by second class, lower in price than first class, but quicker delivery than third class or bulk rate. The Saab Club Newsletter was once sent by bulk rate, which meant delivery could take three weeks. Most regular magazines go by second class, and timely delivery doesn't seem to be a problem for them. It would, however, mean more work at this end.

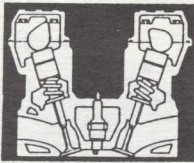
The plan is to use the lower postal rate to offset the increased expense of publishing NINES, meaning we can keep the membership rate at the same low figure for another year. With most national car clubs costing \$25 and more per year (often for a bi-monthly or quarterly newsletter), the Saab Club/NINES is still a bargain!

I forgot to give credit for the photos in the December issue; thanks to Jim Winker, my uncle, for most of the pictures from the Jubilee Day. Unfortunately, color photos don't always translate well to black-and-white, especially if they're taken on a grey day. The shots of the Saab aircraft were taken in sunnier weather and furnished by Saab-Scania's public relations department in Sweden.

Best wishes for a prosperous 1988!
Tim Winker
Editor

Saab Club of North America
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(218) 724-1336, 9 a.m. - 8 p.m., except Sunday

ASK BOB



"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

My '82 900 Turbo has a clutch problem. Sometimes (but not always) a cold morning will cause engagement when the pedal is close to the floor. When it warms up, the pedal takes further up.

A.P., WA

This is a toughie. I'm not trying to give you a wishy washy answer, but I'd ask if you have ever changed the clutch hydraulic fluid. I don't believe the owners manual suggests replacing the clutch fluid, but it does suggest replacing the brake fluid, and they're the same. The hydraulic fluid absorbs moisture, moisture which can corrode, and if enough gets into the right place, I've seen absolutely no pedal after a hard braking session due to the water changing to steam in the calipers. Let the car cool off and the brakes are normal. So as a starting point, I'd suggest you replace the brake/clutch fluid. Check your Owners Manual to see if DOT 3 or DOT 4 is recommended for your car. I've seen some that need DOT 4 with a label on the booster that says to use DOT 3. SAAB doesn't want you to use DOT 5 (silicone).

My '86 900 is only a year old, but has 24k of mostly highway miles on it. A couple of problems: First, the rotors seem to warp easily. I've had them machined and replaced them at 8500 under warranty. It started again about 19k.

Second, the clutch pedal began to grab at about 13k. Worse when cold. At 18k the dealer replaced slave cylinder, disk and pressure plate. This is beginning to come back also.

Third, the car is extremely sensitive to fuel octane. I've had the timing checked a number of times, but the pinging comes on about every fifth tank. I can't even think of using regular unleaded.

Unknown

Did the technician check the rotor warpage with a dial gauge and a micrometer? Or did he just listen to your complaint and machine the rotors? I feel your problem could be brake dust buildup on the rotors due to the fact that you're not using the brakes enough. You may re-machine these new disks, although SAAB doesn't recommend it, and try a softer pad. These won't last as long, but you probably won't notice it with your highway driving.

The clutch problem is a tough one. Not too much information here to help you. Sorry.

See the heading for a response to problem three. If the car is a Turbo, I'd say you have APC troubles, but with an '86, isn't the car still under warranty? If your dealer can't solve the problem, ask him for an appointment with the regional service manager.

My '85 Turbo is very enjoyable, but has a couple of minor annoyances. First, the ventilation fan squeals, especially at low speed.

Could I install the water-cooled turbo on my car, and it seems to me that failure at 21,400 miles is pretty early. What is SAAB's history with turbo failure?

Last, is there anything I can do to keep the brake dust off my front wheels? It's very annoying.

C.R., MD

I am sorry to tell you that the only hope I can see on the fan motor is replacement. Expensive with quite a bit of labor, as the top of the dash has to come off.

I don't normally answer modification questions, but since we're talking about a very expensive piece of gear, I will bend my rule. Yes, I'm sure you could install the water cooled turbo on your car, but it would also be very expensive -- turbo, piping, hoses, possibly a new radiator. I can't talk about SAAB's experiences with turbo failures, but I can tell you about mine, and I've maintained lots and lots of turbos. First, realize the turbo is a consumable item, just like brake pads. It will last in proportion to the care you give it. Your Owners Manual tells you about sudden stops from high speed (where you cut off oil pressure while the turbo is still spinning) and jackrabbit starts before the turbo has a good oil supply. What they didn't tell you is that you should disable the ignition system and crank the engine for 15-20 seconds (spaced about 5 minutes apart to let the starter cool) several times to allow the oil to be picked up by the pump to fill the filter and all the oil passages in the engine when you change the oil. I think SAAB's recommendation is now 10W30 for turbo cars. Why not 10W40? There is more viscosity improver in 10W40, and this has a tendency to "coke" in the turbo bearings. And last, and most important, change the oil and filter regularly. I personally use a 10W30 oil that is labelled as "specifically formulated for turbo use". I also follow the "severe

service" rules on my maintenance. My earliest turbo failure was 60k miles, and I've seen 'em at 120k with no problems. But the 120k car was driven by a very meticulous person.

This is my second answer to brake dust shields. Show me a bona-fide engineering study of brake, caliper, fluid, bearing, etc., temperatures that show no effect of shutting off some of the cooling air around the brakes, and I might endorse them. Until then, just wipe the wheels dry, or wash them when you wash the car.

In an effort to discourage car thieves, I'd like to add a switch to cut off the fuel pump. An easier possibility would be to put a blown fuse in the fuel pump circuit when the car is parked. Can you see any problems with this?

D.Y., CA

Unless you're well versed in electrical work, have a wiring diagram, and know exactly what you're doing, I wouldn't advise a switch. Switches, and other add-ons, are usually a source of trouble. I answered this question only to say that I know of lots of after market burglar alarms give trouble also. If you want a burglar alarm, your dealer has a good one, and your car is pre-wired for it. Sure, pull and change the fuse. Better the bother than hunting your car.

When driving downhill or braking, my gas gauge is cutting off intermittently in my '86 9000.

B.L., N'

The easiest to check is the sender, but I'll tell you that the wiring between the sender and the gauge goes through several harness connections under the dash, and there would be a good place for a loose connection. You mention braking and downhill, and downhill usually means braking. Is the harness being moved, even slightly, by moving the brake pedal? This is electrical, and very tough to solve without a wiring diagram. I've seen some of these that have to be checked by wiring in lights and/or meters to observe voltage when actually on the road.

Send your questions to:

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

SERVICE SUBJECTS



FROM SAAB

SERVICE CAMPAIGN TO RELOCATE A.P.C. OVERPRESSURE SWITCH

Application: Early 1988 9000 Turbo with Manual Transmission S.I. 11/87-1014, B-3/P.10

Beginning in early December, Saab-Scania of America began conducting Service Campaign 308 to inspect and, if necessary, relocate the overpressure switch located beneath the dashboard. The switch may have been improperly installed, presenting a risk of an electrical fault in the APC system.

Purchasers of affected vehicles will receive an owner notice in the mail. The owner notice advises the owner to contact their Saab dealer for a free inspection and repair.

The following 1988 9000 Turbos equipped with manual transmissions are affected by this service campaign:

VIN J1000046-J1004529

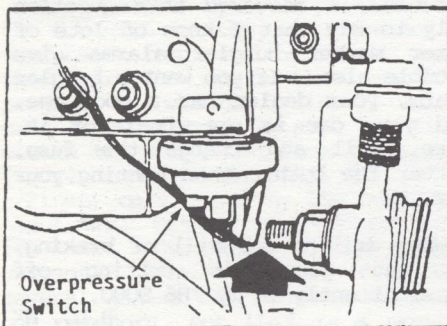


Figure 1. Possible interference between overpressure switch and axle for pedal assembly.

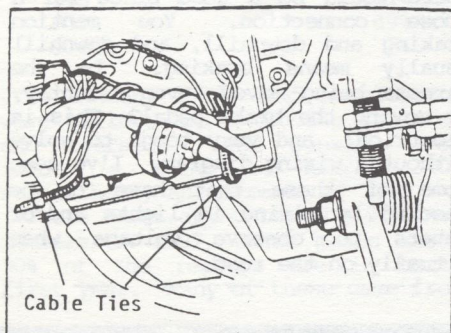


Figure 2. Overpressure switch relocated inside plastic housing.

Saab Service Information Updates are provided to NINES 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.

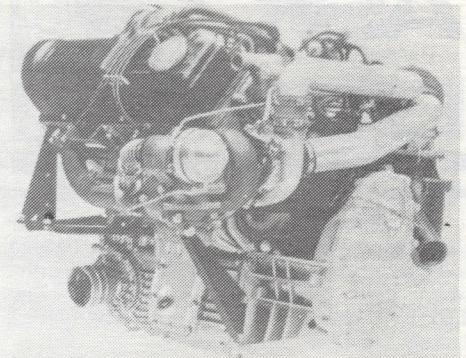
SAAB NAMES NEW MANAGERS

Saab-Scania of America, Inc., has named new managers for its Southern and Western Regions. Philip J. Krantz, manager of the Southern Region since October 1986, has been named Western Regional manager. John Molinari, who until recently has served as sales operations manager for the Southern Region, has been named Southern Regional manager, succeeding Krantz.

Krantz joined Saab in 1981 as Washington, D.C. district manager. He has also served as Saab's eastern regional sales operations manager, the largest region for Saab in terms of sales volume. Krantz has an extensive automobile background with positions in retail sales and management including experience with another European auto importer.

Molinari joined Saab-Scania of America in 1983 as a district manager after eight years with a domestic manufacturer. He is a graduate of Georgia State College and has a degree in management and finance.

10 YEARS OF TURBO Continued from page 1



The Saab method, which is pretty much the same one used by all other car makers these days, uses the extra power generated by the turbocharger for fast acceleration and swift passing at rather low engine speeds.

First Generation Turbo

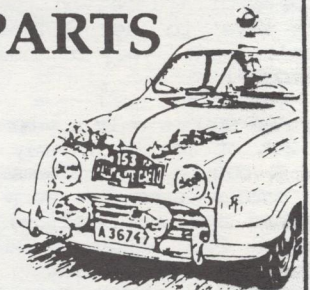
The first Saab Turbo was a Saab 99 hatchback (now in the Saab museum in Trollhattan) with a two-liter four-cylinder engine developing 145 bhp in European configuration. The U.S. version, with catalytic converter, produced 135 bhp.

To accommodate the higher intake pressure the compression ratio was reduced from the naturally aspirated engine's 9.2:1 to 7.2:1. Otherwise the engine was plenty strong in

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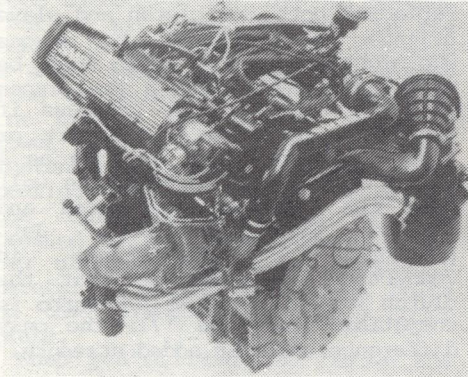
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standard form. New sodium-filled exhaust valves were used for improved heat dissipation. The capacity of the engine cooling system was increased and an oil cooler was fitted behind the front spoiler. Top speed for the original Saab Turbo was around 120 mph.

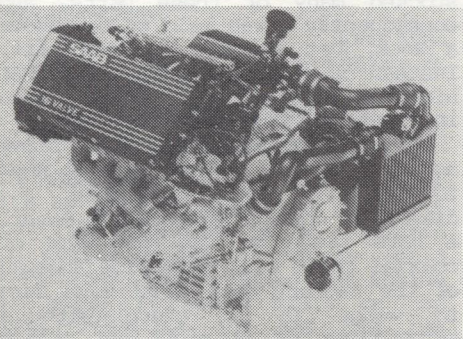
While some modifications were made to the original Saab Turbo engine in 1981, including the integrating of the wastegate into the turbocharger unit and a redesign of the engine block and cylinder head to reduce weight and complexity, the next major turbocharging breakthrough from Saab came with the 1982 Saab Turbo.



Second Generation Turbo

A microprocessor based control system, Automatic Performance Control -- APC -- was introduced. The Saab-patented APC system enables the turbo boost to be controlled at all times so that the engine can extract maximum power from the fuel. The APC system "listens" to the engine and will instantly reduce boost pressure when it detects any knocking tendencies. It then raises the pressure back up when the knock ends. Changes in pressure can take place up to 12 times per second, without the driver noticing.

The Saab APC system allows the engine to be run on fuels of different octane ratings without damage, and allowed an increase in compression ratio to 8.5:1, and with it better low speed performance and reduced fuel consumption.



Third Generation Turbo

The third generation Saab Turbo was unveiled at the Geneva Motor Show in Switzerland in the Spring of 1983, and again marked a Saab breakthrough in engine technology.

The new engine has four valves per cylinder, generally considered a design with development potential well beyond the end of the century.

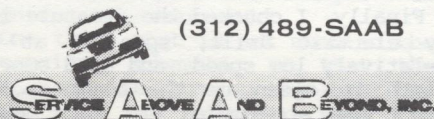
The new Saab Turbo engine, the one currently installed in all Saab Turbo models sold in the United States, has 16 valves, double overhead camshafts, hydraulic cam followers, an intercooler to cool the intake air, and of course also Saab's own APC system. A new electronic fuel injection system also debuted on the 16-valve engine.

With increased boost pressure and a compression ration of 9.0:1, the third generation Saab Turbo develops 175 bhp in European trim and 160 bhp with catalytic converter. (With the APC system calibrated for the highest octane fuel another 5 horsepower can be extracted, as in the Saab 900 Turbo SPG version.)

For 1987, water cooling for the turbo bearing housing was introduced in the Saab 9000 for improved reliability, and the same cooling system is now in both Saab 9000 and 900 Turbo models. The success and reliability of the turbo engine and of this design was proven in the fall of 1986 during "The Long Run" endurance test at Talladega International Speedway in Alabama. Three standard Saab 9000 Turbos each traveled 100,000 kilometers (62,000 miles) breaking two world endurance speed records and establishing 21 international records. The average speed for the fastest of the three Saabs at Talladega, including pit stops and driver changes, was 132 mph.

Currently every third Saab car built is turbocharged and a total of about 230,000 Saab Turbos has been manufactured in Saab's 10 year history of turbocharging automobiles for everyday driving. The single Saab Turbo model available in 1977 has grown to a family of five today, including Saab's first convertible model.

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SAAB 96 - MOVIE STAR

Last month, you read briefly about how a green Saab 96 (or several of them) was (were) fixed up for the movie, "Throw Mama From the Train". The comedy starring Danny DeVito and Billy Crystal has proven to be one of the more popular offerings of the holiday season.

The 96 makes its appearance when college instructor/writer Mr. Donner (Crystal) borrows it from his neighbor Lester (played by jazz musician Branford Marsalis). After picking up Owen Lift (DeVito), Donner tries to scare information out of his passenger by speeding down a steep hill, only to have the Saab's brakes fail. Then it's a typical Hollywood chase-type scene as the 96 dodges oncoming traffic, including a semi in a one-lane tunnel. It skids along a guardrail showering sparks, then goes off the road and down a long brushy hill. It eventually crashes into a tree.

The scene featuring the 96 was probably one of the weaker parts of this film, which overall I found quite enjoyable. The humor ranges from slapstick to subtle, and keeps up throughout; not exactly laugh-a-minute, but at least keep-'em-smiling. Get a bunch of Saab fans together and see it.

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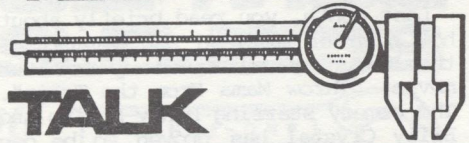
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TECHNICAL



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.

V4 STARTER REMOVE/INSTALL

Recently had occasion to pull the starter for repair on a '70 Saab V-4. It is tough job and not any help given by the repair manual, which gives 4 short lines on it. For the benefit of anyone who wants to do it themselves and save a bundle of labor charges, here is the best and easiest way I could find.

1. Remove hood, plug plastic washer tube. Jack up car, front only.
2. Remove air cleaner and cover top of carb.
3. Remove windshield washer bag.
4. Remove #4 and #3 spark plugs.
5. Disconnect Positive Cable from battery.
6. Loosen motor mount nuts - top and bottom, place a 2 x 4 across bottom of oil pan and jack motor up, (so starter will clear opening later).
7. Remove the 3 bolts on the motor mount bracket and remove bracket.
8. Disconnect battery cable and solenoid cable on starter using short wrench.
9. Unscrew bottom bolt (use long extension on wrench and work thru bumper)
10. Pull starter forward, then put 2 nuts on top starter stud, lock them together and unscrew stud.
11. Remove starter - pull it forward and out, twist to side and pull up and out.
12. When replacing, spray armature shaft and Bendix spring with silicone.

For installation, reverse the procedure and check everything as you re-assemble.

Kenneth Wyle
Waverly, IL
Reprint from March, '75

HEATER MOTOR SQUEAL

My 900's heater fan recently developed a very annoying high-frequency squeak, proportional to fan speed. Turning the fan off (the "0" position) killed the noise but didn't move enough ventilation air through the car.

Some years ago, a member reported that such noise could be cured by prying up the top bearing cover of the fan motor and squirting lubricant in, and that this could be done with the dash shroud in place through the right-hand speaker hatch. My hands and arms had only the standard-issue number of joints, and I couldn't. I got out my tools and commenced surgery.

Removal of the instrument panel and dash shroud is required, and outlined in the service manual. You must disconnect all the electrical connections to the panel, as well as the wires to lights at the ashtray (the knee bar comes out, too) and the glovebox. Finally the fan motor is exposed. Inasmuch as a new one is more than \$160, I went for repair.

The motor is a fist-sized DC unit of simple construction. Remove it from its plenum with the three screws. Then remove the squirrel cage. The motor itself can then be disassembled by removing the two long bolts which hold the case together. I found dry bearings at both ends, and a scarred commutator.

The bottom end (thrust) bearing is an apparently porous metal sleeve, surrounded by a thick felt washer as lubricant reservoir. All is held to the bottom end of the motor case by a small sheet-metal retainer with bend-over tabs. The retainer is tensioned by an internal coil spring. I bent the tabs back for removal and they both broke.

After soaking the felt in heavy motor oil I reassembled the bearing, holding the now tabless retainer with two loops of bell wire through the ventilation slots in the bottom of the case. Once the motor is reassembled, the wire could be removed.

The top bearing is apparently of similar construction, but the retainer plate is crimped in place in a recess in the motor's end plate. The end plate is aluminum, and I didn't want to risk breaking it. So I dribbled oil in until it began dribbling out, figuring that meant the felt was saturated.

Finally, I chucked the armature in my electric drill, spun it at a relatively low speed, and used emery cloth to clean up the commutator. Don't use steel wool for this job, as the metal fibers can short to adjacent electrical sections of the commutator.

Reassembly is straightforward; make sure the brushes fit around the commutator - they're spring loaded and will need to be held apart with the end of a small screwdriver while the motor's end case (which holds the brushes) is eased on.

The whole thing, from drive-in to drive-out, took me two hours. It's worth noting that I've previously had the instrument panel and dash shroud in and out a number of times (due to radio vandals), and I'm

pretty fast at it. The best part is that the fan motor is silent again.

David Brick
Santa Cruz, CA

CLUTCH & SLAVE REPLACEMENT

I recently undertook the job of replacing both the clutch and slave cylinder on my '77 99. For anyone who might be planning to do this, be warned that there are a few places that can hold up your progress if you don't have the right part or tool. I figured that as long as I was going in there I might as well have the flywheel resurfaced and replace the rear seal. Jeff Delahorne at Saab-Scania in Connecticut informed me that the clutch kit for the '78-'79 Turbo is compatible with the '77, the only difference being in added strength.

The parts you'll need:

Clutch kit: 88-18-130 @ \$180 (Turbo 4-sp'd 99 M78 & 900 M79; includes clutch pressure plate, clutch disc, release bearing, slave cylinder, and clutch shaft seal.)
Clutch Shaft Seal: 87-10-725 @ \$9.00 (since the one in the kit does not fit the '77 99.)

Oil Slinger: 87-10-451 @ \$1.25 (This is a little plastic "propeller" that screws into the end of the clutch shaft. Mine broke while trying to remove it, and since it's so cheap...)

Rear Main Seal (Flywheel end):
93-50-158 @ \$19.25.

Pilot Bearing: 83-46-868 @ \$8.40.

As I said, make sure you have all your parts before starting. Unfortunately, none of the Philadelphia area Saab dealers stocked many of these parts, and consequently I was held up for about a week just waiting for one part. Instead of a step-by-step, I'll just highlight some of the more interesting (i.e. not easy) parts.

Before the clutch and slave assembly can be removed you'll need to fit a spacer between the diaphragm springs and clutch cover. A hard piece of ignition wire or coaxial cable will work fine instead of the factory tool, just make sure to wedge it in there with a screwdriver or it might get pushed out when the slave is released.

Any good 13mm bolt will help to get the clutch shaft out. I took a couple of large washers, put the bolt through two box-end wrenches into the end of the shaft, and

simply pried and pulled the shaft out.

My next stumper was installing the main seal behind the flywheel; No problem! Loosely seat the seal, replace the flywheel and carefully tighten at least four of the bolts until fully seated. Remove the flywheel and finish pressing the seal in with a rubber mallet. Remember to lightly grease the seal and pilot bearing before installing.

To get the spacer in the new clutch cover (since putting all of your weight on the diaphragm springs probably won't move them, unless you weigh over 200 lbs.), start by placing the new cover face down on some cardboard, put the old release bearing and slave cylinder in the center of the springs, and top with a small block of wood. Now simply find an unused automobile, jack up one of the wheels, and carefully lower onto the clutch and slave. Instant press! Make sure the release bearing stays in the center or all the finger-springs will not be pressed in, and when installing the new clutch assembly be especially careful to evenly torque all bolts on the flywheel and clutch cover plate.

When you're ready to remove the spacer don't worry about pressing the fingers back in again, just pull out the wire with a pair of needle-nose pliers. Apparently it's normal to have what seems like a great deal of space between the slave bearing and the diaphragm when installed. Bleed the clutch, obviously.

Lastly, you might find that the large bearing for the primary gear has moved forward. You'll have to press it back to re-install the outer cap. I just used a large phillips-head screwdriver and rubber mallet to hammer it back in. Be careful not to dent the bearing.

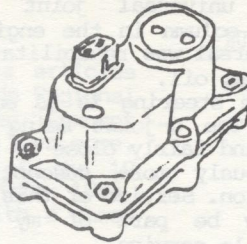
That's basically it, aside from the fact that you might want to check out the radiator, hoses and thermostat as long as they're probably already out. I've also found out that it's better to get a re-core than another used radiator; who knows when the used one will die? Have fun!

John Wynn
Gladwyne, PA

COLD START TROUBLE & WEAK CHARGING

I have had cold starting problems with my 1983 900 since early summer (poor driveability, 4 or 5 starts and stalls before the engine would accept any load). Once the engine was warm, it would start on the first twist of the key and run normally.

Since I had experienced similar problems last year, I thought the Lambda Lock Kit (p/n 85-46-921) that I had installed to fix the problem last year had malfunctioned. In order to test that the Kit and



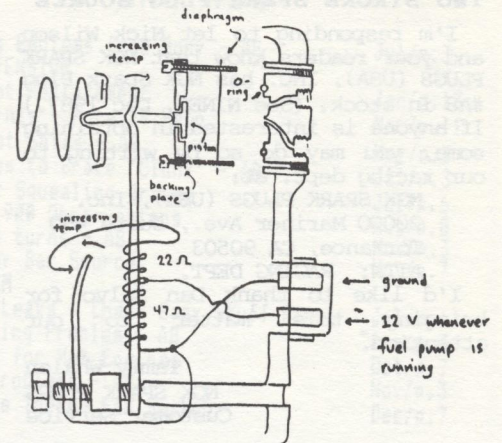
Lambda control unit were still working, I built a Pulse Relation Meter according to the plans in the Aug/Sept 1986 NINES. (By the way, the parts only cost \$25 and it works great!) The meter showed that the Kit and control unit were still working normally, so my cold starting problem had to be elsewhere.

I then ordered a "Fuel Injection Tester for CIS K-Jetronic Bosch Systems" from J.C. Whitney (about \$50). It came 10 days later with a varied assortment of adapters for use on Saab, VW, Audi, Volvo, M-B and BMW. I hooked everything up and found that the fuel pump pressure was 57psi with the engine hot or cold. This was very abnormal -- it should be about 50psi hot and 15 to 35psi cold depending on ambient temperature. The high control pressure would cause the engine to run very lean at all temperatures, instead of starting with a richer mixture and leaning out as the engine warmed up. All signs pointed to a defective warm-up regulator, but since I didn't really feel like paying \$167 for a new one at my local Saab dealer, I decided to take the old one apart to see what was wrong.

Upon disassembly, I found that the small piston that depresses the diaphragm against the regulating ports had become stuck to the backing plate. A liberal dose of carb cleaner freed everything up, and I applied a bit of light grease between the piston and backing plate to keep things that way before reassembling the regulator.

This repair brought the control pressure back down to normal, and the cold driveability is significantly improved.

One thing that is not show in the electrical schematic is that the heater in the warm-up regulator has more than one element. With the engine cold, a second bimetal strip holds a small electrical contact open, and the resistance of the heater is about 47 ohms. As the bimetal strip warms up, the contact closes the circuit to the second element. The total resistance to the heater should now be about 15 ohms. It appears that the function of the second heater is to ensure that the mixture leans out fully in cold weather. These resistance values are for the warm-up regulator installed in '81-'83 models (Bosch p/n 0438-140-084), and should help those who are trying to diagnose warm running problems. I have no data for what



the heater resistance values should be for other warm-up regulators.

The only other significant problem that I have encountered with my 900 was in the charging system. Late one night on the interstate, I noticed that my headlights had gotten slightly dimmer as I drove, and that they would flicker whenever I hit a bump. When I tried to start it the next morning, the battery was not quite up to the task. After a charge, I started the engine and noticed that the battery voltage was only 12.2 volts. Turning everything on (lights, heater blower, A/C, rear window defogger, etc.) lowered the battery voltage to 11.5 volts with an alternator output of about 60 amps. While removing the alternator, I noticed that a nut holding the alternator mounting bracket and grounding wire to the engine was loose. The alternator and voltage regulator tested OK and were reinstalled with special emphasis placed on ensuring that the ground wire was firmly attached to the engine. With the engine running, the battery voltage came up to 13.5 volts, and dropped to 12.6 volts with everything turned on, and the alternator discharge current running about 65 amps. I haven't had any charging problems since the repair.

Tim Buj.
Cherry Valley, IL

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TWO STROKE SPARK PLUG SOURCE

I'm responding to let Nick Wilson and your readers know that NGK SPARK PLUGS (USA), INC. has NGK Spark Plug #A8 in stock. (See NINES, Dec 1987.) If anyone is interested in obtaining some, you may do so by writing to our racing dept. at:

NGK SPARK PLUGS (USA), Inc.
20000 Mariner Ave., Suite 450
Torrance, CA 90503
ATTN: RACING DEPT.

I'd like to thank Dan Salvo for bringing this matter to our attention.

Tammy Whalen
NGK SPARK PLUGS
Customer Service

ALTERNATIVE "ASK BOB" FIXES

In regards to J.B.'s power steering problem (Oct 1987), I had a similar problem with my 1980 Turbo. The wheel was difficult to turn in certain spots. Initial steering input yielded poor results until the steering wheel was turned about an eighth of a turn. Then steering became easy for half a turn, then was difficult, and so on.

The steering rack was also leaking at the pinion gear. Naturally I assumed the rack needed to be replaced and it did. I installed the rack with no problem, however, the sluggish steering did not go away.

On closer inspection, I decided the sluggishness could be attributed

to the universal joint on the steering column in the engine bay. The universal was rehabilitated with penetrating oil.

Now the steering is as smooth as can be. The u-joint being outside the car and fairly close to the road is obviously more susceptible to degradation. Service of this u-joint will now be part of my regular 15,000 mile service.

Kevin Faust
Beverly, MA

Reference: October, 1987 issue, letter from J.B., IA on the power steering problem on the '79 900.

The power steering is a GM unit originally designed for their line of compact cars (some say it was originally designed for the Opel), and there is a seal design problem in the rack unit. The seals fail eventually in an erratic manner, especially when the fluid is cold at startup. The only long term solution is to replace the rack with a later model with the change in the seal seating design (the seals are on the piston.)

GM had a lot of complaints about this unit, and eventually had an unpublicized replacement program if the complaint was made before 60,000 miles. Unfortunately for many, this failure does not occur until 70 to 80,000 miles, but it will eventually happen with this unit.

Re: same issue, next letter from

M.K., IL, on the heat valve problem.

This problem has nothing to do with the heat valve as the air coming through the air conditioning system would be heated if the heat control valve were in the on position. This not being the case, this is not the problem. The problem then must be in the actuation of the vent control system. It is very possible that one of the vacuum lines is off on the actuation piston (a slight hissing sound is sometimes noticeable in the under dash area) or the actuation valve is prevented from full motion by an obstruction. This latter situation sometimes occurs at the actuation cylinder located behind the radio because of interference from some of the cabling to the radio. By simply tying back the cabling with cable ties or electrical tape, the problem is eliminated.

Mace T. Miyasaki
Baltimore, MD

In response to G.H. from NJ about his clutch problem (Nov 1987), I had a similar problem with my 1980 900 Turbo. After the line from the clutch master cylinder was replaced, I had no more problems. It seems that the rubber portion of that line flexes at different temperatures causing the clutch pedal to engage very close to the floor.

Tom Ledsam
Los Angeles, CA



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ELECTRICAL

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 Modif. of Wiring for Fog Lights - SC#517 Jan/p.4
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LETTERS TO THE EDITOR

'88 Wish List for NINES

The Saab Club Newsletter has been very helpful to me; I'm enclosing my \$15 renewal check. I enjoy all the articles in the magazine. Here's my wish list for 1988:

- 1) More articles about the NINE-T9 project car.
- 2) An article on performance tuning of pre-APC system Turbos.
- 3) How to, step-by-step instructions on fabricating an engine stand for type B & H engines.
- 4) Perhaps to generate more feedback from club members, you could print more "Letters to the Editor".
- 5) While the "ASK BOB" column has been helpful, I'd like to see more tech articles on non-stock/non-factory upgrades & fixes (something like VW & Porsche magazine does).

Owning an older SAAB, I couldn't care less about voiding warranties. I'm mainly after practical solutions that work.

I loved the Jack Ashcraft series on the project 960, and also the Ford Tempo/Saab 900 debate has been fun.

Keep up the good work!

Bill Caporal
Dayton, OH

[I can handle numbers 1 & 4, any readers care to help on 2, 3 & 5? More is planned on the NINE-T9, but I recently bought a house... (and all the homeowners nod knowingly). Opinion letters have previously been dropped in wherever there was room; they will now be found under a LETTERS heading. - TW]

Pushme-Pullya Located

The "Pushme-Pullya" Saab 96 shown on page 13 of the December NINES is located in Ft. Pierce, Florida, on State Road 70, approximately 1/4 mile east of the Florida Turnpike exit and 1/4 mile west of the I-95 interchange.

It sits in front of a restaurant or bar on the south side, and is painted in what appears to be "Shiner" colors - yellow and green. I have threatened to exchange my wife's 900 Turbo for the car, but she continues to refuse such a deal. As a result, I'm not sure who owns the car, but it has been there for at least 3 or 4 years.

Jim Wilson
Vero Beach, FL

More on Reverse Lockout

Neal Harris was undoubtedly correct in stating that his 95s and 96s had the reverse lockout feature; however, he missed the point. The book (SAAB: The First Forty Years of Saab Cars) indicates that all V-4s after 1964 had the device. Sonetts never had the device and according to my best information they were first installed in 1970; that is a six-year error! Sonett IIIs did have a steering wheel lock, however. The book also stated that the device

remained "into the 1980s". Since the last 95 & 96 were shipped from SAAB-Valmet at Uusikaupunki in January of 1980, that is a rather strange statement as well. All of the SAABs I have owned were pre-1970 cars and although the statistics say otherwise, I always think of 95s and 96s as no longer being imported after 1970. As a result I got carried away. It is true that it was not legal to import V-4s in the late '70s (a Helsinki dealer wouldn't sell me a 1979).

Both my son, Steve, and I want to second both the editor's and Butch Stevens' comments on Jack Ashcraft. Another local club member expressed strong positive feelings about Jack Ashcraft to Steve after reading Mr. Hassell's letter. In a small way this shows the power of the all-but-forgotten free press; Jack Ashcraft's supporters are turning out!

Ralph Kurtzman
Berkeley, CA

Get Better Or Else...

It is only with some hesitation that I have decided to renew my subscription/membership with the Saab Club. I have been connected with several marque clubs at one time or another, and in each case the newsletter is the club. By this rationale a newsletter with mimeographed copy, on cheap paper, graced with fuzzy photographs cannot place the Saab Club near the top of its class. I cannot rate the content highly either, although on this point I am clearly prejudiced, since I own a pre-status-symbol model.

My renewal is, in fact, for the Saab Swap and for Jack Ashcraft's ruminations, and for little else.

As an example of what a marque enthusiasts' club with comparable dues [\$17.50/year] (and a much smaller population base) can accomplish in the way of a newsletter, I am enclosing a copy of the Citroen Car Club newsletter. While it may not be practice or possible to emulate it's quality of production and breadth of coverage (1955 through 1988 in this issue), but I am sure that there can be improvements made in these directions.

Looking forward to an improved newsletter;

Bruce Hibbs
Boise, ID

[One major difference immediately; the CCC newsletter is sent Bulk Rate postage. If they mailed by First Class as we do, their subscription would be over \$20 per year. With that extra \$5 per subscription, NINES could be typeset and on shiny paper, too. I have tried to work with the printing shop on better quality, but we're still limited by budget.

I can't agree with you on content. There are only five technical

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articles in the issue of CCC Newsletter you sent me, and about two-thirds the amount of text in the average NINES. The Citroen newsletter is, however, well laid out with several large diagrams and photos to accompany the articles.

I notice that you are renewing for the first time. Have you seen any copies of the Saab Club Newsletter prior to 1986?

More articles on pre-99 Saabs would be welcome. Everything that is submitted by the members on those cars is published. Have you written anything on 93s, 95s, 96s or 97s lately? - TW]

A Synthetic Oil Believer

Adding to the synthetic oil controversy; I have been using synthetics for almost 11 years in a number of vehicles. I have used Mobil-1 and Amsoil. I started using synthetics strictly for the extended change periods (I was tired of changing oil every three months) and have had very satisfactory results (I change the oil once a year whether they need it or not). The old BMW 1600 had 135,000 miles when I scrapped it, and the '78 99 has 150,000 plus now.

Jim Gause
Severna Park, MD

MORE LETTERS...

Careful Interpretation of Data

I would like to make a few comments concerning a letter in the December issue of NINES (Consumer Reports on SAAB). I don't wish to take issue with the gentleman who wrote the letter, however, his conclusions further substantiate the validity of the old axiom: "a little knowledge is a dangerous thing". While the data he presents is basically accurate, it is far from complete and in my opinion, his interpretation lacks a true understanding of the problem. I wish to elaborate by making the following points:

(1) The September 1987 Consumer Reports review of the 9000 was based on a statistical sampling of one car. No meaningful conclusions can ever be based on a sampling of one!! Case in point: after the 1986 35mph crash tests... all you fair weather SAAB owners and particularly Consumer Reports, were quick to condemn the 9000 as an unsafe vehicle. On the other hand, the same tests conducted in 1987 are quite exemplary and show the 9000 to be one of the safest automobiles on the road. The same conclusion could be made for the 900 based on its poor showing on the government crash tests in the early 80's. However, "real world statistics", based on data gathered from thousands of crashes, have consistently shown the 900 to be a very safe vehicle indeed!

Further, in the April 1986 Consumer Reports review of the Mercedes Benz 300E, they reported 10 sample defects (coincidentally, the

same number as the SAAB 9000) "attributable to sloppy manufacture or incomplete dealer preparation", which included such defects as... "cruise control failure, sunroof's retracting linkage failed preventing the roof from closing, excessive oil consumption (which they said they'd keep an eye on) and poor idling". This is from a \$40k+ automobile Consumer Reports rated as one of the best automobiles on the road today!!!! Give me a break!! While this car may have had its problems... based solely on this information I wouldn't give this car high marks for quality... it goes without saying that Mercedes is one of the most reliable vehicles money can buy!

So what conclusions, if any, concerning reliability can be drawn from Consumer Reports September review of the 9000?? ANSWER: NONE!!

(2) The 9000 is only two model years old and is a completely new model for SAAB (except for the engine), therefore, some minor "bugs" are to be expected. This is not intended to be an excuse, but rather a statement on the realities of automotive production and refinement; particularly given the level of sophistication on the 9000. Further, I can attest to continual improvements in quality of the 9000... problems that I experienced as an early owner of a 1986 9000 have not/do not exist on other latter model 9000s owned by several colleagues of mine. As an aside, I did not experience any of the 10 sample defects reported by Consumer Reports.

(3) Not all problems are created equal! While Consumer Reports mentioned such annoying problems as squeaky brakes and/ safety belt retractors for the 9000, they can hardly compare with potentially more dangerous/costly problems associated with the Volvo and BMW... "rear axle whine and misalignment of the front wheels and engine stumbling after part warm up starts." Let's get serious here... a rear axle whine and an engine that stumbles after starting are clearly more serious problems than a squeaky safety belt and perhaps represent a more serious design flaw in the car. Incidentally, if you read the Oct 1987 issue of NINES, you'd know SAAB has a remedy for the brake squeel problem!

The point is: The severity of the automotive problem/defect is tantamount to the quantity of defects... a point most consumers and consumer magazines fail to appreciate.

(4) Concerning J.D. Powers survey for 1987: SAAB scored 12th/13th, while Volvo was 14th/15th and BMW was 9th/10th. Frankly, only about 10 "points" separated the European manufacturers. Not only is this difference almost insignificant, but who really knows what this 10 points means anyway?? Further, if you've

been following this survey for several years you would have noted that SAB's "score" has consistently improved every year.

Personally, I think a better indication (but not the final word) would be data concerning the number of recalls and the severity of those recalls that an automobile has over some period of time. As my car is now 2 1/2 years old, I can honestly say that I've only had one recall for the wiper wiring harness. I consider this an excellent record given its new design and overall complexity!

(5) Quality and reliability mean different things to different people. In order for me to justify spending \$25K-\$30K for an automobile, the long term integrity of the car's major components must be an important issue. Since I plan to keep this car well past its warranty period (amortization as long as 10 yrs), the reliability of the engine drive train, electrical system and body mean much more to me than a squeaky safety belt assembly. I've owned three Japanese cars in my life and none of them ever made it to 100K miles without major repairs due to rusted out fenders, bumpers, exhaust system and electrical problems (I used to live in NY)!!

(6) Finally, many problems/defects are dealership related!! In fact, it was my experience that most problems could have and should have been detected at the dealership prior to taking delivery! I do make the distinction here between design and/ material flaws and dealership "preparation" inadequacies. On this point I firmly believe that SAAB of North America has to do a better job in getting its dealerships to do a good job in "prepping" the car correctly. I have written numerous letters to Mr. Sinclair on this very issue and I strongly urge any of you who feel as I do about their dealership's service department to write to Mr. Sinclair and make your voice heard... he does listen!

The point I'm trying to drive home here is that statistics can often be very misleading and wrong conclusions can be drawn. Last year's crash test on the 9000 is a perfect example of how many people (including many SAABers) can/did jump to the wrong conclusion based on incomplete or mis-information. While I'll be the first to admit that the 9000 is not defect free, and I'd even like to see a few subtle design changes, it is my opinion that this car's reliability will prove itself time and time again, long after the warranty runs out... that is if my 75K mile ("pedal to the metal") 900 Turbo is any indication! So see you Honda (excuse me, I mean Acura) owners in 10 years... and we'll compare notes. Until then... happy motoring!!

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REGIONAL CLUB NEWS

MEETINGS & EVENTS

Central Illiana S. C.

Jan 24 - Saab Baby Shower, and Moan & Groan Session, at Adler's. Replies by Jan 10 please!

Central Penn S. C.

Jan 5 - Monthly meeting at Bube's Brewery. Election of Officers.

Delaware Valley S. C.

Jan 14 - New meeting location: Hennessy's Tavern & Restaurant. Cocktails from 6:30-7:30pm, dinner at 7:30. Guest speaker: George Alderman, chairman of the Delaware Seatbelt Commission.

Feb 11 - Monthly meeting. Guest speaker: Mike Leslie on custom car stereo installations.

Great Lakes S. C.

Jan 16 - Winter Party. Saab videos, Show & Tell Rally, Dinner.

Milwaukee S. C.

Jan ?? - Christmas Party. Slides from Saab's Jubilee in Sweden.

Jan 31 - Ice Race.

CLUBS & CONTACTS

APPALACHIAN SAAB CLUB

Wendell Francis
Rt. 5, Box 334
Dandridge, TN 37725.
(615) 397-2172.

CENTRAL ILLIANA SAAB CLUB

Margrit Adler
1507 W. University Ave.
Champaign, IL 61821.
(217) 356-9244.

CENTRAL PENNSYLVANIA SAAB CLUB

Meets: 1st Tuesday
Bube's Brewery, Mt. Joy, PA.
Paul Bolesta
67 E Canal St.
Dover, PA 17315
(717) 292-5496.

DELAWARE VALLEY SAAB CLUB

Meets: 2nd Thursday, 7:30pm,
Hennessy's Tavern & Restaurant
Chester Pike, Prospect Park, PA
Doug Signorovitch
(215) 622-7047

GREAT LAKES SAAB CLUB (W. Michigan)

Jim Laman
763 Larkwood Drive
Holland, MI 49423
(616) 335-5215.

LORAIN COUNTY SAAB CLUB

(N.E. Ohio)
Del Balunek
2227 Garden Dr
Avon, OH 44011
(216) 245-4242

MINNESOTA SAAB CLUB

Bob Swinehart
16377 May Ave.
Marine-On-St-Croix, MN 55047
(612) 774-4873.

MILWAUKEE SAAB CLUB

Meets: 4th Monday, 7:30pm
Shakey's Pizza
Hwy 100 & Silver Spring
Dave Parps
5103 Lincoln Creek Dr
Milwaukee, WI 53218
(414) 461-4818

MINNESOTA SONETT CLUB

Jeff Schille
808 - 21st Ave N
So. St. Paul, MN 55075
(612) 457-6891

MONTREAL SAAB CLUB

E. Peter McLoughlin
c/o Dormer Laboratories
6600 Trans Canada Hwy
Pointe Claire, Quebec H9R 4S2
(514) 451-5165.

NEW ENGLAND SONETT CLUB

Meets: 1st weekend in March, June,
Sept., & Dec.
P.O. Box 4362
Manchester, NH 03108.

NORTHERN ILLINOIS SAAB CLUB

24 hour Events Hotline
(312) 763-4752.

SAAB CLUB NATIONAL CAPITAL AREA

Meets: 2nd Thursday, 8:00pm,
Bethesda Regional Library,
Bethesda, MD.
Toby Turpin
14901 Peach Orchard Rd.
Silver Spring, MD 20904-4335
(301) 384-6732.

SAAB CLUBS OF GEORGIA

Meets: 1st Monday at The Olive
Garden, one mile north of I-285 on
Roswell Rd, Sandy Springs. Dinner
from 7-8pm, meeting at 8:00.
P.O. Box 52122
Atlanta, GA 30355-2122

SAAB CLUB OF S.W. OHIO

Jim Schlueter
(513) 681-2800

SAAB OWNERS CLUB OF TORONTO

Gae Teixeira
#8 White Lodge Crescent
Richmond Hill, Ontario L4C 4X8

SAAB-SCANIA FLORAL CLOCK CLUB

Meets: 3rd Tuesday,
Tadpoles Lounge, Holiday Inn
in Frankfort, KY.
Jack Baxter, Sr.
322 Murrell Ave
Frankfort, KY 40601.

SOUTHERN CALIFORNIA SAAB CLUB

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

TIDEWATER SAAB CLUB (Norfolk, VA)

Meets: 4th Tuesday, 7pm,
at Lester Motors Saab
Alan Bellinoff
(804) 340-7097

TULSA SAAB CLUB

Meets: 4th Tuesday, 7:30pm,
Mazzio's Pizza, 5119 S. Sheridan.
Keith Johansson
1543 S. Columbia Av.
Tulsa, OK 74104
(918) 743-5742.

TWIN TIER SAAB CLUB (Western NY)

Meets: 1st Saturday, 2pm
Alex Barbier
The Palmer House
Waverly, NY 14892
(607) 565-2711.

VINTAGE SAAB CLUB

OF WASHINGTON STATE
Rich Roberts, (206) 771-7100 (days)
Skip Schott, (206) 486-1351.

WEST MOUNTAIN SAAB CLUB

(New York/ New England)
David Sullivan
314 Union Av.
Framingham, MA 01701-6319
(617) 879-8288 after 6pm

WESTERN PENNSYLVANIA SAAB CLUB

Andy Bittenbinder
9433 Katherine Dr
Allison Park, PA 15101
(412) 364-4780.

SINCLAIR ON 900'S FUTURE

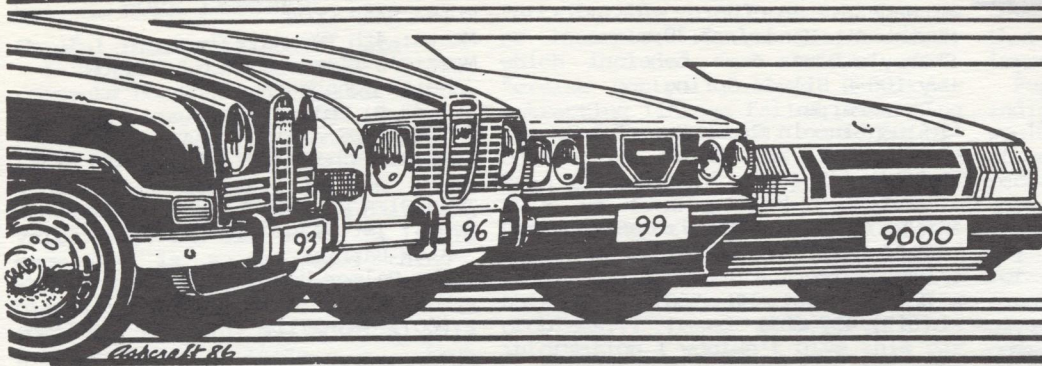
The following is an excerpt from a letter to Margrit Adler from Robert Sinclair, President of Saab-Scania of America, Inc., regarding the NINES article that the 900 may be replaced in 1991 (Rumors From Automotive News, Nov 1987):

"...First, there are no plans to phase out the 900 family as early as you indicate (1990-91). While it is ultimately the market that will make the decision, it is our firm intention to continue manufacturing and offering the 900 for many years to come. I'm sure that a few recent changes to the 900s give firm indications of our intentions in that regard. I can mention the change in the braking system and the adaptation of the 900s cars for passive restraints (required on 10% of the cars during the 1987 model year and 25% this year).

Second, while I cannot reveal details of our plans, I can tell you that maintaining our position in the segment of the U.S. market priced below the 9000 is a high priority." from the Central Illiana newsletter

MILWAUKEE CLUB TO HOST REGIONAL MEET

Midwest Saab drivers should start to plan for a regional meet next Fall in Wisconsin. The Milwaukee Saab Club is putting together a mini-convention scheduled to take place in September. More details as they become available.



SAAB SWAP CLASSIFIED ADS

CLASSIFIED AD RATES

Ads offering parts or Saabs for sale or wanted are available to members and non-members. Ads are limited to 25 words, plus name, address, and phone number. Ad copy will be abbreviated and excess words deleted where possible. Enclose sufficient funds with your ad, we will not bill. No ads will be taken by phone. The Classified ad rate is based on the total dollar amount listed in the ad.

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

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

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

Sonett's For Sale

'74 Sonett, 100k mi, red, upper eng recently rblt, strong runner, minimal rust. Car complete but needs carb, exh, & clutch hydr work. \$1900 obo. Mark Schrader, 27 Dorset, Edwardsville, IL 62025.

'73 Sonett, good condition, original orange color, 107k mi. \$4500. Jan Adrian, 916 S Bascom Av, San Jose, CA 95128. 408-297-6783.

'73 Sonett, 56k mi, Ferrari red, stored in garage for 5 yrs, factory A/C, Blaupunkt stereo, new tires. Cherry condition, no rust. Melissa Toader, Westwood, CA. 213-208-4447.

'73 Sonett, only 800 mi on built engine & king-kong trans. AC, custom paint, new interior, brakes, Konis, MSS exh, alarm, much more. \$2800. Ed Steele, 3211 Longfellow Dr, Belmont, CA 94002. 415-594-0588.

'72 Sonett, strong engine & trans. New paint, clutch, brakes. Very nice southern car. \$3500 obo. Mike Tucker, 4024 Davis Dr, Matthews, NC 28105. 704-846-4098.

'67 Sonett II, #057, rblt engine, redone interior, no rust, fiberglass & hardware cleaned, ready to paint. \$3000. Dan Horton, 832 W Upham St, Marshfield, WI 54449. 715-387-6085.

'67 Sonett II, #198, strong 841cc oil inj engine, triple side draft Solex carbs, strong gearbox, rusty. \$1300. Thor Carlson, 26 Wilson Pl, Newton, NJ 07860. 201-579-3891.

93s, 95s & 96s For Sale

'70 95, interior very good, runs well but needs eng work, beginning rust. \$400 obo. Steve Verkouteren, Box 71 Rt 1, Swanton, MD 21561. 301-387-6647.

'68 95, excellent condition, new paint, new rubber, tach, trailer hitch, cruise(?), 2 extra rims for snows. TLC by Jack Ashcraft. John Hurd, 1219 Eldorado, Klamath Falls, OR 97601. 503-884-1734.

'65 95 two-stroke, tricarb, great car except for rust pains. \$500 obo. Steve Verkouteren, Box 71 Rt 1, Swanton, MD 21561. 301-387-6647.

2-Stroke & V4 Parts

Sonett III parts: Rear window (can't ship), \$50. Front fiberglass w/driv lts. Rear F/G & rust free NC chassis, used & new CVs, brakes, etc. Mike Tucker, 4024 Davis Dr, Matthews, NC 28105. 704-846-4098.

Parting out Sonett III: nose w/hdlt, \$250. Rear glass, \$125. Grills: 70-71 Alum & 71-on w/badge, \$90ea. Soccer ball alloys, \$160/4. 70-71 alloys, \$320. Many other parts. Mike D'Aleo or Ted Graef, 65 Hollow Horn Rd, Erwinna, PA 18920. 215-294-9589.

Transmission repair jig & misc tools for 95-96-97, \$150. 96-99 factory tools, \$5 to \$50. Bob Hearst, 8520 NE Bothell Way, Bothell, WA 98011. 206-486-5400.

2-Stroke stuff: 2 cars (rough) plus spares. \$199. P.von Sneider, Box 338, Marlborough, NH 03455. 603-876-4633 days.

99s & 900s For Sale

'87 900S, 3dr, 5spd, 18k mi, Rose Quartz, AC, sunroof. Garaged & in excellent condition. \$16,500. Kevin Bowens, Wheaton, IL. 312-653-8124.

'85 900T, Black w/tan leather, 36k mi, all options plus remote radar. New P6s. Perfect. Oil changed every 3k mi. \$13,000. Mike Friedman, 226 Barlow Mtn Rd, Ridgefield, CT 06877. Days 212-682-8455, eves 203-438-7926

'79 900EMS, 85k mi, Burgundy w/rose velour interior. New Eagle GTs, gas shocks, & front coils. '86 grille, hdlt doors & front spoiler. \$3950. Allan Bergman, Des Moines, IA. 515-224-1128 or 223-1180.

'78 99 Turbo, pocket rocket, not for the faint hearted. Owned by Saab mechanic, 2nd owner. Offers above \$7500 only. Nick Pellegrino, Foreign Motor Repair, 282 Enfield Main Rd, Ithaca, NY 14850. 607-272-8259.

'73 99 for parts. Steel wheels w/wheel covers. Has body rust. \$150 or trade for valve job on my 75 99. Tom Barrett, 1308 Mariva Av, Leesburg, FL 32748.

99, 900 & 9000 Parts & Accessories

900 Factory Manuals to '85, including 16-valve. Complete set, \$100. Nicholas Pellegrino, Foreign Motor Repair, 282 Enfield Main Rd, Ithaca, NY 14850. 607-272-8259.

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B-engine head sets, 73-80 \$33.00
B-engine Turbo pistons, +.040" \$150
Swedish Express, 335 Canal Park Dr, Duluth, MN 55802. 218-722-1530.

SPG suspension, rebuilt & low mileage 5spd & auto transmissions, heads, radiators, turbochargers, power steering. Complete 900 interiors, carpet sets, dashboards. Complete 16 valve drivetrains, new wheels, relays, rear clips, more. Michael Caro, 278 Boston Post Rd, Orange, CT 06477. 203-795-0776.

Thermo-plastic mats for 900, blue/gray, \$40. 900 factory hitch, \$50. Complete '85 headlight assy, \$40/pr. 99 factory hitch, \$40. Steel wheels, \$15 ea. 99 lenses & heater core. Allan Bergman, Des Moines, IA. 515-224-1128 or 223-1180.

Rebuilt 4spd fits 69-74 99s, 1.7, 1.85 & 2.0 liter. \$650 freight pd. Bob Hearst, 8520 NE Bothell Way, Bothell, WA 98011. 206-486-5400.

Manual transmissions, '75-'87, complete or partial rebuilds, large stock (cores & parts). Reasonably priced. Gordon Brundle, Box 597, Crompond, NY 10517. 914-528-6036.

Parting out a 74 99L & a 78 99GLE. Send SASE for list. James Mackay, 1356B Woodcutter Ln, Wheaton, IL 60187. 312-653-3797.

Front spoilers for 99. Identical to factory EMS units but made of fiberglass. Matt black finish, easily painted, \$70. Jim Hollowell, 26444 Humber, Huntington Woods, MI 48070. 313-624-5200 w, 313-548-3671 h.

9000T headlights w/housing, \$190/set obo. Navin Dimond, 2075 S University Blvd #D-270, Denver, CO 80210. 303-337-1746.

4 TRX wheels, \$125. Front spoiler from '80 900EMS, \$30. Mike D'Aleo or Ted Graef, 65 Hollow Horn Rd, Erwinna, PA 18920. 215-294-9589.

4 Alloy wheels from 84 900T. New take-offs, perfect condition. \$240. David Osborne, CA. 213-852-2541.

4 TRX Alloys, vy gd cond, with Michelin 180/65HR390 TRX, approx 15k left. \$320/4 +shpg. John Chan, Phila., PA. 215-662-5129 lv msg.

4 Bridgestone SF402 all weather tires, 165x15, used 8000 mi, on 5"x15" '81 steel wheels, w/SAAB chrome wheel covers, \$290 +shpg. Joe Kauffman, P.O. Box 11, Devon, PA 19133. 215/293-0594 w, 596-8836 h.

Parting out 99s, '69 thru '76, complete 1700 & 1850cc engines, 4spd & automatic transys, body & interior parts, light assys, brake calipers, steering columns & racks, much more. Neil Lindemann, P.O. Box 3153, Ann Arbor, MI 48104. 313-994-5236.

99 & 900 Used & Rebuilt mechanical parts. Steering racks, heads, transmissions, turbochargers. Interiors: 84 2dr blue, 82 4dr blue, 79 2dr & 4dr red. Wheels: 900, EMS & steel. Body parts all years. Drive line: 86 8-vlv w/5spd, 9000 mi. Used Saabs of recent vintage, also. Dennis Sweeney, 207 E. Church St, Ligonier, PA 15658. 412-238-4556.

Wagonback lid from '74 99, good condition, no rust, w/heated glass, fits 74-80 hatchbacks, \$125. Ron Malak, 4662 E 90 St, Garfield Hts, OH 44125. 216-271-0667.


Autopower Rollbar for Saab 900. SCCA legal, easy to install, only used once. \$200. Mark Senecal, 1012A Tabor Rd, Morris Plains, NJ 07950. 201-540-9326.

'72 99, fire damaged, good underbody parts, under \$200. Jeff Sulcer, RR#1 Box 32, Sandoval, IL 62882. 618-247-3260.

Wanted, All Models

93B GT750, 58-59, for restoration (bad or good, anything is interesting), preferably with clean interior. Bo Lindberg
Vastra Storgatan 18
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SWEDEN
phone 454-91540.

Red/grey upholstery for GT750 restoration. Also want "Granturismo 750" fender emblems, other special GT750 pieces, engines, interior parts, brochures, complete cars...
Jorgen Andersson
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DENNIS SWEENEY
SAAB SALVAGE SPECIALIST

Restoring 850 Monte Carlo, need distributor, alternator, water pump, air cleaner, lenses, mirrors, emblems... Help!?! Michael Gibson, 1935 Broadview Rd NW, Calgary, Alberta T2N-3H6. 403-283-7437.

Radiator to fit '73 96. Also want Service manuals for '66 Monte Carlo. Bruce Banach, 20 Millbury Rd, Oxford, MA 01540. 617-987-8163.

Instruction sheet for Marchal Amplilux headlights. Copy OK. Andy Buc, Box 61141, Seattle, WA 98121.

Ski rack and/or bicycle rack for Sonett. John Hurd, 1219 Eldorado, Klamath Fls, OR 97601. 503-884-1734.

Windshield wiper/washer switch to fit '74 Sonett. Ron Diderich, 5207 Sycamore Villas, Kingwood, TX 77345.

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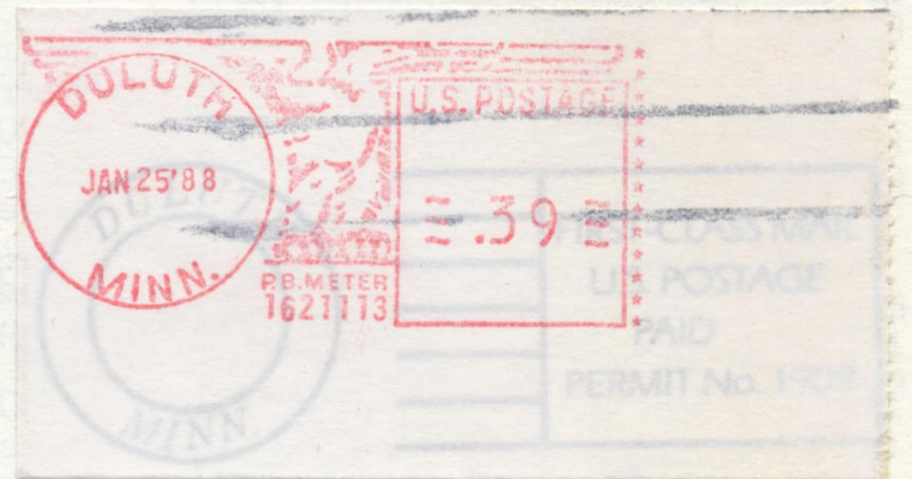
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