



# NINES

THE SAAB CLUB NEWSLETTER

\$1.50

February  
1988

no. 167

## TURBOCHARGED TOUR



Sweden's Princess Christina and her husband, businessman Tord Magnuson (in car) toured Saab-Scania of America's Parts and Accessories Distribution Center in Meriden, Connecticut, recently, where the princess, Connecticut, local and company officials dedicated the new building. With the princess are Robert J. Sinclair, president of Saab-Scania of America (left) and James L. Pellegrino, Meriden mayor. The motorized Saab Turbo Convertible Junior was presented to the princess by Saab-Scania as a gift for her three sons.

The building, which includes 136,000-square-feet of warehouse and 8,000-square-feet of office space, began operations last summer. It serves approximately 180 dealers in Saab's Eastern and Southern sales regions, as well as Scania transit bus and Scania Class 8 truck operators in the U.S.

plant, a new climatic wind tunnel, based on an old concept, but with a new twist, simulates climates ranging from -31°F to 113°F and humidity levels to 95 percent.

"In general, the Saab climatic wind tunnel is of conventional design," said Saab Car Division Technical Director Stig-Goran Larsson. "A fan located in a separate section of the wind tunnel generates an air stream of up to 95 mph. The test chamber is equipped with a chassis dynamometer, a rolling road of sorts, which allows the test car to be driven at speeds of up to 95 mph."

What is new with Saab's climatic wind tunnel is that it also can realistically simulate solar radiation. The sun's effect on a car is not only a matter of temperature, but also solar radiation which has to be taken into account in designing a Saab's air conditioning or the climate control system.

Saab's own designers, in co-operation with various component suppliers, have developed a unique sunlight simulation system which permits highly realistic testing. The equipment consists of 800 direct-current lamps which can be switched on and off in any of a number of computer-controlled cycles.

The lamps generate up to 112 watts/Ft<sup>2</sup>, which is equivalent to the maximum solar radiation at the

(Cont. on Page 13)

## 127,000 NEW SAABS SOLD IN '87

The worldwide retail sales of Saab passenger cars in 1987 was within 100 cars of the Swedish automaker's all-time record in 1986 when it sold 127,200 cars.

Following strong December 1987 sales, 127,100 cars were sold, with the trend towards increased sales of the exclusive Saab 9000 series continuing throughout the year.

Despite a soft market condition in the United States, Saab sold 44,364 cars here in 1987, second only to its record sales year of 1986, when 47,414 Saabs were sold. Saab has been importing cars into the U.S. since 1956.

The sales decline in the U.S.A., as well as declines in Denmark and Norway were attributed to new tax legislation and other fiscal measures.

These, however, were offset by strong sales in the four major Western European countries, West Germany, France, Italy and the United Kingdom, as well as increases in Sweden, Japan and Spain.

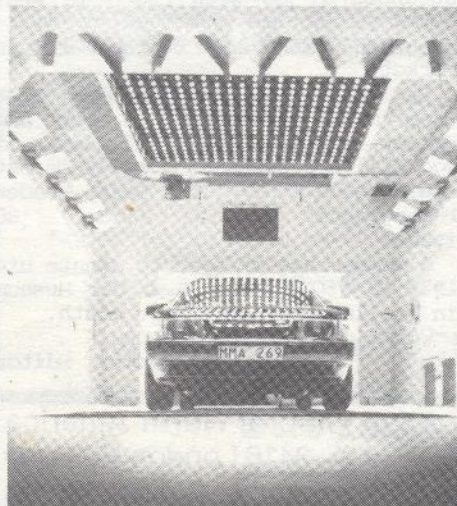
"A key element in Saab's long-range strategy has been to strengthen our sales and marketing on the major European markets, as well as in the Far East, and this has

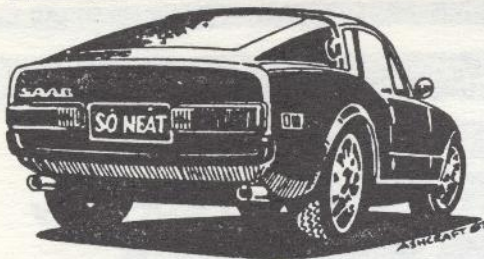
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## SAAB ADDS CLIMATE SIMULATOR

The environment a car lives in is often not the same environment as the country that the car is built in. When you're building cars in Sweden, where the average summer temperature seldom rises above 70°F and direct sunlight is almost a rarity for a good part of the year, how do you design a climate control system to cope with Florida, Arizona or countries in the Middle East

At Saab's newly-opened technical center, opposite its Trollhattan





## FROM THE BACKSIDE

Let's start off with an update on some of the things mentioned in last month's column. First, there were 1036 New members in 1987. The January mailing was 3390 compared to 2845 in January 1987, excluding Canadian and overseas subscriptions.

Several members wrote or called to offer suggestions and support for the idea of putting the newsletter together on a "Desktop Publishing System". I'm still gathering information on a new system, and you should see the results in a few months.

There will be no change in the printing and mailing of the newsletter at this time. Switching to a heavier, enameled paper would add about 50% to the cost of printing NINES, about \$2.00 per subscriber per year based on a 16-page newsletter. I had hoped to offset this increase by switching to second class postage which could cut postage expenses by nearly two-thirds, but postal regulations require a minimum of 24 pages to qualify for second class. Adding more pages would mean further printing expenses. The net result would be an increase in the combined printing/postage cost, and the editor would have to spend many more hours a month producing the newsletter -- hardly a smart tradeoff.

As usual, January has been a busy month. It's ice racing season in my area of the country, and I supplement my income by doing color commentary for radio stations that cover the races. Unfortunately, I don't get to drive in the races as a result. Some Saab Club members who are competing did quite well at the Showroom Stock race in Duluth. The team of Mark Osterbauer, Jim Babcock and Bob Swinehart took 3rd overall, 2nd in class in a 99 2-door. During Mark's stint at the wheel he was putting pressure on a Honda CRX-Si driven by last year's series champ, but was unable to pass the lighter, more powerful Honda. Congratulations on a fine drive.

A workhorse 99 has been added to my stable. It's a '76 Wagonback with 135,000 miles and will see service in a truck-like capacity, primarily hauling newsletters from the printer and to the post office. The timing chain was noisy and it had a leak in the sump gasket, so the engine had to come out, and as long as it had to be torn down that far, might as well do a valve job and check the bearings and rings. I'm taking photos and making notes, so you'll get some thoughts on a B-engine rebuild in a future issue. The 99 is also getting new front calipers (emergency brakes are very important on the hills of Duluth), ball joints, and new outer CV boots. Much of that had to come apart for engine removal anyway; might as well replace the common wear parts.

Last month's plea for more 2-stroke and V-4 articles netted only one, which covers several subjects. At the same time, about a dozen on 900 models were sent in. That's why articles on the newer cars seem to dominate the newsletter. It's obvious that most owners of the older cars work on them, as there are very few repair shops that will. Or is it that they spend so much time trying to keep them on the road that they haven't time to write? (Just kidding; I do like the older Saabs, and hope to pick one up again when my budget permits.)

Saab Club members in the news: Stephen Carrellas has been named the New Jersey State Chapter Coordinator for the Citizens for Rational Traffic Laws. Steve has a tough job ahead as part of CRTL's goal is to defeat Rep. James Howard's re-election bid. The New Jersey Congressman is considered the "Father of the 55 mph speed limit".

Tom Remedios, one of my traveling partners during the "Great Scandinavian Pilgrimage of '87", has accepted a job with Bosch in West Germany. He has promised to write about the Saabs sold to the European market.

Paul Dybro of the Milwaukee Saab Club made the pages of *Car and Driver* magazine when his photo of Rod Millen's Mazda RX-7 rally car at speed made the "Ten Best Reader Photographs" in the January '88 issue.

A member has offered to donate his 1959 GT-750 to the Saab Car Museum in Trollhattan. More next month.

Until then, Happy SAABing.

Tim Winker, Editor

## REGIONAL CLUB NEWS

### MEETINGS & EVENTS

#### APPALACHIAN SAAB CLUB

Feb 13 - Valentine Party at the home of Joe & Susan Gratz in Morristown, TN.  
Wendell Francis, 615/ 397-2172.

#### DELAWARE VALLEY S.C.

Feb 11 - Monthly meeting. Guest speaker: Mike Leslie on custom car stereo installations.  
Doug Signorovitch, 215/ 622-7047.

#### GREAT LAKES S.C.

Feb 13 - Visit to Chicago Auto Show, possible joint dinner with Northern Illinois S.C.  
Jim Laman, 616/ 335-5215.

#### MILWAUKEE S.C.

Feb 14 - Ice Race (Trials)  
Feb 22 - Monthly meeting, 7:30pm, Pizza Hut, 7519 W. Mill Rd.

Mar 5/6/7 - NATIONAL CLUB ORGANIZATIONAL MEETING. (See below)  
Pat Greer  
1810 E. Jarvis  
Shorewood, WI 53211  
414/ 964-7463.

#### S.C. OF GEORGIA

Plans are being made to hold a concurs this Spring. For details: Saab Clubs of Georgia  
P.O. Box 52122  
Atlanta, GA 30355

(See the Jan '88 NINES for a complete listing of Regional Clubs.)

### MILWAUKEE CLUB TO HOST NAT'L ORGANIZATIONAL MEETING

Saab Clubs from around the country are asked to send a representative to an organizational meeting to draw up bylaws for the national Saab club. The meeting will be Saturday, March 6th, in Milwaukee. Milwaukee Saab Club members have offered to house the representatives, and will provide "taxi" service to the airport for anyone flying in.

To make arrangements, contact Dave Parps at 414/375-2676 (home) or 414/377-1000 (work).

Interested individuals are also invited to attend this meeting. The bylaws will be presented and voted on at the 1988 National Convention in Wilmington, Delaware, in July.

The Midwest Regional Convention sponsored by the Milwaukee Saab Club is scheduled for the weekend of October 21-23. More details as they become available.

Saab Club of North America

Editor & Publisher: Tim Winker, 2416 London Rd., Unit 900, Duluth, MN 55812

(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.

When my SAAB dealer serviced my car, they said the threads came out with the transmission drain plug. They couldn't find a suitable heli-coil to repair it, so the mechanic put in a self tapping plug as a temporary solution, and said he will fix it permanently at the next service. However, they claim they can't find a good repair for a plug of that size. Where do I go from here?

B.C., CO

When I drain the engine oil, I use a six point socket and NEVER use an electric or air wrench. Some technicians can get "strong" with them, and you're screwing an iron plug into an aluminum case. On the ones I've seen stripped, there are several after-market plugs and I've found all of them satisfactory. I've never had any problem with self threaders, there is also a rubber bulb type that I've seen. You'd have to talk to Heli-coil about a kit, but first, find out the thread size and pitch. Since you obviously have your SAAB dealer service your car, he is aware of the problem, and I'm sure he will "stand behind you" if you should ever have trouble. Myself, I'd be satisfied with a self-tapping plug. I've seen a lot of them used.

My '86 9000 has wiper skating. Three attempts to fix it, including '87 arms and blades, have not solved it. Any hints?

C.G., NY

Again I suffer from not too much information. Does it skate in both directions? Almost any blade will take a "set" when not used too much. That is it will bend toward the way it sits in the park position. New blades, which you've had, should fix it, but if the arm is not absolutely square with the glass (and with a curved windshield that must sometimes be a compromise) it will tend to make the blade clean in one direction and skate in the other. Again, it should be covered by warranty, and if your dealer can't solve it, ask for an appointment with the regional service manager.

It's tuf enuf to answer your questions with the information in a letter or short paragraph, sometimes with only one line, but some I simply can't solve without more information. Please give the year,

model, type of transmission, mileage, and turbo or non-turbo. Every bit of information that you provide will make it easier for me to try to solve your problem. (I do shorten your letters for publication in order to concentrate on giving better answers.)

BOB

Send your questions to:

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

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# SERVICE SUBJECTS

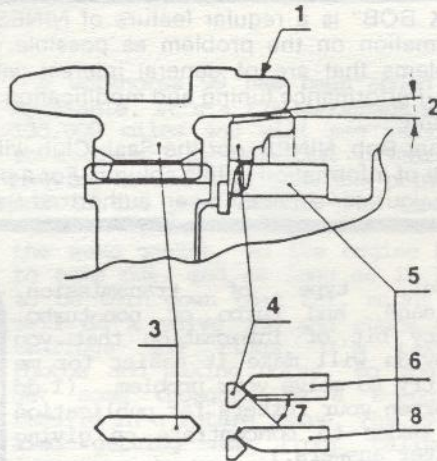


## FROM SAAB

### NEW SYNCHRO PARTS FOR 5-SPDS

Application: 900 models  
S.I. 12/87-1016, A-4/P.102  
(Supersedes S.I. 04/83-622)

Running changes were made to gearboxes during 1983 model production which affect replacement parts for all early 5-speed gearboxes. From gearbox number 480053 and 523814 a new synchronesh design was introduced to improve shift quality. This Service Information identifies the new design and corrects a part number error from S.I. 04/83-622.



1. Turned groove
2. Taper angle
3. Synchronesh sleeve
4. Synchronesh ring
5. Gearwheel
6. Symmetrical
7. Tip angle
8. Asymmetrical

Figure 1. Synchronesh components cross section.

See the footnotes below. Old-design synchronesh sleeves are no longer available for older gearboxes. If a newer style sleeve must be used, a multiple supersession has been created to supply the proper accompanying parts. Do not install old design parts into gearboxes built after the gearbox numbers given above.

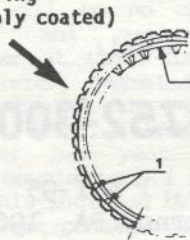
#### Parts Identification:

To prevent confusion between old and new parts, six squares (three pairs) have been provided on the inside surface of the new synchronesh rings and a groove has been turned on the outside circumference of the sleeves. The difference between the old and new gearwheels may be seen clearly by the asymmetrical tips on the new engagement teeth (Figure 1).

**NOTE:** Synchronesh sleeve 87-20-419 must always be installed with two synchronesh rings of the new design (87-19-916 and 87-19-924) and vice versa.

Other assorted marks (half-moon, etc.) may appear between the squares. Disregard these marks.

Synchronesh ring  
87-19-916 (Moly coated)



Synchronesh ring  
87-19-924 (Not moly coated)



Figure 2. Squares (three pairs). Indicates taper angle of 6°. See item 1.

Description	Part number	Gear	Notes
Synchronesh sleeve (Old design)	** 87-00-411	1-2, 3-4	Taper angle 6.67 °
Synchronesh sleeve (New design)	87-20-419	1-2, 3-4	Taper angle 6.0 °
Synchronesh ring	* 87-12-135	1, 3, 4	Taper angle 6.67 ° Brass-colored
Synchronesh ring	* 87-14-446	2	Taper angle 6.67 ° Moly coated
Synchronesh ring	87-19-916	2, 3	Taper angle 6.0 ° Moly coated
Synchronesh ring	87-19-924	1, 4	Taper angle 6.0 ° No moly coating
Gear - 2nd (Old design)	*** 87-01-773	2	Symmetrical tooth-tip angle
Gear - 2nd (New design)	87-20-468	2	Asymmetrical tooth-tip angle
Gear - 3rd (Old design)	*** 87-11-640	3	Symmetrical tooth-tip angle
Gear - 3rd (New design)	87-20-484	3	Asymmetrical tooth-tip angle and shot-peened

\* Part number correction.

\*\* No longer available. Use new-design synchro sleeve and new-design synchro rings together (see parts system multiple supersession MS221).

\*\*\* No longer available. Use new design gears which are compatible with old-design synchro rings and sleeves.

Note: Old design synchro rings are still available for repairs where the old-design synchro sleeve may be re-used.

#### LABOR TIMES

##### FOR SCHEDULED MAINTENANCE

Application: 1985-on 900 models  
1986-on 9000 models  
S.I. 12/87-1017, A-1/P.113 (900s)  
S.I. 12/87-1018, A-1/P.41 (9000s)

[The following are suggested flat rate times for scheduled maintenance provided to Saab dealerships. The Saab Service Manuals for the 900 and 9000 give a complete list of work done at each service in Section 1:2. These flat rate times are provided to give a guide to expected costs for scheduled maintenance at your Saab dealer. Multiply the time by your dealer's hourly flat rate to estimate the labor cost. Since Saab dealerships are independent businesses, the actual flat rate times may vary. The cost of parts is additional.]

#### Oil Change/Safety Inspection

Every 7,500 miles: Including fluid level checks, engine oil and filter change, safety inspections of fuel systems, electrical equipment and chassis (including toe-in and brakes), tire rotation, road test...

All 900 models, 1985- 1.5 hr.  
All 9000 models, 1986- 1.5 hr.

#### Intermediate Oil & Filter Change

Every 3,750 miles (between above services): Engine oil and filter change only.

900 Turbo, 1985-87 ONLY 0.4 hr.  
9000 Turbo, 1986 ONLY 0.4 hr.

#### Major Service - 30k and 90k miles

Including valve clearance check (8 valve only), V-belt check, boost check (Turbo only), replace filters and spark plugs, coolant and brake fluid change, engine oil and filter change, safety inspection, tire rotation, road test...

900 8 valve, 1985-87	3.5 hr.
900 8 valve, 1988-	3.4 hr.
900 16 valve, 1985-	3.2 hr.
9000 M/T, 1986-	3.0 hr.
9000 A/T, 1986-	3.4 hr.

**Major Service - 60k and 120k miles**

In addition to above: replace oxygen sensor, full emission system service.

900 8 valve, 1983-	4.3 hr.
900 16 valve, 1985-	4.2 hr.
9000 M/T, 1986-	4.0 hr.
9000 A/T, 1986-	4.4 hr.

Saab's suggested times include all recommended inspections and safety checks, all emission control system adjustments and component replacements, fluid and filter changes, and a road test. Major service times for 9000 automatics include changing ATF and cleaning filter. Labor for replacement of damaged, failed or worn parts (including V-belts, hoses, wipers, bulbs, brake pads, clutch, exhaust system, shock absorbers and tires), aiming headlights, or alignment of wheels, if necessary, is additional. Some "add-on" times may be included by a particular dealership for adjustment or replacement operations frequently done in conjunction with maintenance checks where only the check is

included in the basic service labor time. Some examples are:

Adjust valve clearance	
8 valve engines	+0.7 hr.
Aim headlights	
900 or 9000	+0.2 hr.
Replace front brake pads	
900 -1987	+0.6 hr.
900 1988-	+0.3 hr.
9000 all	+0.3 hr.

Refer to your Saab Owner's Manual for the complete maintenance schedule.

**BRAKE NOISE**

TSB-7-013, October 9, 1987

Brake system design and friction materials are developed to meet a diverse array of stringent requirements and provide an optimum level of performance under a wide range of vehicle operating conditions. Low noise level is but one of many design criteria which include government requirements, service life and maintainability considerations, space limitations, heat transfer and cooling, stopping ability and consistency vs. temperature and moisture conditions, pedal effort and feel, fade resistance and environmental effects. On the last point, Saab has specified only asbestos-free friction materials

since the 1983 model year when suitable pads became available.

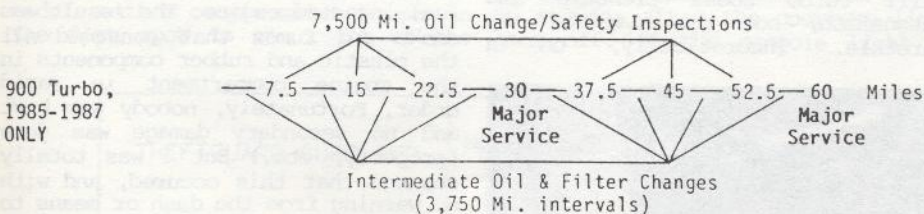
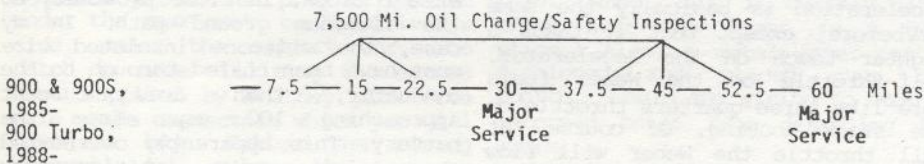
The choice of brake pads is ultimately a compromise, but priority must be given to those criteria which affect safe braking system performance. In the end, a certain amount of brake noise, squeal or groaning, must be accepted. The original equipment pads used on Saabs today may cause some such noise, particularly when the car is braked lightly under warm, dry ambient conditions. Such noise is to be considered normal and, in and of itself, is not indicative of any malfunction in the braking system.

Saab does not recommend substitution of other kinds of brake pads for the original equipment brake pads to correct a brake noise complaint, believing that performance may unwittingly be compromised. The application of aftermarket brake noise silencing compound is not recommended and we accept no responsibility for any consequences of its use.

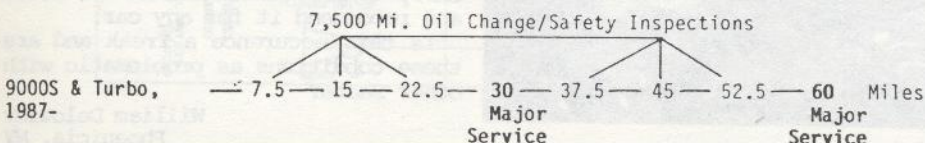
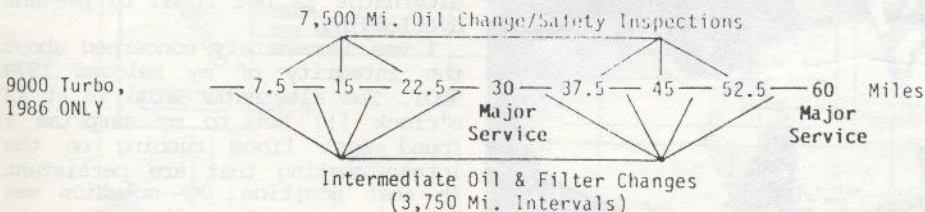
The original equipment brake pads introduced on 1987 model Saabs are the lowest noise pads available which meet all other important Saab design criteria. Please refer to Saab Service information Nos. 07/87-986 (9000) and 08/87-988 (900) [NINES, Oct 1987] which recommend usage of the later pads on earlier models with noise complaints. Saab recognizes that brake noise is objectionable and we will continue to work to minimize, if not eliminate, it.

**COMPARISON OF MAINTENANCE SCHEDULES (For Reference)**

The maintenance schedules through 60,000 miles for 1985 and later Saab 900 models (after the break-in service) compare as shown below. Multiply mileage by 1,000.



The maintenance schedules through 60,000 miles for 1986 and later Saab 9000 models (after the break-in service) compare as shown below. Multiply mileage by 1,000.



**GOODYEAR TIRES NOW SAAB O.E.**

TSB-7-019, December 11, 1987

The Goodyear GT 185/65 R15T is now being installed on the Saab 900, 900S and 9000S, in addition to the Pirelli and Michelin brands. Cars with Goodyear tires require a Goodyear Tire Warranty brochure in the Document Organizer given to the new owner on delivery. The brochure is also available through the Saab parts system under part number 02-90-676 (no charge).

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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.

## "BIG THROAT" ON A 900 TURBO

In the August 1987 NINES, the article on the NINE-T9, plans to install a Weber "Big Throat" were mentioned. I installed one on my '82 900 Turbo in August and cannot recommend its use on a turbo engine. The main problem is that the throttle body casting appears to be designed for other applications besides Saab, and therefore, is a compromise where fit is concerned. The body bolts to an aluminum adapter plate, which bolts to the intake manifold. The EGR valve and tube are removed and the openings plugged (which makes it illegal in CA, etc.)

Some of the problems encountered during installation were:

1. The engine block to intake manifold support bracket is discarded. I modified the bracket and mounted it to the EGR block-off plate.
2. The Weber has a 3-1/4" I.D. inlet hose; the turbo outlet is 2-3/4". All that is supplied with the kit is a 3-1/4" hose about 2 inches long... GREAT! I put a short piece of 2-3/4" exhaust pipe inside and clamped the large hose over the top of the original hose.
3. The location of the auxiliary air (fast-idle) hoses is a nightmare! The upstream hose connects on the underside of the housing, and the downstream hose connects on the

left top above the throttle lever. I plugged the downstream tube on the housing and routed the hose into the un-used rubber grommet on top of the intake manifold plenum.

4. The idle adjustment screw is on the underside of the housing, making it difficult to reach and might cause problems with oil, water, ice and corrosion settling in the drilled passages.
5. The throttle shaft is too short, especially when the cruise control lever is installed, leaving only about two-thirds engaged in the nut.
6. The cam for activating the enrichment micro-switch is all wrong... activating the switch at idle, then off, then on again at about one-quarter throttle. Luckily the cam is plastic and can be filed so it turns on at about three-quarters throttle.

Now I don't mind a little adapting if the results are worthwhile, but they weren't in this case. Acceleration is basically the same as before, except that it takes a lighter touch on the accelerator. Half-throttle on the Weber feels more like three-quarters throttle on the stock housing. Of course, at full throttle the Weber will flow more air, but the limiting factor is still turbo boost pressure and detonation, not the size of the throttle. Theoretically, on a

normally aspirated engine, a larger throttle would allow the engine to breathe easier and maybe improve the power output.

I'd like to read the results from the NINE-T9, or anyone else who has installed a "Big Throat" on a non-turbo.

For anyone pricing a Weber "Big Throat", it is available from J.C. Whitney in Chicago for \$112.46, part number 73-7494P.

Todd A. Kimberly  
Waterloo, IA

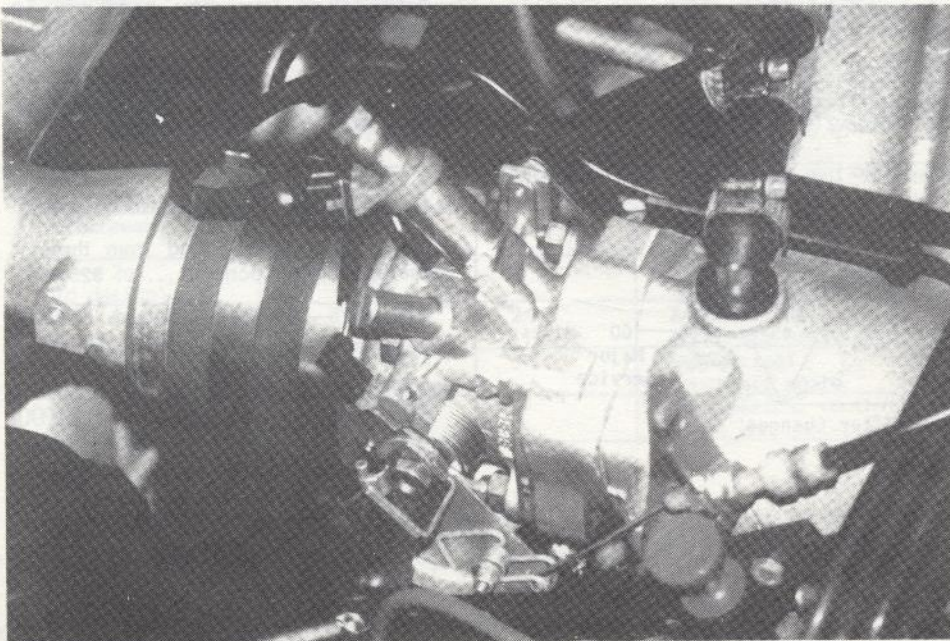
## 99 ENGINE FIRE

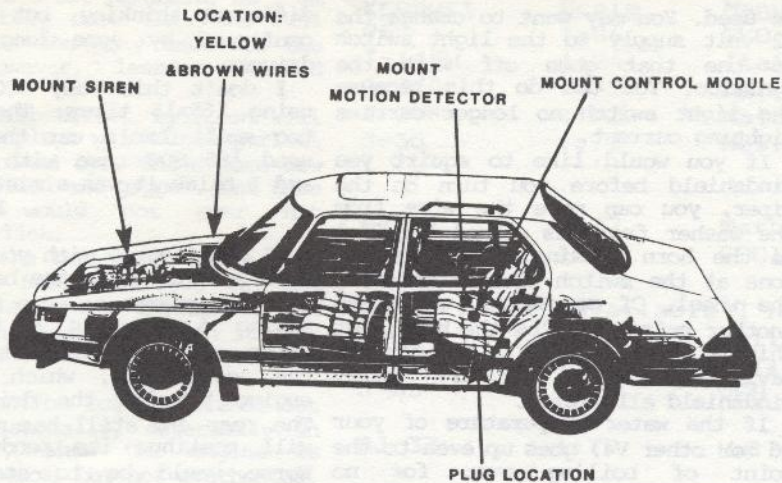
I am writing in disillusionment over a recent engine fire that totaled my well cared for 1974 99LE. I am interested in any club comments and would like to alert others to a potential fire hazard area for early model 99s. It appears that the fire was initiated electrically by a short between the positive alternator connection cable and the intake manifold. The older "SEV" type alternator has the stud located at 6 o'clock, in close proximity to the aluminum ground path. In my case, the silicone insulated wire must have been chafed through to the conductor, then drew current approaching 100 amps from the battery. This apparently overheated the wiring causing ignition very near to the fuel line on top of the fuel injected engine. The result was smoke and fumes that consumed all the plastic and rubber components in the engine compartment in rapid order. Fortunately, nobody was hurt and no secondary damage was done (property, etc.) But I was totally stunned that this occurred, and with no warning from the dash or means to disconnect the battery. I question the logic of the wire routing and wonder why the high current circuit from battery to starter to alternator is not fused to prevent overloading.

I was immediately concerned about the integrity of my beloved 1979 900T. The alternator stud is at 12 o'clock (!) but to my surprise I found fuel lines rubbing on the intake casting that are persistent in that position. My solution was liberal use of teflon tape to protect and provide slip. I now carry a fire extinguisher on board and recommend it for any car.

Is this occurrence a freak and are these conditions as problematic with other Saabs?

William Delozier  
Phoenicia, NY





### INEXPENSIVE 900 ALARM SYSTEM

I have discovered that J.C. Whitney offers the same alarm system as does Saab, but at substantial savings. Our 1986 900S is pre-wired to accept the "SAAB-Guard" alarm. The J.C. Whitney "Theft-Guard" can be purchased for \$62.96 plus shipping from their catalog #488K, page 114, part no. 15-9890Y. I think the '87 and '88 models are also pre-wired but you should check with your dealer.

The "Theft Guard" system is compatible with the pre-wired 900's but the control module has to be connected to the Saab plug via a homemade patch. The plug is located under the rear seat, on the driver's side, under the support bar. The patch is made utilizing the excess wire supplied by Whitney plus five male spade connectors which you will have to buy. Follow the wiring diagram to make the proper connections. Mount the control module with a couple metal screws on the flat spot to the right of the

seat lock pin. Mount the remote motion detector horizontally on the right side, under the seat. Make sure the sensitivity control knob is low enough to clear the seat bottom. I snapped mine off the first time I put the seat down.

The yellow wire for the siren and the brown wire for the door plunger are tucked in the cavity in front of the passenger door. The horn can be mounted above the battery.

Switches can be used to turn the entire system off or to deactivate the motion detector. I used a double pull, double throw switch to do both. Hide the switch somewhere a thief cannot find it quickly. (The trunk near the light is a good place.) Also, a metal cover can be fashioned and placed over the control module and wiring to stop an informed thief from disabling the alarm.

When installed properly, the system will automatically arm itself 60 seconds after the courtesy light goes off. If the console light is

bumped and left on, it can cause the alarm to remain unarmed. Zero, 10 or 20 second entry delays can be programmed. When entering the car, the ignition switch has to be turned on for two seconds to disarm the alarm. I've spent many tense moments fumbling for my keys while the siren is blaring and everyone in the parking lot stares.

In addition to the alarm, I purchased a cane from J.C. Whitney which locks the steering wheel to the brake pedal. This, plus the alarm and removable radio, should allow us to keep our Saab, especially in the high car theft area in which we live.

Warren J. Merritt  
McMurray, PA

### WATER-COOLING KIT FOR TURBOS

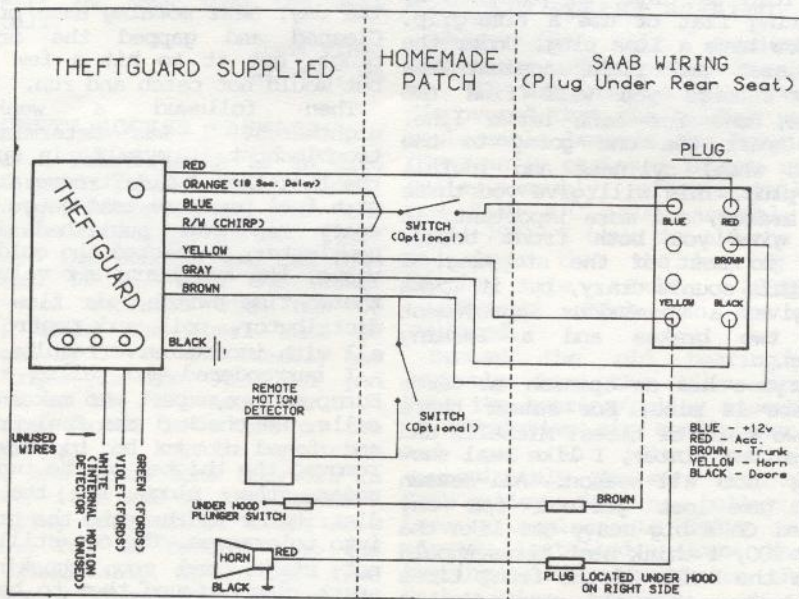
Turbo owners, such as C.R. from Maryland (Ask Bob, Jan 88), will be happy to know that the end of turbo "coking" is in sight. I am developing a comprehensive kit which includes, among other things, a rebuilt turbo with water jacket, complete plumbing using high-quality stainless steel hose, and detailed installation instructions. The kit is carefully designed to integrate with Saab's cooling system so that good flow through the turbo unit is achieved.

As many of you know, carbonization, or "coking", of oil in the turbocharger due to the extreme operating heat of these units has been identified as one of the primary causes of turbocharger bearing failure. The water-jacketed unit in this kit totally eliminates the problem by reducing shut-down temperatures by up to 300 degrees!

Members wanting further information should write to:  
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I'd also like to mention that Swedish Refinements, Inc. is a new company created exclusively to serve the SAAB community.

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## 96 STUFF: HEADLIGHT SWITCH, SQUIRTER, HOSES & BRAKES

The Saab 96 is one of the most practical and fun cars I know of. Every so often a friend will ask me to take him to a car dealer to pick up his car after a repair. Often their repair bills are greater than my annual repair cost. These people have no choice because their cars are so computerized and everything is so hard to get at that they can't do anything themselves. I have found that if I get to thinking my car is old and not the best handling, I need to buy it new shocks and tires, wash it inside and out, then take a good look at the new small cars. This usually works for about a year.

The '68 Saab headlights can be converted to stalk control. The switch is there and there is a wire coming out of the steering column. I can't give step-by-step directions, but the following should help. You will need a headlight relay from a junk Saab. The relay contacts are as follows:

- F = High beam
- 56A = Low beam
- 5 or 6 = wire to steering wheel dimmer switch
- 86 = wire to headlight switch (lights on)
- 30 and/or 7 = 12 volts (battery)
- 31 (if used) = ground

You will note that you need two wires from inside the car, the wires from the existing floor switch can

be used. You may want to change the 12 volt supply to the light switch to one that goes off with the ignition. You can do this because the light switch no longer carries lighting current.

If you would like to squirt you windshield before you turn on the wiper, you can move the wire from the washer from its normal terminal to the horn terminal. This is all done at the switch without removing the wheel. Of course you will need another switch to blow the horn, but this is a small price to pay for not having to wipe a dry salty windshield all winter.

If the water temperature of your 96 (or other V4) goes up even to the point of boiling over for no apparent reason, you may want to check the bypass hose. This hose goes from the top of the engine next to the thermostat to the input of the water pump. The purpose of this hose is to keep the pump from having to push coolant against a dead head when the thermostat is closed and the heater is off. This hose MUST have a restriction in it, otherwise the coolant can take this route and not bother to go through the radiator! My problem was intermittent and it took me two months to find it. The restriction looks like a piece of tubing that has been pinched. Someone apparently thought it was a bad piece of hose and replaced it with universal hose.

The rear brake slave cylinders have a habit of failing (leaking) with no warning. When this happens your remaining brakes work very poorly. The bad cylinder should be replaced as soon as possible of course, but here is a trick to get you home. Buy a short section of pre-assembled brake line and cut off the short fitting. Flatten about the last two inches of tubing and fold it on itself, then fold again. Make each fold as tight as possible by hammering flat or use a vise-grip. You now have a line plug. Under the back seat and right against the driver's side you will find two unions, one for each brake line. Take apart the one going to the failed wheel cylinder and install your plug. This will give you three good brakes, and more important, it will give you both front brakes which do most of the stopping. I know this sounds crazy, but it works and gives a tremendous improvement over two brakes and a leaking system.

Everyone has an opinion on tires so here is mine. For summer there are two kinds of tires: Michelin and others. For winter, I like real snow tires, not all-season. All-season tires are not perfect for any season. On a big heavy car like the 99 or 900, I think best tires should go on the BACK. If the front tires hold better than the rear, then a skid in the back end would cause the car to come around. This is

different thinking, but I've had it confirmed by some long term Saab drivers.

I don't think any 900 should be using 165x15 tires. They are just too small for a car that size. My used '85 900 came with that size, and I think it was a mistake.

Frank DeWitt  
Holoomb, NY

[I don't agree with your theory on "the best tires on the back". If the rear end starts to come around while making a turn in a front-wheel-drive car, many drivers let up on the accelerator, which allows the engine to slow the driven wheels. The rear end still has momentum and will continue its pendulum swing. Worse would be to stand on the brakes, as once the tires stop rolling, they follow a straight line tangent to the turn. It is a very common cause of accidents with front wheel drive. The proper method is to keep some pressure on the throttle, even speeding up a bit, to pull the rear wheels back in line. Thanks for sharing your thoughts, though. Your 96 tips prove there is ingenuity to be shared with other owners.- TW]

## COLD START TROUBLES

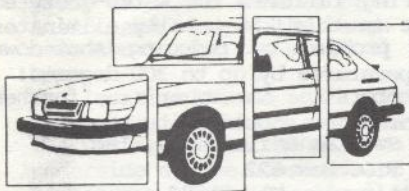
I wanted to share with fellow Saab owners a frustrating week, in hope of preventing same for them.

'82 Turbo, 70k miles, cold morning, cold start, ran fine for about a minute, then died and would not restart. Continued cranking did not produce a single firing. Pulled the spark plugs and they were wet with fuel. Pulled the rubber fitting where the turbo pressure transducer hose outlet fits into the top of the intake plenum and saw that the plenum had about a cup of gasoline in the bottom.

Sucked out the gas with a syringe, installed new spark plugs and it lit right off and ran fine the rest of the day. Next morning same problem. Cleaned and gapped the original plugs, got it to hit a few times, but would not catch and run.

Then followed a week of nightmares. I was determined to troubleshoot it myself, in spite of the fact that I didn't have a manual or a fuel pressure test gauge. Using every tip ever published in the newsletter, I checked the cold start valve, the auxiliary air valve, the thermo-time switch, air flow meter, distributor, coil and control box, all with inconclusive results.

I surrendered and called a local European car expert who makes house-calls. He checked the fuel pressure and found it to be top high. He removed the thicker of the two shims under the plug in the fuel distributor and brought the pressure into tolerances. The car still would not start, and upon checking the spark plugs, found them to be "cold fouled" and unuseable. A new set of NGKs and it has run fine ever since.



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I am still a bit paranoid, as I am not completely sure that the fuel pressure was the only cause of the malady, however, lessons learned include:

- The Hall Effect Ignition will not fire plugs which look perfect to the naked eye. These were new plugs, filed and gapped, but once soaked, would not ever hit another lick.
- When the book says check fuel pressure first, believe it. The car feels better throughout the normal driving range than it ever has in the 40k miles that I have owned it.

Now a question for my friends out there. Occasionally, especially in the summer, when the engine is thoroughly warm, but not overheated, the turbo pressure relief system will give a "piinnng" (sounds almost like a ricocheting bullet). Boost and all engine power goes away. Increased throttle opening causes the turbo turbine to overspeed, but no power is produced. Allowing the engine speed to drop to idle will sometimes cure the problem. Shutting off the ignition will also temporarily fix it.

Adjusting the pressure relief diaphragm rod as per directions in the manual reduced the frequency of the occurrences, but did not eliminate the problem. (However, it did eliminate a low boost and APC cutout problem which had plagued the car since I had owned it.) Any suggestions?

In conclusion, the next new or used Saab I buy will receive a thorough check of the setting of every adjustable component. Then it will be more obvious for future troubleshooting. I also intend to buy a digital dwell meter, a fuel pressure test gauge, and the fuel injection section of the [factory shop] manual. Having seen them used, there is no trick to them, and the cost will be less than the next house call.

Jack Vines  
Spokane, WA

#### SONETT ROCKER PANELS?

I own a Sonett which is in dire need of rocker panels on both sides. It is my understanding that the replacement rocker panels and floor pans used for Sonetts are cut down from 96s. If so, when the rocker panels are replaced with new 96 panels, could the wheel base be increased by 3" to 4"? Exactly how much longer is the 96 floor pan compared to the 97? As I am 6'2" tall, the Sonett is a bit on the small side in the legroom department for me, and since some bodywork is necessary (for me or the Sonett??) I'm willing to consider a bit more tailoring for me to fit into the Sonett comfortably. At the same time I'm playing paper dolls with the car, a targa roof would be orked into the project. The only item of

Product	Scale	Manufacturer	Comments
96	1:86	EKO	bullnose grille!!
T-142H	1:24	Italeri	truck
J-21A	1:72	Heller/Humbrol	
J-29F	1:72	Matchbox	
J-35	1:72	Heller	kit builds 3 versions: J-35F, RF-35, TF-35
AJ-37	1:72	Matchbox	
AJ-37	1:48	ESCI	
Other models available I haven't been able to find:			
J-32	1:72	Heller	
91-Safir	1:72	Heller	
J-35	1:72	VEB	model made in East Germany
AJ-37	1:72	Heller	kit builds 3 versions: AJ-37, SF-37, Sk-37
AJ-37	1:72	Hasegawa	preproduction version?
AJ-37	1:72	Airfix	

All of the manufacturers are European except for Hasegawa which is Japanese.

concern would be lengthening the doors, specifically the window and window mechanism. Any ideas for the doors and general comments on making the Sonett fit me would be appreciated.

As for how Erik Carlsson rallied a Sonett (a Sonett II at that!), much less fit into one intrigues oneself! Maybe ol' ASK BOB would be willing to tackle this problem and cut it down to size (pun very much intended) for the information of the readers.

I have also come up with this listing of various Saab-Scania products available in model form. All of the models should be available from a hobby shop that carries plastic models.

Jon Hochstetter  
Kenosha, WI

#### A/C PULLEY BEARING

When the air conditioning compressor idler pulley bearing on my '83 900 started going bad, I discovered that the bearing was not replaceable because the bearing is permanently enclosed in the riveted pulley assembly. After installing a new Saab A/C idler assembly (P/N 93-44-797), I took the old one apart and found that the bearing is a common type (Fafnir 203PP or equivalent) which can be easily replaced.

Remove the old bearing/pulley assembly from the idler bracket. Take the bearing/pulley assembly to an automotive air conditioner shop and get an idler pulley of approximately the same size as the Saab pulley. Your new pulley should have a replaceable 203PP bearing already installed. Press the new bearing/pulley assembly on the old Saab idler bracket. When the bearing wears out the next time, just replace the bearing.

The bearings in the compressor clutch can also be replaced. I ordered the Saab air conditioner clutch bearing set (P/N 94-79-767) and discovered that the set was simply two NTN 6908LB bearings. These bearings are available at a bearing supply house for less than through Saab.

Bill Jones  
Irvine, CA

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## MORE ON HEATER MOTORS

The squealing heater blower motor bearings mentioned in David Brick's letter published in the January '88 newsletter, happened to my '83 900 about 15,000 miles ago. At that time I re-lubed the felts with 90W gear oil. About 5,000 miles later, the motor began to make cricket noises which progressed to a squeal again!

Although undaunted by the task of removing the dash again, I went to the independent Saab garage in town and got a frozen blower motor from the trash bin. The motor shaft is 8mm diameter and the babbit bearing housings just smaller than 24mm inside diameter. With the help of a salesman for the local industrial bearing distributor, I was able to pick up two metric series Fafnir ball bearings for \$9 each.

To make them fit, the motor shaft had to be smoothed with fine emery paper and the top and bottom housings enlarged quite a bit. The carbon brushes were smoothed off using a rat-tail file. The commutator was filed smooth and then polished with emery paper using a lathe consisting of a wooden box with notches to hold the motor shaft, and powered by a drill and a 3/4" diameter rubber wheel driving the large diameter winding section of the armature.

On assembly, the aluminum top and bottom plates were machined slightly larger than the bearing 24mm O.D. and the small gap filled with Loctite-Duro Liquid Metal Epoxy, which set up after the motor was reassembled, thus insuring proper shaft-to-housing alignment. The motor has been running continuously for the last 10,000 miles without squealing or cricket noises; however, it is noisier than a new motor on the lowest speed. At the two higher speeds, motor noise is overpowered by the fan noise.

I recently refurbished another "scrap" motor and achieved even quieter operation. The bearings used

were Fafnir 38KVIT, which have felt seals instead of metal (noisier) shields dragging on the races.

This is a common problem. It's regrettable that Saab doesn't make a fan motor which lasts as long as the rest of the car; my 900 now has 93,000 miles on it!

Walter Mengel  
Cincinnati, OH

## COMMENTS ON PAST ISSUES

Regarding Ken Bulmahn's "Separate Park & Turn Signals" (Dec 87). Perhaps Mr. Bulmahn should check to make sure the correct double filament bulbs were in his car. The Saab specifications call for the park lamp filament to be 5 watts, and the turn signal filament to be 21 watts. I find the 21 watts more than sufficient to overcome and "stand out" from the 5 watts of the park function filament.

Regarding Dan Salvo's "FoMoCo Carb Troubles," (Dec 87). The blanking plug which he found had fallen out of the vertical casting by the main jet is not an uncommon occurrence. I have had it happen to two separate FoMoCo carbs. The nice thing is that it is quite easy to repair.

Regarding Nick Wilson's "Two Stroke Plugs?" question (Dec 87). The MG V 260 is no longer available, as far as I can determine. The NGK A-8 is of the same heat range as the Bosch M5A, old Bosch #M225T1; which I consider too hot for a Saab 2-cycle. I purchased Bosch M4A2 (old Bosch #M240T1) and Bosch M4A1 (old Bosch #M260T1) a couple of years ago for use in my GT 750. These plugs should still be available from Bosch. If Mr. Wilson is in desperate need of plugs, I will ship him a set of M4A2s or M4A1s, at nominal charge, to keep him going until he locates a source for the plugs.

General Comments: I enjoy the "Ask Bob" feature very much. The information provided is clear, concise, and straight forward.

A local after-market parts source has advised me that some Bosch components used on Saab are available as rebuilt units. Anyone needing an expensive Bosch component might try the rebuilt route first.

Monty Tarr  
Catlin, IL

## INTERNATIONAL CORRESPONDENCE

I should like to help Nick Wilson with his problem with the two-stroke plugs (Dec 87). I have experienced a similar problem with my 96 with the Monte Carlo engine which I use in rallies. I have used 14mm plugs in this engine (NGK-B8ES, Champion N3, and for real hard driving NGK-B9ES) and have found it to be successful. The adaptor (insert) I made from an old 18mm plug (a normal Saab 2-stroke plug). The amount of work involved is approximately 15 minutes on a lathe. I know for a fact that

Bosch are no longer making the MG V260T31S. Use Loctite between the plug and adaptor (insert) so that the insert comes out with the plug.

With regard to piston rings for 74mm pistons, try 2-stroke motorcycle shops and outboard motor shops.

I am thinking of making a head gasket for the 2-stroke oversized engines 73/74mm bore size. The price will be in the range of \$15-20 each and they will also be suitable for the 70-72mm bore for the 1965 up cars (water pump in the head).

I am also thinking of making filters for the Saab Sport (three small filters in every air cleaner) for the 1962-64 models. The price will be about \$10-15 for three.

David Nameri, Chairman  
Israel Saab Club  
20 Ahronovitz Street  
26261 Kiriat Haim  
ISRAEL

## DON'T SNOWBALL YOUR TRANNY

The cold weather and snow are upon us. SAABs are great when negotiating those snow-covered highways and byways, but please consider the following if you should get stuck in a drift or deep snow.

How many times do you see other motorists rocking their cars back and forth while doing a "number" on their car's transmission attempting to free themselves from a precarious situation? If this should happen to you with your SAAB, unless you're absolutely sure a few pushes will do the job, the pinion gear in the transmission might not be very forgiving.

Instead of risking a costly transmission rebuilding job, try this easy solution. Place your car mats in front of the tires to use as traction. Better to trash your mats than trash your tranny.

Bill Jacobson  
Sports Car Service  
from THE SNAAB GAZETTE  
Delaware Valley S.C.

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## LETTERS TO NINES

### Quality & Safety Complex Issues

Thanks for printing Dr. Metze's comprehensive and well considered letter in issue #166 (Jan 88). As he properly indicates, matters such as automotive "safety" and "quality" are complex issues, indeed.

The same goes for the quality of dealer service. Like all automobile companies, we require certain minimum standards from each Saab dealer. It's parts of their contractual obligation to us and their customers and is spelled out in their franchise agreement.

We work very hard to help each dealer provide the best service possible... through technical training and service literature, through outstanding parts delivery service from our distribution centers, and through a host of other ways.

Under state and federal franchise law, though, each dealer is an independent entity and (within reasonable limitations) must be free to conduct his business as he sees fit. Obviously there is counter-balancing legislation in all jurisdictions that protect the automobile owner. The point is, though, that there are stringent limitations with regard to what an automobile company like Saab-Scania of America can require of a dealer. This is a point that many car owners don't seem to understand at all.

Occasionally "push comes to shove" when a dealer's opinion of what is reasonable and proper differs in a macro way from what we and his customers feel is reasonable and proper. When we find out about this, we exert all possible "encouragement" to get things straightened away.

As Dr. Metze wrote, we do listen. And we take action when it's called for.

I welcome letters from Saab owners that spell out substantive shortcomings in dealer service. Fortunately I don't get very many of them, and that pleases me immensely.

Bob Sinclair, President  
Saab-Scania of America, Inc.

### Quality Makes a Difference

Working as a quality professional, I found Tad Gilliams's article (Dec '87) a welcome contribution to the newsletter. By the way, some of my colleagues took notice as well. Clearly, the bottom line of the article was that "quality plays a major part in the decision making process" and "price and quality go hand in hand."

Here are a few considerations concerning some of the information Tad passed on from other sources. I regard to the **Consumer Reports** information, how many sample defects did the other cars have even though the 9000 Turbo had the most (10)? Is this typical of 9000s or is this another case of bad luck like the

NHTSA crash test controversy which was resolved in Saab's favor? The **Business Week** information showing the average of 200 problems per 100 cars for Swedish makes doesn't define "problem" and given the production quantity and model variation differences between Volvo and Saab (any others?), is Saab better or worse than Volvo? What would the number be for Saab alone? It certainly would be a challenge to bring the number below 1.5 "problems" per vehicle sold with a denominator in the low 100 thousands. While these arguments seem to defend Saab, I'd certainly like to give them the benefit of the doubt. Haven't we learned from the crash test fiasco?

What we also have to remember about quality is that it is measured in many ways. **Consumer Reports** also has their frequency of repair record. How about durability, reliability, safety, driveability, utility, performance, anti-corrosiveness, maintainability, dealer service, and company support of the product? Yes, all these are quality attributes which set the different manufacturers apart from each other. These attributes are packaged by market and price and the more of them you get, the more you're willing to pay. Do you see anyone we know providing most of these attributes?

Our own newsletter is filled with Saab service information as well as problems reported by our members. Would you buy a Saab after reading about all those problems? Obviously, many of us have and for good reason. Every Saab doesn't generally experience the same type or severity of problem. As much as we would like to see zero defects upon delivery and trouble-free use of our car over the years, more work still needs to be done in this area by every automaker. In fact, the Department of Labor's Bureau of Labor Statistics annual report indicated that quality improvements accounted for 53.5% of the average price increase of 1988 model year cars. This was based on an analysis of 18 comparably equipped cars. This is where quality improvement fits into the big picture of quality.

Saab is good at quality improvement. Take a look at the service subjects from the November newsletter and review the improvements. Most of what is shown improves sub-system performance, reduces maintenance costs, upgrades technology, etc. Look at the service campaigns in that same issue as well as those for earlier years. Note that some of the inconveniences get fixed at no cost to the owner, not just the potential safety problems. This is what Saab would call its "cost of quality". The designers and production people would have preferred eliminating the problem before you saw it but it doesn't

always happen that way.

Both the automakers and the consumers are getting a better understanding of what quality means to them. The automakers have no choice but to respond. Given the many facets of quality that we have discussed, there is lots of room for improvement by everyone. It seems to me that Saab has been addressing quality all along and they will continue to do so at an even faster rate.

Stephen G. Carrellas  
Berkeley Heights, NJ

### Selling Out

As of this year I am resigning from the Saab Club for the simple reason that I am selling my 1969 V-4 96, which I've owned for the past five years. I had my 1967 two-stroke 96 for 12 years before that.

Getting parts has become a problem. Both these cars have been a pleasure to drive and work on; I'd gladly give \$10,000 for a new one, provided I could continue to get parts. Unfortunately, the "new ones" are as insanely complicated as the competition, which is not Saab's fault of course.

Thank you for the newsletter and keep up the good work.

Stephen A. Straub  
Macomb, IL

### Disillusioned

I have been a member of the Saab Club since the days of Dick Grossman in 1975. However I have decided not to renew membership as my 1974 99LE no longer benefits from the technical tips and my local mechanic is superb. It has 188k miles on it, is driven 10k per year, gets 20-25 mpg on regular gas, has yet to burn a drop of oil, has no rust, etc.

I am writing mainly to vent my anger at the Saab Corporation for leaving people like me in the dust. I no longer can even dream of owning a new Saab as it is extremely frustrating. The people around here who do own them don't even know 95s, 96s and 99s existed and the local dealership could care less. When I bought my 99 (top of the line, then) it cost me roughly one-fourth of my yearly salary, and I could afford to save a good portion for a down payment and finance the rest. Now the equivalent car in the Saab lineup is more than one-half my salary! there is no way I can justify buying one. I hope Saab knows that there are a lot of faithful Saab owners who have been frozen out. My next car will be a Mazda, Subaru, Toyota, Nissan, Honda or whatever. They seem to be able to still make quality products without having to charge so much that only six figure salaries can afford them.

Although you may never publish this letter, and even if you do I will not see it, I felt it had to be said. How many others are out there in my situation? Who cares?

A.J. Buffa, Ph.D.  
San Luis Obispo, CA

## MORE LETTERS...

### Disappointed

I'm sorry to say, for the first time in ten years I won't be renewing. I'm now Saabless!

I've sold my '81 and replaced it with a VW Jetta. I intended to buy a new "S" but I just couldn't get myself to spend the \$18,000+, and the "base" 900 was just too slow. The Jetta was \$5000 cheaper. It's an excellent car, lighter and more peppy than my old '81. A 900 is a better overall car, but I enjoy driving the Jetta somewhat more since it's quicker.

I've enjoyed the newsletter over the years and feel yours is the best so far. If there's anything I'd like to see more of, it would be "good news" on Saabs; the amount of troubles talked about can be depressing. On the other hand, I did get some helpful hints along the way and, hopefully, passed on a few of my own. Keep up the good work and thanks for your efforts.

If I can ever afford another Saab (I don't feel they are overpriced, just more than I can afford now), I'll be back.

Steve Parsons  
Washington, IL

### One Handed Seat Levers?

In 1982 I traded my '67 95 for a new 900 3-door. One thing I noticed quickly was the inconvenience of not having front seat backs that can be operated from inside and outside the vehicle. The two hand seat operation can be an inconvenience when carrying something you wish to place behind the front seat. One must place the item on the sometimes dirty/wet ground before placing it

in the car. Those of us who refuse to place objects on the exterior finish of the car and do not wish to soil the interior have had to develop entertaining alternatives. I now own an '86 900S with the same problem. From the safety aspect, I've noticed my back seat passengers do not readily comprehend how to egress once the back seat is locked. I would like to recommend that Saab consider placing the rear seat operator's release for the front seat back above the rear passenger's knee level where it can more easily be seen and operated. This would facilitate single handed operation from outside the car as well.

I've developed my elbow and knee technique since '82, but I really hate it when I give people rides and they begin screwing the seat back adjustment to get out of the back seat.

Dave Sulouff  
St. Jacob, IL

### Improvements?

Just traded in my '81 900S for an '87 900S - lots of improvements but some areas of improvement seem questionable. Those new headlights look great but don't seem particularly more effective and will be horribly expensive to replace when the inevitable rocks find their mark. Also the replacement lamp is of H-4 variety but totally unique so it will be difficult and expensive to replace. Certainly Saab could have dictated that the lamp be engineered to use the STANDARD H-4 bulb which is readily available and cheap! Personally, I would prefer a quad system, less expensive to replace and a good deal more effective though they would cost more on the assembly line.

The radio systems are absurd with the multifunction buttons, my dealer let me swap mine for some other accessories. It certainly was not designed for a driver and the speakers are a joke. Leave it out, but put in a universal harness and provide us some options.

The area between the front seats continues to be wasted space and it would be nice to have a window control on each door panel instead of buried between the seats, the last place logic would tell one to look for a window control.

The engine is very smooth and quiet, but at idle you hear an accessory pump busily going about its business, most undignified. What about a set of louvers on the driver's side of the hood like the vent ones for the engine air inlet. I can't imagine that the present location has a chance of getting cool outside air and that the hood location should be a high pressure area.

Why isn't the 3rd brakelight housing also used to light up the rear hatch area? The existing lamp is less than effective and with a sliding red filter would be very

effective to avert a collision if the car was disabled and the driver had the hatch up. The sway bars made an exceptional handling auto even better, and the driver's "bun warmer" is more effective than ever.

Dean Tremble  
Seattle, WA

[Federal regulations, not the manufacturer, dictate which type of lighting may be used on new cars. The #9004 halogen bulb is used in the U.S. because it has an O-ring seal around it, making the lens/reflector a "sealed beam". The H-4 bulb has a hole in it to allow moisture to escape from the lamp, and is considered illegal according to current U.S. regulations. Sealed beam lamps are illegal in Sweden and other European countries as they are considered to give inferior light and are therefore unsafe. Despite the laws, some U.S. drivers have converted their cars' headlight system to the H-4 European standard. The European headlamp assemblies are available through several NINES advertisers. - TW]

### I Like NINES

I received my January NINES a week ago, enjoying it very much as always!

Regarding Bruce Hibbs letter I'd like to offer my support on the current format for our newsletter.

I agree with Bruce that the newsletter is the club pretty much, but it is also a vehicle for what is in the newsletter. True, an easy to read newsletter will get read by more people than one which is difficult to read, but this does not justify a glossy look per se.

Your plans to buy or rent an IBM-compatible (I use a Macintosh in my work and love it) with desktop publishing software (PageMaker is excellent) is a great idea - in that it will make your job easier, and will make the newsletter easier for us to read. The content and format however are already excellent!

Many publications "look" great, but a slick look can turn off as many as it turns on. (A case in point for me is USA Today.)

Mac Steiger  
Vallejo, CA

### Keep it Cheap

[As a Sonett owner] I like the Sonett tech tips obviously. (Of course I would want a service manual with these tips compiled.) I wouldn't want to pay for a better quality (printing, paper, photos) newsletter. To keep costs down (\$18 is OK) while maintaining or improving content quality, I would favor cheaper (even if slower postage), possibly bi-monthly (six issues per year) publication. I like the 8-1/2"x11" format for 3-ring binding storage.

I like the Club News and especially like the SAAB SWAP.

Ryan Watkins  
LaCrescenta, CA

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## SAAB SPORT EXHAUST FOR 9000

Okay all you people with 9000s, here's your chance to make your car sound like the SAAB you used to know. Not only that, but you'll also experience a little bit better gas mileage!

The answer is the new SAAB Sport Exhaust System for the 9000. The list price is \$270.00 and will cost you one hour of labor to have it installed. The Saab part number is 02-74-369.

I have had it on my 5-speed 9000T for over a month now and found that there is about a five percent increase in my gas mileage. The car also seems to have a little more pep at higher RPMs. Not only that, but it sounds nice and looks good. It has two chrome tips and looks like it means business!

Bill Schwarzschild  
from THE SNAAB GAZETTE  
Delaware Valley S.C.

## SPARKING TIPS FOR OLD SAABS

If your own a V-4 in need of a new spark plug wire set, the current price at your local Saab dealer is about \$50. I would suggest you make your own from a universal set for a 4-cylinder engine. The only area you may run into a problem is on the #1 plug wire where it must clear the alternator. A firm called Dorcey sells accessories for motorcycles, which can be found at some auto parts stores. They sell an elbow boot for spark plugs. A set of 2 is about \$2.50, and is a good solution to the problem.

A problem I have encountered with early 2-strokes is the very long length of the coil wire. Using the 4-cylinder kit will provide you with an extra wire, which should be joined to create the longer wire needed.

If you have great problems removing the #1 spark plug because of interference with the alternator (V-4s), you need a very simple tool, Saab part number 88-02-167. The last time I bought one it was very inexpensive (that's right, a Saab part inexpensive!) at \$2.30. It is a must for every V-4 owner.

Paul Becker  
from THE SAAB SPORT  
Milwaukee S.C.

## ...AND FROM SWEDEN

I'm sending you our last issue of "Bakrutan" (Rear window), the newsletter of Svenska Saabregistret. Our newsletter is coming 4 times a year, so that is not so often as yours.

As you remember, I was looking for a two-stroke Sonett, and I went to America in the end of last November and bought a Sonett with serial number 168 which was for sale in the October issue of NINES. The car was 99% complete. I'm missing the electrical radiator fan and the thermo switch for it, so I would be very happy if you can help me to

find one because it is impossible to find one in Sweden. Do you know if Saab-Scania of America have any spare parts for Sonett left?

Mats Jonsson  
Gersnasgatan 14  
S-64146 Katrineholm  
SWEDEN

[Good luck with your Sonett-II. As I recall, the two-stroke Sonett in the Saab Museum is #167 or #169. I am publishing Mats' address so readers may write to him directly. Mats is also secretary of the Swedish Saab Register (a club for two-stroke and V-4 owners), so you may write to him if you wish to join. We now trade newsletters with about a dozen overseas Saab clubs. Addresses for those clubs will be published in a future NINES. - TW]

## 93 PARTS INTERCHANGES

If your local auto parts store says they don't have parts for your 93, try these interchanges:

1. SU Fuel pump: same as MG-TC & TD
2. Fan belt: Triumph GT6 to  
Engine #7905 - '67-'68  
Peugeot 404, 504 '68 on  
Austin Healey 100-6 '57-'59
3. Voltage Regulator:  
Alfa Romeo Guilia, Duetto  
All models with Bosch  
generator  
Dennis Phillips  
San Antonio, FL  
reprinted from Oct., '75

1987 SALES - Continued  
equator. The forty rows of lamps can be separated and adjusted independently of each other, and a microcomputer creates an exact simulation of predetermined driving conditions.

"To make test conditions absolutely authentic, even the floor of the test chamber can be heated to 86°F above the tunnel temperature, simulating the road surface temperature after the sun's rays have been beating on it for hours," Larsson pointed out.

Saab-Scania Press Information

CLIMATE SIMULATOR - Continued  
progressed with considerable success in 1987," said Ake Norrman, the Saab car division's general manager.

"The success of the Saab 9000 models has contributed strongly to 1987's sales results which were achieved despite the loss in volume following discontinuation of the Saab 90, which was taken out of production in June of 1987," Norrman said of the 99/900 hybrid not imported into the U.S.

"Sales of the Saab 9000 range once again exceeded 80,000 units, a volume largely unchanged during the past four years. The turbo models continued to maintain a high share of total sales, and every third Saab car sold in 1987 was a Turbo," Norrman added.

Saab-Scania Press Information

## SAAB 9000 IS BEST WINTER CAR

The Swedes ought to know. With long and hard winters, snow and very cold temperatures, their automobiles have to function in all kinds of weather and under all conditions.

Now Vi Bilagare, Sweden's largest auto consumer publication, after a wide test of 12 leading car makes sold in Sweden, have decided which is the car best suited for use in Scandinavia.

Their choice: Saab 9000.

Besides testing the cars' driving characteristics under winter conditions, the magazine's testers also took into consideration such factors as starting ability in cold weather; rust protection; comfort and ease of driving. In practically all categories the Saab 9000 beat the competition.

Finishing second in total points behind the Saab were the Opel Omega and Volvo 740 GL. Other cars in the test group included Ford Sierra (sold in the U.S. as the Merkur), Toyota Camry, Audi 80, Honda Accord and Mercedes 190.

Saab-Scania Press Information

## SAAB-SCANIA FORMS FINANCE CO.

Saab-Scania of America, Inc., has announced the formation of a finance company to offer wholesale, retail and lease financing to its Saab car and Scania truck dealers.

The finance company, Saab-Scania Financial Services Corporation, will use Marine Midland Automotive Financial Corporation, a subsidiary of New York-based Marine Midland Bank, as its servicing agent.

Kenneth F. Adams, Saab-Scania of America's vice president of finance and treasurer, will serve as president of the new finance company.

The new finance program should be in full operation nationwide by mid-summer.

Saab-Scania Press Information

## TEAM 96

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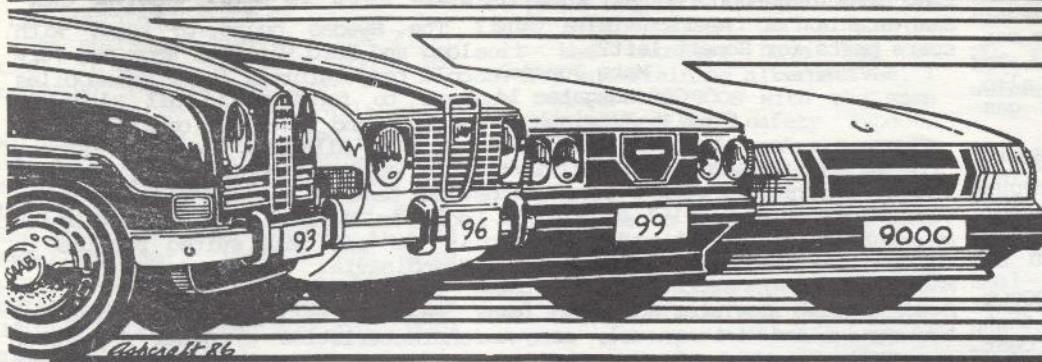
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### CLASSIFIED AD RATES

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Under \$200 .....	Free
\$201 to \$900 .....	\$2.00
\$901 to \$2000 .....	\$5.00
Over \$2001 .....	\$10.00
Ads without a price listed ...	\$10.00

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

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

### Sonett's For Sale

**Sonett III Race Car**, SCCA full roll cage, fully modified eng, close ratio ltd-slip trans, HD clutch, modified suspension & brakes, Jackman mags w/Goodyear race tires, much factory equipment. Many spares. Helmets, Nomex clothing available. Dan Stella, 1135 Easton Rd, Abington, PA 19001. 715/886-8660.

'74 Sonett III, 51k mi, orange, rbtl carb, strong eng, new clutch, new exhaust, great orig interior, perf body, some rust, everything works. \$2000 obo. Steve Brucato, 240 W Newhall #4, Waukesha, WI 53186. 414/521-9407 H, /521-6606 W.

3 '73 Sonett's, two running, one not. No rust, 2 w/Webers, 2 w/air, all w/good tires. \$3000, \$2000 & \$1000, or all for \$5000. Bob Dawry, 7104 W Kenwood St, Las Vegas, NV 89117. 702/876-5267.

'67 Sonett II 3-cyl, 2-stroke, gd cond, 24k miles. Also '68 Sonett V4, can be restored or for parts, body in good cond. \$4500 for both. Morton Hecht, 781 Tummel Ln, New Haven, CT 06515. 203/397-8650.

'70 Sonett III parts car. Fiber-glas F/R, gauges, refinished dash, eng, trans, etc. Take it away for \$800. Sean Coleman, 3537 19th Av S, Minneapolis, MN 55407. 612/724-4752.

'69 Sonett V4, 90% original, rbtl eng & trans, new white paint, Xlent cond. \$2750 obo. Katie Sipprell, 30048 Knollview, Rancho Palos Verdes, CA 90274. 213/514-3647.

### 93s, 95s & 96s For Sale

'72 96, tan, body Xlent, interior immaculate, fresh engine & trans, Sonett mags, air dam, trunk spoiler/handle, window louvers, much more. Fresh tires, brakes, shocks. Never smoked in. Best offer over \$4000. Firm. Steve Butler, Phoenix, AZ. 602/992-0935 after 6pm MTN time.

'70 95, red, nice cond, good interior, strong eng, ran when parked. Must Sell. \$300 obo. Brian Garrett, 4263 Taylor Av, Ogden, UT 84403. 801/399-1790.

'68 96, red, good cond, very strong eng, bad trans, \$1500 invested. \$800 obo. Red '68 96 Deluxe parts car included. Brian Garrett, 4263 Taylor Av, Ogden, UT 84403. 801-399-1790.

'67 96 2-stroke, new shocks, brakes, generator, radials. Body & cloth/vinyl interior good, needs engine. Make offer. Duncan Whyte, 84 Hancock Av, Ft Leavenworth, KS 66027. 913/682-5572.

### 2-stroke & V-4 Parts For Sale

V-4 - 95, 96 and 97 cars and parts. Mark Chase, 1730 Auburn Blvd, Sacramento, CA 95815. 916/925-2224.

Many used parts for 96, 95 & Sonett. 3 Sonett IIIs to make one. Call Mon-Fri 10am-3pm. Mastercard & Visa accepted. Four-In-Tune Auto Works, StoneRidge, NY. 914/687-0588.

Weber 2bbl carbs, new, for V4, manual choke. \$135 +shpg. Pat Tennis, 5710 322 Av NE, Carnation, WA 98014. 206/333-4585.

Bed kit to fit 96s thru '68, \$50. Frank DeWitt, 2365 Cox Rd, Holcomb, NY 14469. 716/624-3052.

A/C system for 96/95 V4, complete, works well, installation instruct. incl. \$90 +shpg. Monty Tarr, Rt 1 Box 385, Catlin, IL 61817. 217/443-7402 days, /427-5203 eves.

Euro-grille to fit Saab 96 '70-on, rectangular lenses, replaceable bulbs, headlamp wiper/washers, under 200 miles use. \$100. Sean Coleman, 3537 19th Av S, Mpls, MN 55407. 612/724-4752.

Sonett alloy wheels to fit any 5-bolt Saab V4. \$30-\$50 each +shpg. Left front fender for 95/96, never used. \$100. Sean Coleman, 3537 19th Av S, Mpls, MN 55407. 612/724-4752.

Parting out 68 & 70 96s. Many items including Sonett III seats w/track adaptor to fit 96, \$100. Also parting out '75 99HMS, all except eng/trans & mags. Send SASE or call with needs. Sven's Import Car Service, 653 Avenue of Flags, Buellton, CA 93427. 805/688-1027.

**Cleaning out 96 parts!** Rack & pinion steering gear from 68 96, \$8. Rear axle, w/o hubs & brakes, from 66 96, \$8. Pair of used Koni shocks, 96 rear, \$10. Used std crank for 3-cyl 96, \$25. 3 steel wheels, \$10. +shpg. Steve Parsons, 119 Stahl, Washington, IL. 309/694-6588.

2-stroke parts - Oil inj crank, new, #78-48-724, \$250. Monte Carlo oil inj crank, new, #78-29-807, \$300. 4-spd gearbox, close ratio, incl drivers & U-joints, \$100. Dan Stella, 1135 Easton Rd, Abington, PA 19001. 215/886-8660.

### 99s, 900s & 9000s For Sale

'86 9000T, 5-spd, 12k mi, charcoal w/custom striping & panels. All options incl black leather, sunroof, alarm system. \$20,000 obo. Bob Dreisin, 6350 SW Burlingame Av, Portland, OR 97201. 503/246-0563.

'80 900T, 5dr, AC, sunroof, black/red. Body & drivetrain excellent, stored winters. Audia/Clarion stereo, diversity tuner, separate amp. ADCO swaybar. 100k hwy mi. \$5000. Harry Seaman, Milwaukee, WI. 414/241-3363.

'80 900T, 5dr, AC, sunroof, marble white & green. Drivetrain excellent, body fair. Blaupunkt AM/FM/tape. 100k mi. \$3900. Harry Seaman, Milwaukee, WI. 414/241-3363.

'78 99 Turbo, 101k mi, strong eng & turbo, 84 silver w/black Incas, custom air dam, stereo, Konis. MUCH work done, have all receipts. \$3300, let's talk. Walter Meyle, 172 Smith Av, Walden, NY 12586. 914/564-5962.

'78 99 EMS, factory sunroof, runs well, new tires, needs minor work. \$900. Four-In-Tune Auto Works, Stone Ridge, NY. 914/687-0588.

'76 99GL, 3dr, orig owner, interior & mechanically excellent, 8 snows, 4 w/wheels. Trailer hitch, roof rack, some rust. Ideal 2nd car or parts. Full service record. \$1300, will deliver. Doug Seaborn, 475 Cloverdale Rd, Ottawa, Ontario. 613/746-7731.

'74 99 EMS, rbld eng, new exhaust, tires, brakes, excellent interior & body, extra engine & spares. Original owner. \$900. Mitchell Lemmo, CT. 203/322-7457.

**99, 900 & 9000 Parts & Accessories**

SPG suspension, rebuilt & low mileage 5-spd & 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.

From 87 900 w/1200 mi: seats, grey, \$250. AC system, \$275. Instrument cluster, \$120. From 77 99GLE: Engine w/FI & 4spd, \$300. Send SASE for more. Wayne Hough, 1005 8th St, Mukilteo, WA 98275. 206/347-6925 H, /483-7841 W.

Parting out 74 99L & 78 99GLE. All glass, bumpers, electrical, wheels, interior... Send SASE for list. James Mackay, 1356B Woodcutter Ln, Wheaton, IL 60187. 312/653-3797.

**New 2.0-liter B-engine heads, very limited supply, \$425 +shpg.** Pat Tennis, 5710 322 Av NE, Carnation, WA 98014. 206/333-4585.

**Service Information Manuals,** Volumes 1-4, \$20 +shpg for all. Steve Parsons, Washington, IL. 309/694-6588.

2 '77 99s. GL & EMS, w/AC, some performance parts, for parts or whole. 84 "T" dash & burg. interior. Mark Chase, 1730 Auburn Blvd, Sacramento, CA 95815. 916/925-2224.

**900 parts, 4 gas shocks, \$40.** Muffler from '84 w/18k mi, \$50. 3 Cibie H-4 headlamps, \$40. Engine & Electrical manuals. +shpg. Dean Tremble, 6723 27th NW, Seattle, WA 98117. 206/789-0979.

**Autopower bolt-in rollcage for 99, \$430.** 4 Yokohama A008R 195/60x15 on Saab steel rims, \$450. Brad Ross, West Chester, OH. 513/779-4208.

**Parting out '78 99T. Hatch, \$30.** Rt rear qtr panel, \$10. Tail lite lens, \$10. Dan Gallatin, 619/564-4047.

**Bilstein shocks for 99, 1100 mi, front #B46-385VA, rear #B46-395.** \$125 incl shpg. Art Williams, 404 Owasco Dr, Port Jefferson, NY 11777. 516/928-0449.

**5 Ronal R-10 alloy wheels, 15x6.5, 16 lbs, good cond. \$100 +shpg.** Eddy Borchert, 7038 Stillmeadow Dr, Matthews, NC 28105. 704/846-1756 H, 704/529-4457 W.

**New 87 900T wheels, \$580/4.** Steering wheel from '87 T, \$80. 4 EMS alloys, \$225. 4 TRX alloys, w/2 new tires, \$400. 4spd trans, \$350. New & used turbos, spoiler, hitch... '78 GLE body parts. Dave Marsh, 1823 N 77th St, Scottsdale, AZ 85257. 602/220-3552 W, /946-3099 H.

**900 Turbo head, completely reconditioned, \$250 +shpg.** Gil Divine, 73-315 Haystack Rd, Palm Desert, CA 92260. 619/568-2371.

**REBUILDABLE WRECKS**

'87 900 3dr, base, auto: fire  
'86 900T auto, tan leath: R side/LR  
'85 900T 5spd, red: good doors  
'84 900T 5spd, red: hit front  
'82 900T 5spd, 4dr, silv/blu: front  
'82 900T 5spd, 3dr, silv/blu: front  
'79 900GLE auto, 5dr, good body  
Lots of 99 parts cars & parts.  
Ask me about accessories.  
Dennis Sweeney, 207 E Church St, Ligonier, PA 15658. 412/238-4556.

**TRX wheels, \$35 each +shpg.** Saab Services, FL. 305/763-1496.

**Wanted - All Models**

**Radio blank off for gray dash 96.** Frank DeWitt, 2365 Cox Rd, Holcomb, NY 14469. 716/624-3052.

**For '78 99 GLE: Front grill, \$30.** Locking gas cap, \$15. Electrically controlled outside mirrors w/wires & switches, \$50 ea. Monty Tarr, Rt 1 Box 385, Catlin, IL 61817. 217/443-7402 days, /427-5203 eves.

**Tools for rebuilding V4 trans,** complete or individual tools, \$600 or ? Also wish to correspond with others who have modified V4 cars for performance. Mark Chase, 1730 Auburn Blvd, Sacramento, CA 95815. 916/925-2224.

**Lug nuts & black plastic caps for EMS wheels, Heater blower for '75 99.** Reasonable price. R. Lynn Warren, 14006 SE 50th St, Bellevue, WA 98006. 206/641-7483 after 6pm.

**'73 95 wanted, need not have eng/trans.** Near Lake Tahoe area. John Fox, PO Box 2926, Olympic Valley, CA 95730.

**Shelby style wheels, front spoiler for 99T, SCCA roll bar for 99 2dr.** Dave Marsh, 1823 N 77th St, Scottsdale, AZ 85257. 602/220-3552 W, 602/946-3099 H.

**Complete AC system to fit 96.** Brian Brucker, 64-1/4 Vine St, North East, PA 16428. 814/725-5720.

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75-77 99	Fuel Diat FD10X	\$160.65ea
78-81 99, 900 Turbo	Fuel Diat FD23X	\$183.75ea
78-81 99, 900 Non Turbo	Fuel Diat FD18X	\$165.90ea
82-86 900 Turbo to 84	Fuel Diat FD30X	\$199.50ea
78-80 All Turbo	Warsup Reg 0438140051	\$89.92ea
76-80 All NonTurbo	Warsup Reg 0438140020	\$68.62ea
81-83 All	Warsup Reg 0438140084	\$130.12ea
75-80 All	Injectors 0437502004	\$16.88ea
81-86 All	Injectors 0437502012	\$17.63ea
80-4/85 All	Fuel Filter 0450905401	\$11.97ea
77-86 All	Lambda Sensor 0258001026	\$44.40ea
75-80 All	Cold Start Valve 0280170401	\$31.63ea
69-74 All	Trigger Contacts 1230090005	\$31.67ea
79-80 All	Fuel Accumulator 0438170010	\$61.69ea
67-74 Various	Alternator AL95X	\$59.95ea
74-4/78 NonTurbo	Alternator AL96X	\$87.00ea
5/78-80 99 Turbo	Alternator AL36X	\$123.95ea
79-80 900 NonTurbo	Alternator AL112X	\$84.95ea
70-74 99 All	Starter SR77x	\$72.95ea
75-84 99, 900 All	Starter SR78X	\$80.00ea

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69&on 99&900 NonTurbo	Plate 3082 100 041	\$41.83ea
77- 99&900 Turbo	Plate 1850 480 043	\$73.15ea
69&on 99&900 NonTurbo	Disc 1861 688 042	\$45.99ea
77- 99&900 Turbo	Disc 1861 717 003	\$41.10ea
69-75 99 All	Brg. 1850 282 622	\$30.10ea
76&on 99&900 All	Brg. 1850 282 744	\$10.99ea

**BILSTEIN.**

67-84 96,97,99 All	Front Shock B46-0385	\$66.03ea
67-74 96,97	Rear Shock B46-0393	\$59.36ea
68-7/78 99 All	Rear Shock B46-0395	\$66.03ea
8/78-85 99, 900 All	Rear Shock B46-0397	\$66.03ea
7/78-85 900 All	Front Shock B46-0387	\$66.03ea

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Sachs Rear Hatch Lift Supports		\$22.95ea
69-74 96V4 & 99	Heater Cyl 25-09107	\$72.49ea
75-84 99 & 900 All	Heater Cyl 25-09108	\$103.25ea
69-76 99(8 cog gear)	Water Pump 28-09103	\$69.13ea
77-80 99 & 900 All	Water Pump 28-09105	\$56.54ea
79-84 900 & Turbo	Wolf Bra B7702	\$77.50ea

**KYB**

Gas-a-just Shock with lifetime warranty	\$18.95ea
Rally Performance Shock 99's only	\$22.95ea

**AND MUCH MUCH MORE ...**  
Note: We carry complete lines of Bosch, Bilstein, Sachs, and other parts for imported cars including Saabs. If you don't see what you need, give us a call, and we will help you get hard to find parts with easy to swallow prices.



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