



NINES

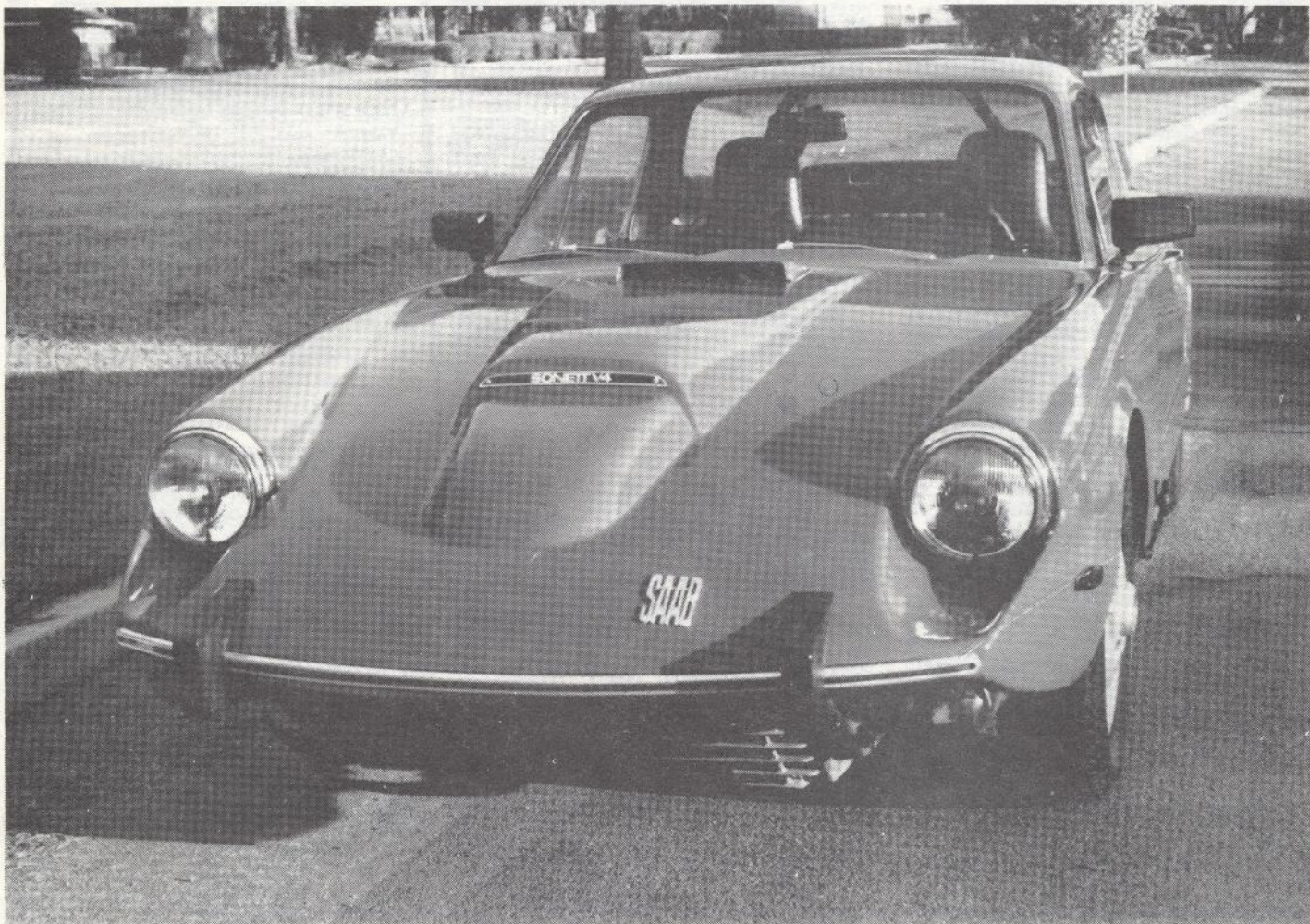
THE SAAB CLUB NEWSLETTER

\$2.25

MAY

1988

no. 170



1969 Sonett V4 owned by Dale S. Holmes, Riverside, CA. (California Plate "SONET - 69")

SPECIAL SONETT ISSUE

Tech Tips on SAAB Sonetts starting on page 8.

Jack Ashcraft reveals another source of V4 parts , page 10.

Restoring a Monte Carlo 850, page 12.

REGIONAL CLUB NEWS

EVENTS & MEETINGS

APPALACHIAN S.C.

May 22 - T.S.D. RALLYE! Starts at Alley's SAAB of Kingsport. 100 car limit, pre-registration recommended. Wendell Francis, 615/397-2172.

CENTRAL ILLIANA S.C.

May 29 - Farewell Party for Monty Tarr's museum bound GT-750. Margrit Adler, 217/356-9244.

DELAWARE VALLEY S.C.

May 15 - Spring Picnic at Bill Schwarzschild's house.

June 9 - Meeting at Hennessey's. Doug Signorovitch, 215/622-7047.

GREAT LAKES S.C.

May 14 - Tech Seminar at Keenan Saab. Also SCNA Bylaws Bash II. Jim Laman, 616/335-5215.

MILWAUKEE S.C.

May 21 - Tech Clinic/Open House at Gesch Enterprise in Butler, WI.

Oct 21-23 - Regional Saab Owners gathering at Holiday Inn West. Ian Simpson, 414/873-0816 after 7pm.

SAAB OWNERS CLUB OF CANADA

May 18 - Monthly meeting. Guest speaker, Les Joyce of Molyslip. Chris Teixeira, 416/737-5827.

SAAB CLUB OF SO. CALIFORNIA

June 3-5 - Reunion Las Vegas Rally. Navigational & Monte Carlo style. Help defend the SC² team record. Paul Florance, 213/493-6707.

WESTERN PENNSYLVANIA S.C.

May 14 - Spring Festival at North Park. New grove location. Door prizes, games, food, live bluegrass music, possible autocross. Andy Bittenbinder, 412/364-4780.

MAKE RESERVATIONS NOW!

According to the organizers of the 1988 Saab Owners National Convention, the Wilmington Hilton is already filling up for the big weekend. The hotel is offering a special rate of \$65 per night for a room. Reservations can be made by calling the Hilton at 800-544-9870 or 302-792-2700.

Also, make sure to send in the Registration Form printed on page 7 of the April issue of NINES. The Delaware Valley SAAB Club would like to know how many folks to expect so they can firm up commitments to the hotel caterers, and others who will be contributing to the convention.

THERE'S MORE TO WILMINGTON THAN JUST NAT'L CONVENTION

Never been to a SAAB Club National Convention?! Well, this is the year to make a change!! The annual convention promises to be bigger and more fun than ever. Although built on the traditional framework formed at previous conventions (concours, rallye, tech sessions, banquet, etc.), this summer's convention is special because it also commemorates the landing of the first Swedes (and Finns) in the New World.

Wilmington, Delaware, the host city, was known as New Sweden to the original settlers who landed at Swede's Landing (where else?) in what is now downtown Wilmington. Representatives of the committee to celebrate this 350th anniversary will be visiting the reception to put us all in a Scandinavian mood for the weekend. On Sunday, a caravan will form to trek to the Landing to see the spot where the countrymen of the people who built our wonderful cars first came to this country.

Bring the family! Children under 6 are invited to enjoy the weekend for free, and kids who don't drive SAABs (yet) come for the discount price of \$35. Babysitting will be available during the Get Acquainted Party Friday night, all day Saturday, and will include a Pizze Party on Saturday evening.

Consider making the convention weekend part of your vacation. During a week in the Wilmington area you can visit:

The Hagley Museum - Offering a unique glimpse into American life at home and at work in the 19th century. Features many exhibits, restorations, live demonstrations and participative activities enjoyable for children of all ages.

Winterthur Museum - 196 rooms, museum items themselves, filled with 70,000 treasures (reservations open more rooms to you).

The Nemours Mansion (reservations required) - Over 80 rooms set in a magnificent French-style garden.

Fort Delaware - A Civil War island fortress in the middle of the Delaware River.

Longwood Gardens (in nearby Pennsylvania) - 350 acres and 20 indoor gardens make up one of the world's great pleasure gardens.

Almost half the East Coast is easily accessible from Wilmington.

The Pennsylvania Dutch country of Lancaster County, Pennsylvania is close by. Philadelphia, with the Liberty Bell and Independence Hall, is a 1/2 hour drive. The famous New Jersey shore and Delaware beaches

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Fuel Pumps 75-82 99/900 ... 140.00 ea.
New Radiators 70 on 99/900. 160.00 ea.
82°C Thermostats 75-87 8 valve
99/900 8.40 ea.
82°C Fan Thermo Switch 77-87 99/900
.. 8.75 ea.

Be sure to ask about complete radiator hose sets or belt sets before your summer trip.

Andrews Inc. is comprised of an auto rebuilding and refinishing shop, parts department, and service department. We rebuild, repair, and sell 99's, 900's, 9000's. We have a good selection of used parts including rebuilt engines and transmissions. We are exclusively Saab.

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On your way to Washington, stop at the Inner Harbor of Baltimore, famous for its collection of shops. It is also the site of the fascinating Baltimore Aquarium which sits next to the U.S. Constellation, a restored sailing ship, and a WWII submarine.

More information about the Delaware Valley attractions can be obtained through the Greater Wilmington Convention and Visitors Bureau, (302) 652-4088, or (800) 422-1181.

Andrea Vapaa
Wilmington, DE

PRICE INCREASE MAY 1ST

Membership to the Saab club will increase by \$5.00 on May 1, 1988. Renewals will be \$20.00, New memberships, \$23.00.

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

Letters to NINES

Another Sour 9000

I wasn't going to write this letter. I was going to endure my Saab ownership quietly, trade the car off as soon as my bank account permitted, and chalk the whole thing off as an expensive learning experience. However, I don't think Mr. Dubin (Letters to NINES, April 88) should have to go it alone.

While I stop short of calling my '87 9000S a lemon, it certainly has been a troublesome car. It has suffered from a long list of maladies, ranging from a very noisy motor (even though the cam chain tensioner was replaced), through a blown air conditioner control unit, to numerous mangled and missing screws and fasteners. The quality of the fit and finish on this car is appalling -- the hood-to-fender spacing on the right side is twice that on the left, the hood rubs on the cowl, the right door rubs on the fender when the door is opened, and the rear window mouldings don't fit to the glass. The fit of the interior pieces is even worse; literally nothing on this car fits properly. (Check the gap between the instrument cluster and the surrounding panel on a 9000 sometime.) The whole thing looks like it was put together by an eighth-grade Shop Class. I had rejected three other cars for purchase due to sheet metal flaws. Even so, I discovered a dent in the driver's door of this car when I got it home.

The service from the selling dealer was worse than incompetent -- each time they worked on the car, they damaged it.

I, too, wrote to Mr. Sinclair. I did not expect, nor did I get, a personal reply. I did, however, receive a call from a Service Representative who, when he learned that I was now having the car serviced at a dealer outside of his territory, told me that my problems were no longer his concern. So much for factory support.

I am now in the process of fixing those things that I can. I recently removed and refitted all the door panels, refitted the door seals, repaired the trunk lock that never worked, and replaced various interior pieces that were broken by the dealer. (Does anyone know how to fix the grossly inaccurate speedometer?)

I empathize with Mr. Dubin. I know too well the anguish that is felt after spending \$25,000 or more for a product that proves to be defective and then are made to feel like a malcontent should you have the temerity to complain.

I'm sure Mr. Sinclair is a good guy (can anyone with a garage full of motorcycles be all bad?). However, he is apparently unaware that his organization is not providing the preparation, service, and repair that Saab so very much need.

Irvin G. Reinert
Bethel, PA

Troublesome 9000

Like Neil Dubin, I am the frustrated and disappointed owner of a 1986 9000 Turbo. In the year and a half I have had this car, it has been one problem after another.

The following is an excerpt from a September 30, 1986 letter I wrote to Robert J. Sinclair, President of Saab-Scania of America:

"Less than one month ago I obtained my 9000, fully expecting that it would live up to Saab's reputation for quality, durability, and reliability. I am extremely concerned that my initial experiences with this car are indicative of its future unreliability. Saab's commitment to quality is seriously lacking. One would anticipate that a vehicle in this price range would be as well built as other comparable European sports sedans. Mine obviously is not."

The first day that I drove my car, it rained. When I turned on the wipers, the blade on the driver's side would not work. During the first month I drove my Saab, I was literally "in the dark" because none of the dash or interior lights would work. The glove box door, seal moulding around the driver's door and cruise-control module were replaced within the first 90 days. The spring on the gear-shift knob (that makes it harder to shift into reverse) broke early on and had to be replaced several times. The gear-shift knob kept falling off the stem, as did the lever for adjusting the height of the seat. The driver's interior door panel kept separating from the door and was repaired at least half-a-dozen times. The central locking system began to malfunction and required that the trunk be locked separately whenever the car was left locked. I won't bore the reader with details of the numerous water leaks, squeaks and rattles I have had to endure.

At 37,264 miles, I had my car serviced. The power window mechanism in my door was malfunctioning. The door had to be taken apart. There was an oil leak in the engine, requiring a new valve cover gasket. The timing chain tensioner and gasket had to be replaced. I was advised by Saab that my warranty had expired and would not cover the cost of these repairs.

The most annoying part of the car is the Clarabelle radio. Saab has already upgraded the radio sound system, but those of us with 1986

models are really at a disadvantage. Suffice it to say that even at its best, the radio leaves a lot to be desired. You cannot upgrade part of it without replacing the entire system -- radio, amplifier, and equalizer. I would be interested in hearing how other 9000 owners have reacted to their radios.

I wish I could share Mr. Sinclair's enthusiasm about the 9000 Turbo being a marvelous car for the money. Like Mr. Dubin, my experiences with this vehicle have been most unsatisfactory.

Barry Menkes
Brookline, MA

It Depends on the Dealer

Concerning the gentleman with the water leak in the front window of his 1986 9000... I empathize with the man... I too had a small leak in one of the rear passenger door seals. Incidentally, this was a materials defect and not a design flaw. Fortunately, it only took one visit to the local SAAB dealership to fix the problem.

The gentleman mentioned he had made repeated visits (I believe he quoted eleven or so) to try and have the problem corrected. After the second or third failed attempt, I would have brought my car to a different dealership. Maybe he did, but it wasn't clear from the letter.

One of the points I was trying to make in my December [1987] letter concerning "QUALITY" was that I found a great disparity in professionalism and quality among the dealerships both in Boston and Washington D.C. areas... a very weak link in an otherwise strong organization. It was my experience that some dealerships had little or no interest in fixing your car correctly the first time... I think they hoped either you would go away or the problem would. In either case it meant multiple trips back to the dealer.

There's no excuse for anyone having to endure this type of aggravation... to make repeated visits to his/her dealership to get a simple problem fixed. Dealerships that foster shoddy workmanship should not be part of the SAAB organization.

Saab-Scania of North America should swallow its pride and stand behind its product/dealerships by buying back this gentleman's car under terms of the "Lemon Law", as they apply in his state.

While I can think of no other car with the overall attributes of a SAAB, and therefore I will continue to buy their product, should I ever experience the level of exasperation this gentleman must have felt after his eleventh visit to try and dam up his water leak, I most assuredly would never buy another SAAB again. Much as I would, even to this day, never buy a Honda.

G. M. Metzger
Gaithersburg, MD

BOSCH

69-74 99E, 99EMS All	Fuel Pump GFP270	\$114.00ea
75-81 99 and 900 All	Fuel Pump GFP213	\$114.00ea
82-86 900, Turbo to 84	Fuel Pump GFP202	\$190.52ea
78-81 99, 900 Turbo	Fuel Dist FD23X	\$205.80ea
78-81 99, 900 Non Turbo	Fuel Dist FD18X	\$185.81ea
78-80 All Turbos	Warmup Reg 0438140051	\$89.92ea
78-80 All NonTurbo	Warmup Reg 0438140020	\$68.62ea
81-83 All	Warmup Reg 0438140014	\$130.12ea
75-80 All	Injectors 0437502G04	\$18.06ea
81-86 All	Injectors 0437502012	\$18.86ea
77-86 All	Lambda Sensor 0258001026	\$48.50ea
75-80 All	Cold Start Valve 0280170401	\$35.42ea
69-74 All	Trigger Contacts 1230090005	\$35.47ea
74-4/78 NonTurbo	Alternator AL95X	\$59.95ea
5/78-80 99 Turbo	Alternator AL36X	\$127.95ea
79-80 900 NonTurbo	Alternator AL112X	\$89.95ea
75-84 99, 900 All	Starter SR78X	\$84.95ea

SACHS

69&on 99&900 NonTurbo	Plate 3082 100 0415	\$35.28ea
77- 99&900 Turbo	Plate 1850 480 0435	\$36.89ea
69&on 99&900 NonTurbo	Disc 1861 688 0425	\$29.26ea
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

KYB

GAS-A-JUST Shocks for Import and Domestic Cars and Trucks with lifetime warranty. \$19.95ea
Strut Cartridges \$22.95ea

BILSTEIN

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

MONTHLY SPECIALS

69-74 96V4 & 99	Master Cyl 25-09107	\$65.38ea
75-84 99 & 900 All	Master Cyl 25-09108	\$103.25ea
69-76 99(8 cog gear)	Water Pump 28-09103	\$69.13ea
77-80 99 & 900 All	Water Pmp 28-09105	\$56.54ea
79-84 900 & Turbo	Wolf Bra B7702	\$77.50ea
12/76-84 99&900	Sachs Rear Lift Support	\$22.95ea

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MORE LETTERS...

Revelations

In the past year or so, there have been letters of complaint about Saab's decision to forsake to lower and lower-middle range of the car market and so forsake those of us who bought 93s, 96s and 99s. There is another aspect to this yuppie-ization of Saab.

About a year ago we decided to trade in our 8 year old 99. It was well kept, looked good, and had only 60,000 miles on it.

Revelation #1: Saab dealers do not want old Saab 99s. You get snickered at, and told that "our price books don't even carry that car." Okay, we will change our tactics, keep the old Saab, and trade the 1984, garage kept, 15,000 mile 900.

Revelation #2: Saab dealers want option-heavy Turbo Saabs, not plain 900s. The trade-in would be about half the original price of the car. That was a shock, but maybe we could get a good "deal" on a new 900 Turbo or 9000 anyway.

Revelation #3: Saab does not wish to discount any car beyond a mere token discount.

It seems that the correct procedure is to buy a Saab at full price, keep it for a few years, then almost donate it to the Saab dealer who will then sell you a new one at almost full price again.

Is there a final revelation? Yes, Mercedes Benz will accept an old Saab in trade at about the same figure as Saab, but without the snickers, and will discuss a new car enough to get you to listen to them without a snicker on your part. They will also sell you a car that has an excellent ride, superb handling, and a genuine resale value.

Our first Saab was bought in 1960; we have owned one or more for most of the last 27 years. This does not seem to mean a thing to Saab, but then at this point Saab doesn't mean much to me either.

David R. Rosser
Richboro, PA

[Apparently you ran into a salesperson, or possibly an entire dealership, that wasn't really willing to work with you. There are dealerships, for all makes of cars, that will work with the customer, just as there are dealerships whose sole purpose is to make as much money as possible. The manufacturer has little control over what happens on the sales floor. - TW]

Replace a Saab?

To those planning to replace a SAAB with a Japanese car, all I can say is: You'll be sorry! Many Japanese cars don't cost all that much less than a SAAB 900. They are smaller, not as safe, of low quality, and are hard to service. The engine compartments in most

Japanese cars I've seen look like rats' nests. I don't know how anyone is supposed to service them.

In my opinion, a much better buy is an American-built Chrysler product. The Dodge Shadow/Plymouth Sundance is one of the best values around. It comes with many standard features, is built in a modern plant and the engine is designed for do-it-yourself service. All anyone has to do is take a close look at these cars to see for themselves. An Auto Show is the best place to make comparisons because all the cars are in one area and you can go back and forth to make the comparisons.

David Katzakian
Hayward, CA

Thanks Saab Club

I've owned eight 99s since 1978 ranging from 1971 to 1980. I've been a Saab Club member since February, 1981. My current auto is a 1980 GLi. Over the years, I've done a great deal of my own maintenance like water pump and cooling system work, suspension repairs and upgrades, brake work, electrical trouble shooting, transmission replacement and clutch work, plus a bunch of miscellaneous fixes.

I must thank you for all the great advice you've given over the years. The glove box repair and clock repair are a couple that come to mind. I've also found a couple of good parts sources through the newsletters. You guys have been invaluable for the last seven years.

Paul L. Gruenther
Kensington, CT

More 9000 Articles

I own an '86 9000 Turbo. Articles on the historical SAABs are interesting, of course, but I suspect that there are now a lot of owners of the 9000 line in the SAAB newsletter audience. We would appreciate more articles on the car we own.

Dr. Claude Zeifman
New York City, NY

[I would be glad to publish more on the 9000. All it takes is a few owners to write about them. - TW]

Western Convention Vote

I would like to see the 1989 National Convention held in a western state. It is about time that this happens. I remember a few years ago there was talk of one in Reno, Nevada. Let's hear from club members in the West!

I would also like to acknowledge the excellent service that I have received from Andrews Motors of Princeton, Minnesota. I have had occasion recently to need several hard to find (at least in Utah) used parts for my '74 99 and Andrews has been extremely helpful!

Chris Cox
Logan, UT

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.

I occasionally smell a very strong gasoline odor when the tank is full. Warmer weather may be a factor. The car is an '80 900.

T.T., IL

This is the first year of the plastic tank. Pressurize the tank, but NOT OVER A POUND (I use a radiator pressure tester), and coat all joints and gaskets with a soap solution. The solution I use is a commercial leak detector for plumbers. Check especially around the fuel level transmitter. I think I remember a service bulletin on this one.

My '77 99 has 140k on the odo. There hasn't been any maintenance done on the front wheel bearings or the drive shafts. Should I do any?

J.S., Canada

Nope. The bearing is a sealed, double row ball bearing, and unless a C.V. boot gets torn (and it should be replaced IMMEDIATELY), the grease in the constant velocity joints will remain there and do its job.

Incidentally, I recently ordered a front wheel bearing from a SAAB dealer who advertises "genuine SAAB parts". It wasn't, however, so I returned it.

Some of you old timers may remember the 96 days, when someone wrote to this newsletter and told us to replace the front wheel bearing of a 96 with a \$12 GM bearing (the SAAB bearing cost about \$65 at the time) because it was the same size. I tried one, it lasted two weeks. Apparently, it was not made of the same quality material. Moral: Always use genuine SAAB parts.

Two questions: First, I bent a 5-1/2" steel wheel and could only find a 5" rim in the junkyard. Is it okay to run it?

Second, I couldn't find the engine block coolant drain on my '85 900. Where is it?

J.H., CA

I hope you don't think I'm getting a commission from SAAB, but I'll say it again: Your best parts come from your SAAB dealer. You can run the thinner wheel, but you'll find a smaller tire footprint on the road, etc. If you have the money invested in a recent 900, can't you afford a matching wheel?

There is a coolant drain plug on

the '85s. The block casting was changed in '85 to allow the starter to be removed.

When I took my '87 Turbo in for the 3750 mile check, we found the dealer had forgotten to change the oil and filter at the 1000 mile check. I plan on keeping the car long past 100k, and wonder if any harm could have been done.

D.G., GA

Hard to say, but you gotta watch 'em. 90% of the problem is the dealers laxity, but 10% goes to you for being so trusting. In this day and age, you've got to check and double check.

The main purpose of the 1000 mile change is to get rid of residual casting sand. I doubt any of it would get through the filter. However, a letter to Saab-Scania in Orange might be in order to advise them of this failure so that it would be a matter of record should you have future trouble.

My '87 900 has 15k miles on it with stock tires. The steering has little self-centering feel, and as the speed increases, it gets increasingly more sensitive. At 75-80 mph the car feels very "twitchy" and wants to move around. I've tried three different brands of tires and have altered the caster and toe-in. Where do I look next?

G.W.

Find a good alignment shop, with the newest and best equipment, and have the front end set to specs. Then have the rear alignment checked, too. I have seen a 900 that couldn't be driven in the rain; the problem was a rear axle that was bent prior to delivery.

My '82 900 has a couple of problems. First, the air conditioning doesn't work until the engine temperature increases to the point when the radiator fan comes on. It works from then on.

Second, the temperature rises when idling and the fan doesn't come on until the needle is almost to the red zone. I've had this problem since I've owned the car.

Third, I recently replaced the head and did a clutch job. Since then when I am using the turbo to the max, the temperature goes into the red and the turbo kicks out.

Fourth, there is a lot of noise in my Sony XR75 system. Is this problem common and how do I get rid of it?

A.M., MA

Again, Ara, not sufficient information. You don't say if it's an '82 non-APC or an '82 with APC. Did you buy the car new? Has it been serviced by a SAAB dealer, or a foreign car shop, or by you?

You've definitely got an electrical problem (or problems) with the A/C. The A/C shouldn't wait until the fan comes on. Check carefully that the relays in the fuse panel haven't been put in the wrong socket, and that the proper relays are installed.

Of course the temperature will increase while idling, no air is flowing through the radiator. I'd suggest replacing the fan thermostat, although I remember that SAAB says it is normal to run almost to the red. (Personally, I don't like it, and find that very few cars do).

Also, you mention fan -- doesn't your car have two?

You say "I" replaced the head. Why did you replace the head?

Usually when heads go they leave a lot of boiled out aluminum in the radiator, and when I do a head job, I always have the radiator "rodded".

I think you'll find your turbo is being cut off by the overpressure/overrev cutout.

The Sony units gave lots of trouble. First, redo all grounds. Ask your SAAB dealer if you can read all the service bulletins concerning this radio. There are a lot of them.

[A 10-page Service Information on the Sony XR-70 and XR-75 is available by sending \$2.00 to the Saab Club. A 128-page Sony Service Manual (P/N 02-61-586) is available through SAAB dealers for \$5.00 - TW]

Finally -- this month's soapbox: I don't have the time to respond with personal answers to problems. Please don't send self addressed envelopes or requests for phone answers. If you need an answer immediately, contact your SAAB dealer's service department.

Happy Motoring!

Bob

Send your questions to:

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

SERVICE SUBJECTS

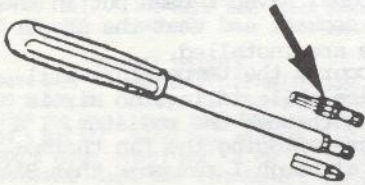


FROM SAAB

NEW TORX BIT IN TOOL KIT

S.I. 03/88-1037, A-1/P.115
Application: 900s, mid '85-on
S.I. 03/88-1038, B-1/P.44
Application: 9000s, 1986-on

A new T10/T20 Torx bit has been added to the car's tool kit as a running change to make the Saab tool kit more useful. The bit is now available as a spare part for earlier cars.



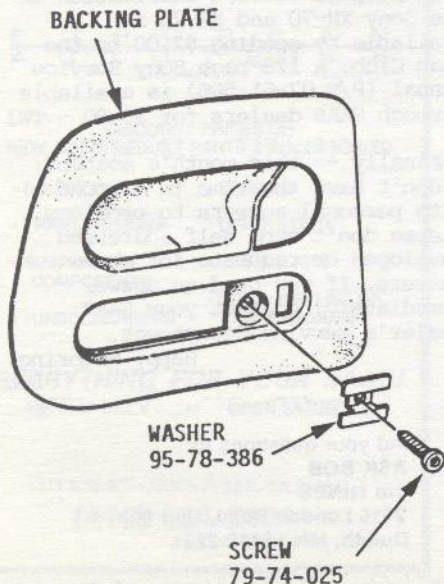
The T10/T20 Torx bit.

Torx Bit 89-71-087

The new bit is suitable for removing the speaker grilles, luggage compartment light and anything else secured using T10 or T20 fasteners. The new T10/T20 Torx bit, along with the existing T25/T30 and Phillips bits, will now make the tool kit more useful to the customer.

CORRECTING LOOSE DOOR HANDLE BACKING PLATE

S.I. 03/88-1041, B-8/P.25
Application: 1986-87 9000s



Overtightening the mounting screw for the door handle backing plate can cause the backing plate to crack around the screw opening. A special washer has been produced which enables the backing plate to be reused. The repair consists of a new washer and screw, which must be used together.

Washer 95-78-386
Screw 79-74-025

Install the washer and screw as shown in the drawing.

The special washer and screw have been introduced in new car production from VIN Serial Number H1035252.

Complaint

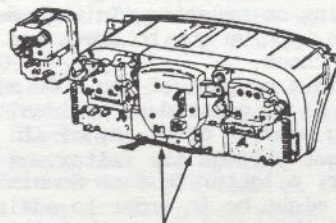
Display partially or totally dark.

Possible Fault

Light bulbs burned out.

Check and Remedy Before Replacing EDU

Light bulbs (accessible from the rear side of the trip computer). Always replace both bulbs. (Figure 1).



LIGHT BULBS 12V 1.2W
(P/N 85-66-853)

Figure 1. Light bulbs are located at the back of the EDU.

The display on the EDU 1 will not illuminate when switched on after being switched off.

The EDU 1 has "frozen".

Remove and refit fuse 17.

The trip computer is totally or partially inoperative.

Loose connections.

Inspect the connectors and correct as needed. Make sure that all pins and sleeves are in place. The EDU 1 has two connectors, and the EDU 2 has three.

Incorrect indication of fuel consumption.

Incorrect MPG scale set. Scale (Imperial or U.S. gallons) must be set to proper gallon display.

Depress buttons as shown below to change the scale (Figure 2 and 3).

To change scales:

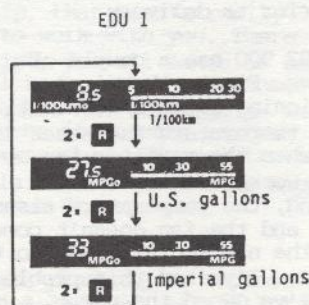


Figure 2. The "R" button must be depressed twice in rapid succession (within 0.5 seconds).

EDU 2

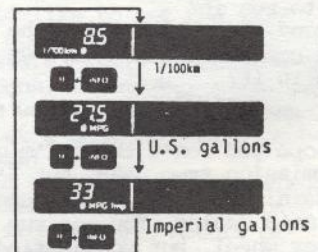


Figure 3. Both the "R" and "INFO" buttons must be held depressed at least 4 seconds.

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.

TROUBLESHOOTING EDU-1 & EDU-2 TRIP COMPUTERS

S.I. 03/88-1044, B-3/P.13
Application: 9000 models

EDU-1 and EDU-2 trip computers are being replaced in the field without being properly diagnosed beforehand. Given below are troubleshooting procedures to help prevent unnecessary replacement.

GERMAN CAR FANS LIKE SAAB

The Germans are often considered the world's most demanding auto enthusiasts. No wonder: some of the most sophisticated cars are made in their country; and the German autobahns have no speed limits.

Besides their own domestic makes, the German car fans appear to like Saabs more than most other makes, as substantiated by a number of recent reports from German auto publications.

In the annual survey by the influential *Auto Motor und Sport* to select their readers' choice for the "world's best cars," a Saab has once again been selected the "best imported car in the upper middle class." This is the eighth consecutive year that a Saab has been chosen by the readers for this singular honor. From 1981 until 1986, the Saab 900 was the choice; in 1987 and 1988 the Saab 9000 has been picked.

Over 100,000 readers of *Auto Motor und Sport* voted for their favorites. The Saab 9000 received almost 30 percent of the vote, twice as much as its runner-up, the Italian Lancia Thema.

When the readers of *Auto Zeitung*, another leading German auto trade publication, selected recipients for the magazine's annual "Auto Oscar," Saab was again one of the cars chosen for an honor. This time the 86,000 readers who voted awarded Saab one of the "Oscars" for Saab's patented APC (Automatic Performance Control) system.

The system, which has been widely copied by many car makers, monitors the performance of the engine and

automatically adjusts turbo boost to the quality of the fuel being used.

In another *Auto Zeitung* study, Saab owners were reported to be more satisfied with the service they received from their dealers than were any other car owners.

Yet another automotive trade publication *Mot* has given the Swedish make very high marks. The editors of *Mot* asked their readers to judge the cars they own on a whole range of characteristics, including performance, comfort, economy etc. Over 18,000 readers/car owners responded. Saab got the second highest marks of any make, after Nissan.

The same readers were also asked if they would buy the same car again. "Absolutely" responded 56 percent of the Saab owners. The only make with a higher owner loyalty in the study was Porsche, while the average positive response to the question, for all car owners, was 41 percent.

QUALITY SUPPLIER AWARDED

TRW Cam Gears of Great Britain, manufacturer of steering parts for Saab 900 automobiles, is the first winner of the Saab International Award for Excellence in Quality.

The quality awards program has been established by the Saab Car Division to honor suppliers who meet their stringent demands for quality.

Each candidate for the award must be a "zero-defect supplier." In addition, to be eligible, a company must demonstrate that the high quality of its products is the

result of a systematic program designed to achieve a consistently high standard of quality.

TRW Cam Gears complied with all these requirements. Company representatives were presented with the Saab award, an original glass sculpture from the famed Swedish Orrefors glass works, in connection with the introduction of the Saab 9000 CD in France recently.

The nearest competitors to TRW Cam Gears were each given a special diploma for their outstanding efforts in the area of quality. The are: Yazaki Corporation of Japan (instruments); VDO Adolf Schindling AG of West Germany (instruments); Magneti Marelli s.r.l. of Italy (heater and air conditioning fans); and AB SKF of Sweden (bearings).

Saab-Scania of America
Press Information

QUESTIONS AT LARGE

I drive an '83 900 Turbo 3-door with 97,000 miles.

Has anyone done work with adding water to the intake air of turbo engines to cool the compressed mixture for improved fuel mileage and performance?

Kent Logan
210 Duchess Ln
Cincinnati, OH 45255

Are there any problems encountered installing a 5-speed from a 900 in a 1980 99GLi? What years are interchangeable? Will a trans from an H engine fit a B engine? What about axle/CV joint compatibility, shifter location, etc?

Lance Lerum
5926 Cheyne Ave
Klamath Falls, OR 97603

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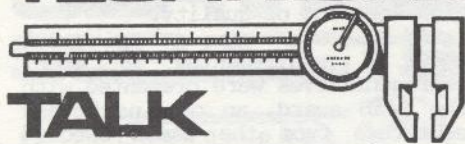
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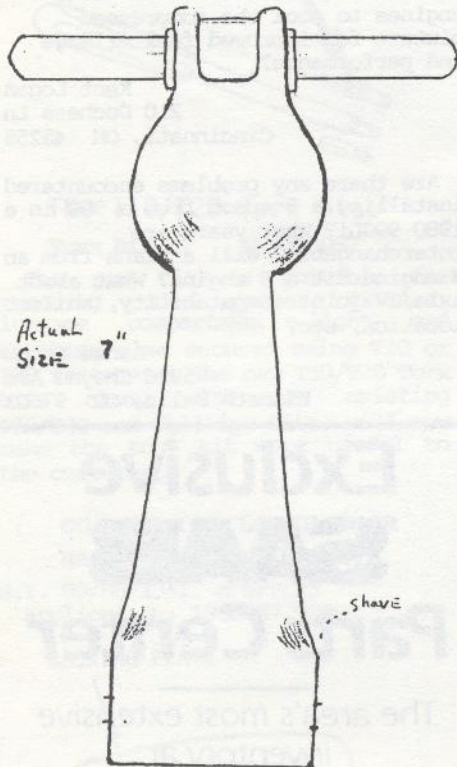
SONETT V4 HOOD LATCHES

When the rubber latches that hold the Sonett II & V4 hood on the sides wear out, there is a replacement.

Go to your local Mack truck dealer and buy the rubber hood latches for those big beasts. They are less than \$10.

They fit with only minor shaving of the rubber where the pin enters and exists. The length is slightly longer, which is a plus!! They look great too!!

Bert McNamee
Wyckoff, NJ



FRAME REPAIR FOR SONETT

My 1973 Sonett III is coming down for frame repair this spring. The front clip came off recently revealing significant rust. However, it is repairable.

Since body and frame repair is likely to be needed on the majority of older Saabs, it might be worthwhile if I submit progress reports on this project.

For starters, it is a bit difficult to clearly describe the Sonett frame/underbody. Here goes: It is a welded steel frame, of unibody design. The passenger

compartment consists of two side rails, a continuous floor pan, and two bulkheads, one forward, one aft. The forward bulkhead is also a firewall, and the aft bulkhead serves as a crash shield for the gas tank. A roll bar is installed, which is necessary to support the fiberglass roof.

A forward subframe supports the engine/transmission, and transfers load to the front suspension. Two vertical panels, which could be called inner fenders, add strength to the front subframe, and also protect the engine from dirt and spray kicked up by the tires.

A rear subframe transfers load to the rear suspension and supports the rear bumper and luggage compartment.

Bear in mind that the fiberglass clips, front and back, are lightly attached with pop rivets and screws. Clearly these fiberglass parts are designed to support themselves and not much else. They do not contribute much to the basic strength of the Sonett frame.

Since this is a car and not an airplane, all the loads must be somehow transferred to the tires. Loads include the weight of the engine/drivetrain, body and interior, frame and suspension, gas tank and gasoline, luggage, and of course the passengers.

There are also dynamic loads, which exist when the car is moving. The body will generate air loads due to wind resistance and side winds. Acceleration loads are present when stopping, starting, cornering, and driving bumpy roads.

The purpose of the steel underframe is to transfer these loads to the four tires, and to protect the passengers in a crash. Resin reinforced fiberglass body parts are not used to carry loads because a steady load will cause the material to creep or sag at this thickness. You could increase the thickness of the fiberglass parts to overcome creep, but the car would be much heavier and also more expensive.

My Sonett has rust damage on the side rails, floor pan, and also on the front subframe between the suspension column and the front bulkhead. The rear subframe has rust damage on both inner fenders, near to the shock absorber mount. This looks like the result of tire spray, which has worn away the paint and undercoat on this surface and exposed steel to water and air.

Since I want to learn how to weld, I won't be too concerned about the time this project takes. But I want the finished frame to be strong and safe, and to look good as well.

I should soon know more about the options for repair. For instance, whether new side rails can be purchased or if they must be fabricated.

Eric Johnson
Pardeeville, WI

REMOVING SEAT BELT BUZZER

Unique to the 1974 Sonett III, there exists a seatbelt warning system (page 364-2 of the manual) which, through a logic unit, is designed to prevent the engine from starting unless the transmission is in neutral and the driver's seatbelt (and passenger's if present) is (are) connected.

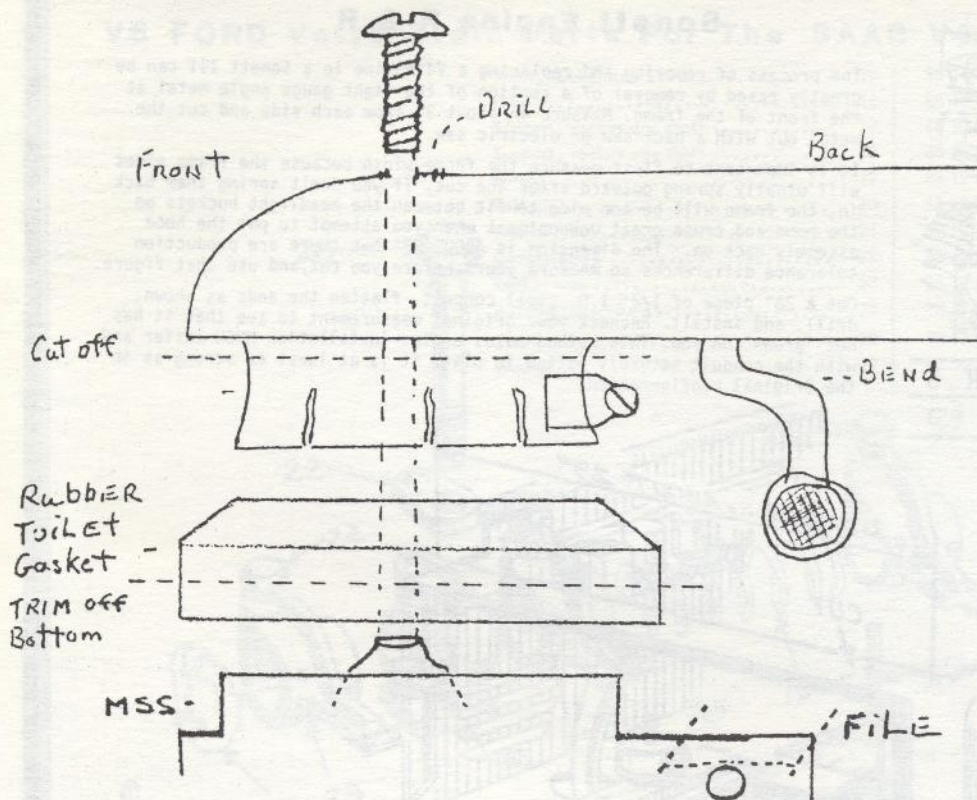
The system consists of a wiring harness on the seats connecting the pressure sensitive switch to the seatbelt connectors, to the shift mechanism, then forward and up to the logic unit and a relay just to the left of the radio. The logic unit (about the size of a pack of cigarettes) controls the relay to permit or prevent the starter operation.

If you want to remove the system - as I did - to paint the floor, etc. - do so. Take out the whole wiring harness, the seat switches, the belt switches, the switch on the transmission shift lever, the logic unit and the relay.

The relay is the same type as used in the headlight system. It has four wires: two red (50 & 50C), one black (ground) and one brown. The brown wire supplies power from the logic unit to connect position III on the ignition switch (wire 50C) to the starter (wire 50). All you need to do is connect the two red wires. I used a small jumper wire with spade terminals at the ends.

The results of this operation are less wire on the floor, a spare headlight relay, and a spare buzzer red light warning system, which you can connect to something else, such as oil pressure or temp, high water temperature, etc.

Gus Shindle
Vienna, VA



SONETT AIR CLEANER ON A WEBER

You can use the original Sonett air cleaner on a Motor Sport Service carb (MSS #379011) and still clear the hood.

Cut off the round flange that fits over the original throat of a Solex carb. File clean. You can leave 1/16th" or so, it isn't critical.

The crank breather tube has to be bent where it hits the carb, and a little filing is necessary.

Get a rubber toilet gasket at a local hardware store and trim it down in height. It should fit perfectly around the throat of the MSS carb.

Drill a hole through the top of the air cleaner lined up with the carb bolt brace. Don't drill too far back. Use a slotted shallow head bolt to fasten the assembly to the carb.

The rear mounts in the normal fashion.

(Motor Sport Service specializes in performance parts for V4s, Sonetts, 99s and 900s. Their address is 1400 East 2nd Street, Jamestown, NY 14701. Phone: 716-665-4200.)

Bert McNamee
Wyckoff, NJ

SONETT WIPER FIX

As owners of Sonetts are aware, the wiper motor tends to collect water, rust internally and die. The obvious repair is to replace the entire Lucas motor. (I will not repeat the story about the English, warm beer and Lucas electrical devices.) The motor is a Lucas 16W

and is the same motor as used on early (and possibly later) 99s. Individual parts are No Longer Supplied.

If the problem is with the motor itself and not with the big plastic gear in the control box, there are two possible fixes.

The first fix involves changing the armature and the motor housing which will have been damaged by rust, replacing the entire lower part of the Sonett motor with that from a 99. If you elect to do this there are three points of concern:

- 1) Do not lose the ball bearing at the bottom of the armature.
- 2) When reassembling, set the armature lash to zero on the lock screw on the top of the motor.
- 3) Seal the various holes and mating surfaces with silicone to prevent further problems.

The other fix is to remove the

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Sonett III Fuse Box Covers

Sonett Rocker Panels
Inner & Outer

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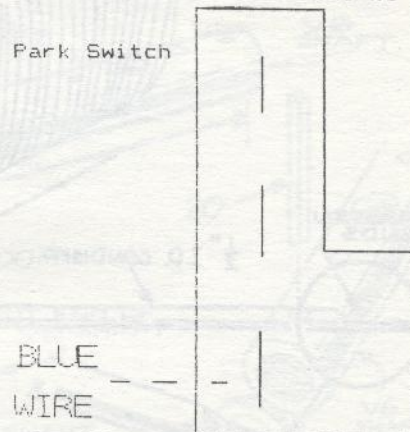
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large plastic gear from the 99 motor and replace it with the gear from the Sonett motor. The gear for the Sonett is marked 120°, and the gear for the 99 is marked 165°. This is the arc of travel of the wiper blades.

If you change the gear you must also modify the wiring. The blue wire of the 99 motor must be cut

Park Switch



and soldered to the inside of the plastic park switch, on the lowest lug. Be careful not to melt the plastic with the hot iron. Inspect the brushes, seal the motor as above and re-install it in the car. Your wipers should once again function like new.

Harold Freeman
Norwalk, OH

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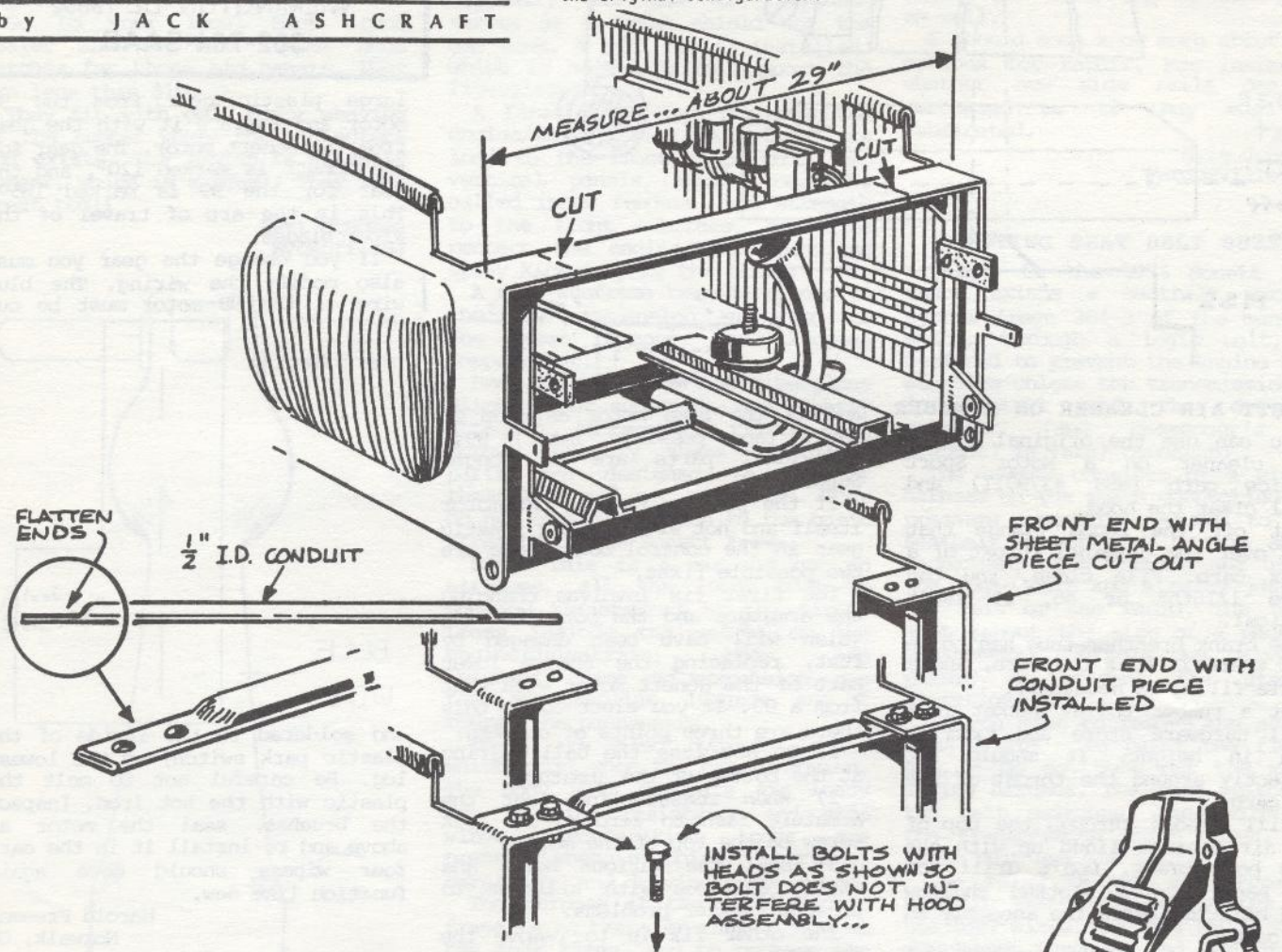
SHIFTIN' GEARS
by JACK ASHCRAFT

Sonett Engine R & R

The process of removing and replacing a V4 engine in a Sonett III can be greatly eased by removal of a section of the light gauge angle metal at the front of the frame. Measure in about 3" from each side and cut the metal out with a hack saw or electric saw.

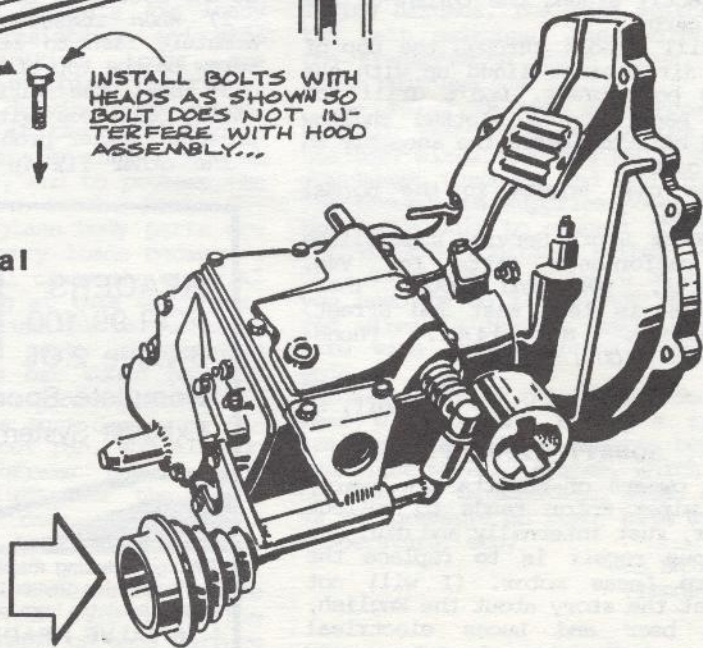
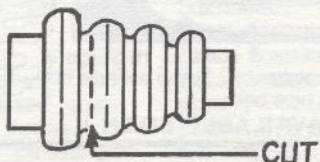
It is important to first measure the frame width because the frame sides will usually spring outward after the cut. If you don't spring them back in, the frame will be too wide to fit between the headlight buckets on the hood and cause great unhappiness when you attempt to put the hood assembly back on. The dimension is ABOUT 29" but there are production tolerance differences so measure yours before you cut, and use that figure.

Cut a 28" piece of 1/2" I.D. steel conduit, flatten the ends as shown, drill, and install. Recheck your original measurement to see that it has not "grown" on you. This method makes engine installation MUCH easier and with the conduit securely bolted in place it is at least as strong as in the original configuration.



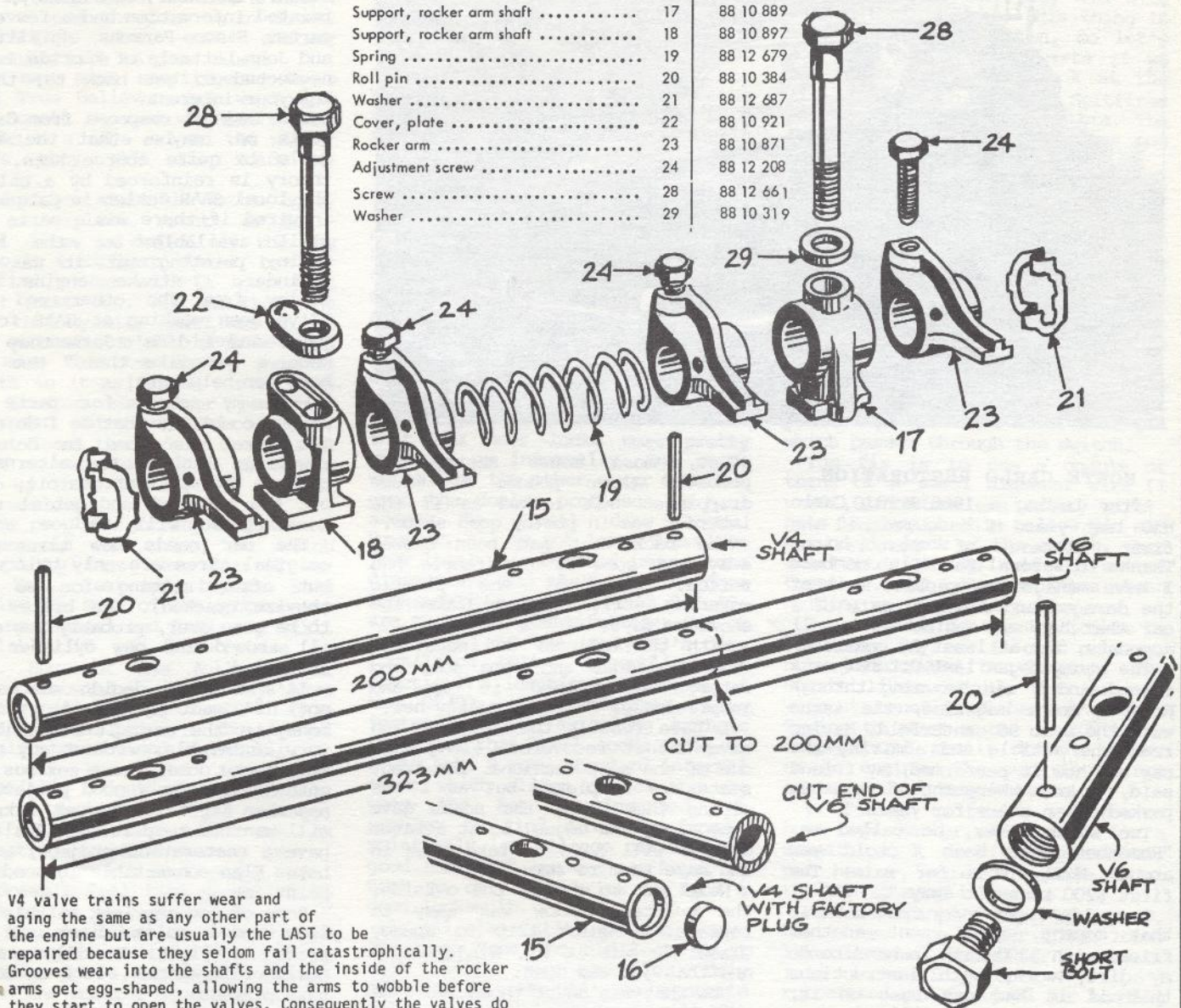
Sonett Shift Linkage Cowl Seal

An effective air and moisture seal is readily available to replace the cowl seal where the floor shift linkage comes through the firewall on the Sonett III. Shown is the replacement item, a VW Type 4 rear axle boot, VW number 113-501-151. I cut the first (large) bellows and the mating surface off, liberally coated the remaining end surface with silicone and installed the transaxle. It fits perfectly, is cheap, and should last indefinitely.



V6 FORD Valve Train Parts For The SAAB V4

Shaft, rocker arm	15	88 14 295
Plug	16	88 10 392
Support, rocker arm shaft	17	88 10 889
Support, rocker arm shaft	18	88 10 897
Spring	19	88 12 679
Roll pin	20	88 10 384
Washer	21	88 12 687
Cover, plate	22	88 10 921
Rocker arm	23	88 10 871
Adjustment screw	24	88 12 208
Screw	28	88 12 661
Washer	29	88 10 319



V4 valve trains suffer wear and aging the same as any other part of the engine but are usually the LAST to be repaired because they seldom fail catastrophically. Grooves wear into the shafts and the inside of the rocker arms get egg-shaped, allowing the arms to wobble before they start to open the valves. Consequently the valves do not open as far as they should, the system is noisy and almost impossible to adjust properly.

Your local FORD dealer to the rescue! Replacement parts for the Mustang V6 either are a direct interchange (rocker arms) or an easy modification (shafts) and are considerably less expensive than SAAB parts.

The V6 shaft must be cut to the same length as the V4 (200 mm) with a hacksaw. Note that there is an oil plug in the ends of the shafts. Note also that the holes in the V6 shaft are not drilled symmetrically. That is, one end of the V6 shafts has the holes drilled exactly the same as the V4, the other does not. Cut off the end that does not, please.

Now you must plug the end of the V6 shaft. Two methods work equally well. 1) Machine the shaft to accept the oil plug. Tap the plug out of the cut off end and tap it into the end you just machined in the V6 shaft. 2) (and this is the method I used) tap threads into the end of the shaft and put in a bolt and washer. Install the washer and bolt and tighten. Now drill out the hole for the roll pin. Drill right through the bolt you just installed. Now the pin will retain the bolt and will hold the spring washer (21) as well. Before you disassemble the rocker arm assembly take note of the way the roll pin and the spring washer are assembled. Put them back that way when you reassemble.

Torque the mounting bolts (28) to 32 ft lbs. Set the valves to .014" (intake) and .016" (exhaust), put some new gaskets on the rocker arm covers and you are done. You should have a quiet running V4 that just picked up a couple more horsepower because the valves are opening WHEN they are supposed to (not late) and AS FAR as they are supposed to.

Part numbers for the FORD parts:

Rocker Arms	E6TZ-6564A	About \$10.00 each
Rocker Shafts	D2RY-6563A	About 26.00 each

2-Cycle Exhaust Systems

From time to time I read of the agonies of trying to get all the crud out of a 2-stroke exhaust system. WHY BOTHER? REMEMBER--the only critical part of the whole system is the tuned resonator below the engine (what you thought was a front muffler). THAT you have to clean out as much as possible. The rest can merely be duplicated at your friendly muffler shop. The back muffler is just a muffler, nothing exotic. Exhaust systems are critical to the life of a 2-stroke and there is nothing like a new system to make one run like a new car!

Jack Ashcraft



MONTE CARLO RESTORATION

After buying a 1966 Monte Carlo 850 last year, I have reached the first plateau of restoration. Thanks to several Saab Club members I have managed to replace most of the damaged and missing parts of a car that has sat neglected, by all accounts, for at least 20 years.

The story began last October as a friend and I sat browsing through *Road & Track* magazine, the issue with the Saab 96 centerfold. Having read the article and admiring the car and how it performed, my friend said, "I know where one of those is parked; been there for years!"

Two weeks later, he called me: "Remember that Saab I told you about? Well, it's for sale. The first \$200 takes it away."

I couldn't get away from work at that moment, so I sent another friend with \$200 cash in hand to do my dirty work, with instructions that if it had any rust on it, forget it. I got a call about a half hour later: "No rust, but it looks pretty destitute. Grass growing out of the wheels, etc."

The next weekend I drove with a tow truck to pick up my acquisition. Yes, it did look destitute. One of the rear quarter windows had been smashed, all the lenses and both head lights were broken, the paint had oxidized to the point where the car looked a dirty brown color. But the odometer showed only 38,000 miles.

Had I made a big mistake? Probably, but it only cost me \$200. I have made bigger.

I had it towed home and spent the weekend cleaning it up. At close scrutiny, once we got past all the junk which had accumulated - 4 irons, one half shaft, cigarette butts, old newspapers, mouse nests made from old newspapers, spark

plugs, more mouse nests, and probably three pounds of mouse droppings - it looked as if the interior was in pretty good shape.

The back seat had been chewed away and some of the fabric had rotted. Some of the plastic covering still remained from the showroom days.

With the help of an industrial vacuum cleaner and some soap and water, we cleaned it up and surprisingly, it looks mostly new.

I have rebuilt the backrest and have had it recovered, along with one of the seat cushions. The front seats are complete, but as I was wiping them down, the seams gave away along the edges, so at a later date I will have to take them in and have them re-sewn.

Next was to tackle the outside. The quarter window was easy to replace. A quick trip to Speedy Glass (or was it Mr. Windshield?) and that job was done.

Now what was under those years of oxidation? With a bottle of polishing compound in hand, I started on the right door. It shined! It looked promising and once again, surprising. Once the whole car was done I stepped back and took a picture. This looked like a testimonial for the polishing compound, or maybe for SAAB and the results of a good paint job (probably the latter).

It was amazing to see the transformation; the Monte Carlo looked better than my '78 Honda Civic, way better. I have now sold the Civic, I think it was getting "pings" of jealousy.

Sometime in November I joined the Saab Club and ran an ad for some parts help. The response was very positive and with an ever escalating phone bill, I started rounding up parts.

Bob Andrews in Minnesota helped

out with cosmetic things like lenses and wing mirrors, etc. Nicholas Wilson, Colorado, sent an air cleaner and distributor. Stewart Sadikoff, New Jersey, sent printed information and a few spare parts. Steve Parsons of Illinois and John Letterle of Florida I have neglected to get back to; thanks for your interest.

The lack of response from Canada tells me, maybe, that the Monte Carlo is quite scarce here. This theory is reinforced by a call to the local SAAB dealer in Calgary. I inquired if there was a parts list still available for the Monte Carlo, pointing out it was a 3 cylinder, 2-stroke engine. The reply from the other end was, "I've been working at SAAB for 15 years and I didn't know they even made a car like that." Not much hope for help here!

With my search for parts now almost complete, what do I do next? The time has come to do some rewiring, install the alternator, replace the old 2-stroke oil, clean out the gas tank and get it ready to start. But will it?

The car needs new tires (the original tires are only half worn, but after sitting for so long they're cracked). The brakes have to be gone over, probably new seals all around and new cylinder kits installed.

It's time to decide whether or not "I" want to spend any more money on the car. It certainly is very restorable, without any major work to be done. For a serious SAAB enthusiast it's a good project. If and when I get it started, I know I will want to keep it. But I already have a restoration project, a 1969 Lotus Elan convertible in need of a paint job.

Some of you may look at this as a long-winded sales pitch. If the price is right, I will consider selling. Otherwise, it's on to the next plateau.

Michael Gibson
1935 Broadview Rd NW
Calgary, Alberta T2N-3H6

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SONETT PARTS AVAILABILITY

My wife and I are the (perhaps not so) proud owners of a rolling restoration project, '74 Sonett III (we'll be prouder when it's done). I have some thoughts as to Sonett philosophy, and some amateur mechanics tips to pass along.

It may seem sacrilegious to a SAAB True Believer, but we bought the Sonett because we didn't want to drive a nice car in the winter where they salt the roads so heavily.

Before you start the letter bomb, let me explain. Front- or four-wheel drive is definitely the way to go in a northern winter, but try to find a car with a body that won't rust out. Add to that the fact that my wife and I are sports car enthusiasts and have no need for more than two seats, and the Sonett is it as far as winter cars go. Granted the floor pan will disappear after several winters, but at least the body will still be there - and the pan is easier to weld up than the rest of a steel body would be.

Some people might shy away from a 14-year-old (or older) car which was pretty rare even when it was new. Well, fear not, because it's amazing how many of the components, both mechanical and trim, are still available if you know where to look. Some of the following is common knowledge, some may have already made its appearance in this august journal prior to the time of my enlightenment and membership.

We all know the Sonett is essentially identical mechanically with the Saab 96s of like vintage. This is important when one is attempting to find tuneup parts, belts, water and fuel pumps, etc. and doesn't feel like traveling 30 miles to the nearest dealer.

If you go into your local auto parts emporium and ask for a component for a Sonett, the person behind the counter generally starts backing toward the phone. Telling him that you have a SAAB 97 is slightly better, perhaps - he/she will merely be unable to find it listed in their books and will tell you that you must be mistaken as to the type of car you own. Inform them that you need a "whatever" for a SAAB 96, however, and they'll likely find such a listing and help you. Careful about the year, though - they might get suspicious again if you insist it's a '74 model 96. [The last 96s imported to the U.S. were 1973 models.]

Keep in mind that the V-4 engine was supplied by Ford of Germany. The oil filler cap even has the genuine "Ford" oval stamped on it. The engine was used in the Ford Taunus/Mercury Capri of that era.

The carburetor is also a very common Ford component, used on the 170 cubic inch inline six engine from back in the '60s. Rebuild kits

and replacement carbs are still available, and the prices are probably better than from SAAB, although I haven't verified that.

The only relatively frequently replaced component under the hood which I've had some problems locating is air filters. I'm not that familiar with the sedans, but with the low hood line on the Sonett it was necessary to go to a special air cleaner with a couple "horns" on it extending back and to the side. Naturally SAAB had to use some rare air filter element on these. I believe I found the tip in one of the back issues of NINES, but I'll mention it again: Take an old filter to your local Kawasaki motorcycle dealer and he should be able to match it up; the dimensions are nearly identical with the filter from their bigger bikes. The cost is also nearly identical with that at the SAAB dealer.

Shortly after purchase, we found that the door locks were pretty corroded up internally. One sorta worked and the other never did. Not even the dealer professes to have access to Sonett door locks. However, all is not lost. Travel to your local neighborhood import auto dismantlers and check out the door locks from a '69-'72 SAAB 99. 99s are much more plentiful than 97s or even 96s, and the early 99's door lock/latch button assemblies are practically identical to those of the 96/97, the difference being instead of the swiveling keyhole cover on the 96/97 locks, the 99 locks have a more standard internal cover which slides out of the way when the key is inserted. No problem to find a couple from a relatively low mileage car and any good locksmith can cut new keys. It took me only two tries to find a good locksmith.

If all else fails, you can remove the pins from the old lock so it will still be operable. Only problem is, it will be operable with any key blank which will fit the lock, no matter how (or even if!) it is cut. On the other hand, who will know besides you?

If you really must have new locks, the dealer can still supply them for the 96. One lock will set you back over \$60, so you must want that new lock awfully bad. Want two locks that match? No problem. The dealer can't supply individual locks pinned for the same key, but he'll be glad to sell you an entire matched lock set for a 96 - ignition, trunk and two door locks. If you have to know a price, you probably can't afford it.

All the bulbs are pretty much standard, but the lenses are something else again. You'll get the same runaround if you go hunting for a tailight lens for a Sonett as you did with the door locks. Check out the early 99s. You'll find that the lenses and

housings are the same as used on the Sonett III.

When it came to DOT mandated side marker lights, SAAB abided by the same philosophy as they did with the rest of the car; this thing is very limited production, so let's not make any special parts if we can help it. Take a look at the side markers on Triumph Spitfires and Sprigets of the same era. The front marker lights are from one car, the rears from the other.

About the only other Sonett peculiar item I've had to tinker with are some of the rocker switches. When these get tired, the plastic clips which hold the whole assemblage together break off, and the front (switch portion) and back (connector portion) divorce each other. This makes it difficult to operate your aux lights, etc. If you remove the switch from the panel, you'll find that the rocker portion pivots on a small roll pin which passes through the switch.

The fix is to use a couple of turns of a small diameter wire (I used .016" stainless safety wire), pass it through this hollow pin and around the back of the switch, then twist it tight to hold the switch together. My repairs have been holding up for about a year now.

One more little tip applicable to virtually any car in cold country, not just SAABs or Sonetts. Our Sonett lives outside year around, without benefit of heated garage. Trying to start a car in 20° below temperatures really does a number on an engine. The cure is to use engine and battery heaters.

It's tough to find a radiator or hose-type heater which will fit a Sonett, so I used a magnetic oil pan heater, wired in place under the pan to keep it secure.

Kat's Company of Clarksdale, MS, has a new type heater which looks like an ideal setup for a Sonett. It's a small (about 4" x 6") rubberized pad designed for bonding to any surface. The bonding agent is a silicone type cement which has good heat transfer properties. They come in two different heat ranges, 100 and 150 watts. I haven't tried one on the Sonett yet, but I did install one of the 150 watt versions on another engine and it really seems to do the trick. It would be a good idea to install one on the transmission, too, as shifting can be like stirring tar when it's below zero.

Having owned this most interesting vehicle for only about a year, I've only scratched the surface on the subject of Parts Scrounging for your Sonett III. Perhaps this will turn on the light in another devotee's head and provide the nudge to get him (or her) to spill the beans on his SSS's (SAAB Sonett Secrets).

Jack McCombs
Oshkosh, WI

TIRE SURVEY

NINES wants your opinions on tires. Tell us what you think are the best, worst or average tires for your SAAB. Include the brand name and model designation, size, speed rating, year and model of car they are on, and the approximate number of miles on the tires.

Rate the tires on a 1-to-5 scale (1 = Poor, 5 = Excellent) in the following categories:

- Dry Handling
- Wet Handling
- Snow Handling
- Expected tire mileage
- Noise

Mail your Tire Survey response before May 31st to:

Thor Carlson
26 Wilson Place
Newton, NJ 07860.

EURO HEADLAMPS FOR LATE 900s

I, too, have a 1987 900S and noticed the poor state of the headlamps. I was able to obtain a set of Hella European code headlamps for it. Now I can see at night. I also put a set of Hella European headlamps on my 1980 900 EMS some years ago. I am a firm believer in European lighting and urge others to change their headlamps. The European code pattern is far safer for all concerned and is worth the extra expense. On 1987 and later Saabs, the headlamp connectors have to be replaced. Connectors and housings should be available at most automotive supply stores.

The 9004 bulb being used in U.S. code headlamps looks like an

idiotic design. It looks like the second filament was added as an after-thought. These bulbs cost about \$20 to replace, or almost double the price of an H4 bulb.

David Katskian
Hayward, CA

PUFF OF SMOKE = BRAKE TROUBLE

I recently picked up a '71 99 that was practically being given away. It was in super shape -- the interior, body, and paint were all excellent! It needed a water pump and wheel bearings and some TLC; the engine and trans were fairly new. I've spent very little money keeping it going, but, then again, I've got two parts cars.

One thing that perplexed me was I kept losing my brakes, so I'd bleed them and try tightening this or replacing that and it never worked until... one day I stomped on the brake and got a puff of white smoke out of the tail pipe.

It turned out that the back seal on the brake master cylinder allowed fluid to leak into the servo booster, the fluid was sucked into the intake manifold, through the combustion chamber and eventually out the tailpipe.

We picked up an '84 Turbo last year for a third the price of a new one. It had 50,000 miles and has performed flawlessly all year. I'm much happier getting a car like this than paying three times as much and having the same level of satisfaction, but with an uglier front end.

Lewis Eig
Monsey, NY

99 MAINTENANCE EXPERIENCES

I've always been very sensitive to the road adhesion of my car. I've tried various bottom-end set ups and feel the current one is the best. My '80 99GLi has KYB Gas-A-Just (or Decarbon/French KYBs) shocks all around. These run around \$20 to \$25 per shock and are well worth the cost.

Then I put a set of Michelin MXL 175/70 R15 radials on EMS wheels. At a cost of \$275 including mounting, spin balancing and free front end alignment (Town Fair Tires), these are fantastic tires. They have over 40,000 miles on them and are still in great shape. Forget those soft Pirellis that wear out early and become a hazard in bad weather.

As long as I'm on suspension, lets talk about ball joints. I don't think I've bought a SAAB 99 that didn't have worn ball joints. I replace those suckers immediately. It's cheap and easy. It saves tires, makes the cars handle much better and improves safety. At about \$20 each, they are well worth the investment. The upper and lower ball joint are the same part and are relatively easy to install.

I always seem to have cooling problems with my 99s. Several times this has required water pump repairs. In every case, it is worth the investment to install a new water pump. The last time, I decided to buy the water pump tool (about \$75) and do it all myself. It was well worth it and a great learning experience. I even took pictures.

In dealing with SAAB cooling problems, I learned it is not worth it to buy SAAB thermostats. They are over-priced (\$18) and short on quality (British made). I prefer to use a Gates thermostat from an American parts house.

I've also experienced the thrill of ripping through the bladder in the bottom of the driver's seat while driving. When you get home, a quick fix is to take the seat out (release two clips on the front of the seat) and weave clothes line rope to support your fat ass. If you want more bounce, go to your local bike shop, get a blown 27" innertube and weave with that.

I used to go for the ANSA performance exhaust systems. I think it was the chrome tips that attracted me. The last one I bought cost about \$150, a couple of hours of work and a few busted knuckles. It lasted only about a year and a half. No more "do-it-yerself" exhausts for this guy. Make it Midas. They charge about \$110 for the same pipe that will last twice as long as the ANSA performance crap. I can live without chrome tips.

Paul Gruenther
Kensington, CT



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C-PILLAR TRIM & TIRES

In "From the Backside" in March you asked about reupholstering the inside "C" pillar trim in a 99 (or 900). I have successfully used the same techniques as those for a full headliner. First, remove the panels (see March letter on installing rear shoulder harnesses) and remove the old cloth and backing by pulling out the staples around the edge and then peeling and/or wire brushing. Try to save enough of the old pieces of cloth to use as a pattern for the new. The surface of the remaining cores should be roughened with 80 grit sandpaper. I use the same cloth as for the headliner and a water-based contact cement. Give the panel two coats of cement and when it is tacky, apply the fabric starting in the center and working toward the edges. A small paint roller is helpful for pushing the fabric into the glue. After the glue has dried, wrap the fabric around the edges of the panel and stretch tightly into place before stapling with 1/4" construction-type staples. The installation hardware and window latch will pull the fabric onto the contours of the panel - use the smallest possible cust in the fabric, made after the panel is covered. I left out the 2 large white plastic plugs in the center of the panels. I recommend "Velvet Loop Fabric" from Design Craft, 7227 Oak Park Av, Niles, IL 60648 (312/647-0888 for sample card) as I found it to be a better color match, of higher quality, and less expensive than the "original replacement" fabric I bought through NINES.

I'll throw in my two cents worth in the tire recommendation department. I put 195/60VR15 Goodyear Eagle GT rubber on my 99 Turbo and have been extremely pleased with their performance in every respect - Superb dry traction, excellent wet traction, and even fairly good in snow. After 30,000 miles and one rotation, I expect to get at least 60,000 miles from the Goodyears, and I'm not very gentle on them. I have noticed a slight increase in tire noise after about 25,000 miles, but I would definitely buy another set - at about \$110 each, the Eagle GT is a better value than Michelin and Pirelli tires I've used on Saabs previously.

On a related note, I see a complaint of front tires wearing quickly on the outer edges. In addition to the fixes already mentioned in the March NINES, I'd like to put in another pitch for an anti-roll bar package (Quickor, Addco, or Saab's own for 99s and 900s not factory equipped). Keeping the car level so that the tires corner on the tread instead of the sidewalls does wonders for front tire life (see above), as well as adding a full complement of

adolescent grins in the handling department. I can't rave enough about the improvement a set of Quickor bars (about \$325) made to my 99 Turbo - a huge improvement in cornering power and turn-in response with very little loss of ride quality.

Gary Stottler
Princeton, NJ

WIRING FIXES FOR 900

Since my original letter about melted wiring harnesses (NINES, Aug/Sept 1987), I have heard about two additional occurrences in the Austin, Texas, area. One of the short circuits burned up all of the wiring and totaled out a 1982 900.

Since that time, I bought another 1981 900 Turbo. While fixing several other problems, I discovered that the "Garage" position of the ignition switch would not work. When I pulled up the carpet, I found the previous owner had added a wire from the ignition switch to the fuse box. This wire bypassed a short circuit in the center wiring harness caused by converter overheating. Looking at the outside of the harness, the only visible damage was that the sheath was melted to the floor. When I cut the sheath open, 75% of the wires had insulation melted to the point that the conductors were visible. It is amazing that the car was still running and did not catch on fire.

Based on my experiences, I believe that Mr. Bohn (last month's issue) should open his wiring harness and check to see how bad the insulation is damaged. It appears that the insulation used on the wires has a lower melting temperature than the sheath, therefore, the wires could be melted but the damage would not be visible. Repairing the melted wires is no fun, but it is not so technically difficult that it couldn't be done by anybody if they took their time and had a heat gun available to shrink the heat-shrink tubing. The harness can be wrapped with electrical tape when the job is completed. One additional point - before you tug on the wiring harness to unstick it from the floor, disconnect the battery ground. This will keep the excitement to a reasonable level if the harness shorts out.

Anybody with this problem should call the Automobile Defect Hotline (800-424-9393) and request a defect report form. Since there are apparently so many of these melted harnesses, the NHTSA should be notified to determine if this problem deserves a recall.

On to new problems: My first 1981 900T had a problem with low end power, but seemed to run fine above 3000 rpm. The power curve was so flat below 3000 that my '73 99 was faster off the line. After performing all the normal tests and doing a

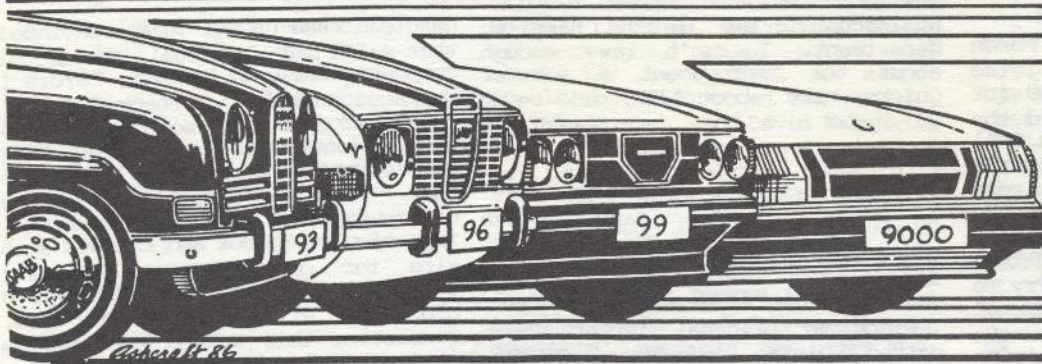
careful tune-up, I was convinced that I had a fuel injection component failure. However, before I replaced anything, I checked all of the electrical connections to the fuel injection to verify that they were connected correctly. To be sure that there were no loose connections, I opened up the fuel injection relay box and checked each wire for continuity and correct termination. There were four wires plugged up wrong on the relay gate. Correcting this solved the problem of poor performance.

When I bought my second '81 900T, it didn't have quite the same power and tractability of my first '81. So before I got into things too deeply, I checked out the relay wiring and discovered that two wires were connected to the wrong terminals. I believe this problem is caused by an accident that damages the relay gate. The body shop reconnects the wires and doesn't actually look up the translation for the color codes. Since the Saab code for White is VT, Black is SV, and Yellow is GL, the mechanic plugs them up to the wrong terminals. VT becomes Violet, SV is Silver (Gray) and GL is Green. The car still runs, but has somewhat quirky performance. (Poor cold start performance, poor performance when warm, lack of power at the bottom end, no enrichment on full throttle acceleration or generally sluggish.)

One more problem that I found on three of the last six 99s and 900s with CIS that I have owned or have been associated with: The neoprene bellows that connects the fuel strainer to the fuel pump was destroyed by the alcohol in some gasoline.

The worst case was on a 1976 EMS. The bellows had disintegrated and the dissolved neoprene was sucked into the pump, which caused the pump to lock up. The mounting sleeve had also dissolved. When I pulled up the cover over the pump, I could smell the gasoline. This was an obvious fire hazard. The symptoms on the other cars were that all of the fuel in the tank couldn't be completely used, and that fuel would move away from the pickup under hard cornering and the engine would be starved for gas momentarily. You can also hear the pump noise increase when the fuel moves away from the pump. The only fix is to replace the bellows and the mounting sleeve as necessary. On one of the cars, the fuel filler and vent hoses (between the tank and filler neck) were destroyed by gasoline. This let large quantities of vapors into the passenger compartment and created the risk of fire and explosion. If you smell gas fumes, a good place to look is the fuel filler and the vent hoses.

A.J. Seippel
Austin, TX



SAAB SWAP

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

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

Sonett's For Sale

'74 Sonett III, a near perfect Dallas car. 2nd owner, 70k mi, red, factory air, new tires, excellent interior. Drive it home for \$3700. Bob Mesarchik, 2120 Lenwood Dr, Rochester, MN 55902. 507/288-6899.

'74 Sonett III, 49k mi, great condition, AM/FM cass, new Michelins, Weber carb, special exhaust, Konis. \$3200. Joel Ballon, Pittsburgh, PA. 412/931-2522.

'73 Sonett III, complete, good parts car, rusty pan, no fiberglass damage. \$950. Joel Ballon, Pittsburgh, PA. 412/931-2522.

'72 Sonett III, less than 50k mi, rust-free Calif. car. Excellent condition inside & out. New clutch, brakes, tires. \$3600 obo. T. Larmer, 27296 Via Avila, Mission Viejo, CA 92691. 714/458-6485.

'72 Sonett III, new interior & tires. Konis, Holley carb, good stereo, car cover. Fine running condition, needs paint. \$3500 obo. Steve Zammit, PO Box 5301, Los Alamitos, CA 90721. 213/596-4335 evenings.

'71 Sonett III, red, restored, with 8 Michelins; 4 zX's on alloys, 4 studded snows on steel rims. Original owner. \$4000. Sam Doran, 23 Top-O-Hill Rd, Wappingers Falls, NY 12590. 914/297-8151.

'71 Sonett project or parts car, partially disassembled, but complete. \$650. John Payne, Atlanta, GA. 404/584-7299.

'69 Sonett V4, S-III engine, alloys & floor shift. Blue with black interior, runs good. \$1200. Also misc. parts. John Harmon, CA. 619/484-5690.

'68 Sonett V4, 89k mi, silver w/black interior, excellent condition, runs great. \$4000. H. Hardenstine, 115 Fairview, Piedmont, CA 94610. 415/654-7375.

'67 Sonett II, 3-cyl, 68k mi, runs great, needs TLC. Color pics, \$3. Offer around \$4000. Daniel Benham, PO Box 490, Selma, NC 27576.

'67 Sonett II, strong 3-cyl engine. Body, floor & mechanicals in excellent condition. New clutch, exhaust, etc. Needs upholstery. NEW factory engine available. \$4000. Phil Hmiel, 406 Drexler St, Liverpool, NY. 315/457-3684.

93s, 95s & 96s For Sale

'72 96, Choice! Rblt trans & clutch, new paint. Three 96 parts cars; 69, 70 & 73. \$1700 obo for all. Duane Schneck, RR#3 Box 179-C, Pequot Lks, MN 56472. 218/568-8787.

'71 96 Show winner! 41k mi, green w/tan interior, 6k on 100hp tuning kit, headers, light flywheel, new polished soccerball wheels, leather steering wheel, rev counter. \$5600. Larry Williams, 3322 Rosehill, Waterloo, IA 50701. 319/235-0275.

Two 96s: '70 in good mechanical condition, rblt gearbox, drivable but chassis rusted. '71 has good unit body, restorable, towable. Both cars for \$550. Heyward Cohen, PO Box 160, Amenia, NY 12501. 914/373-8048.

'69 96, fresh Ariz. project car. New paint, tires, polished Sonett wheels, custom interior, factory front spoiler. Serious inquiries only. Eric, 602/971-7962.

'67 96 2-stroke, beige. Restoration by Europa Motors, one of the finest 2-strokes in Midwest. \$4000. Ted Marshall, Wilmette, IL. 312/256-8688.

'66 96, strong 850cc oil-injected engine w/low miles, disk brakes, radial tires, electronic ignition, body & interior in good condition. \$900 firm. John Payne, Atlanta, GA. 404/584-7299.

Two 96s: '65 w/V4, 4spd, rust free southern car, runs OK, needs minor bodywork & paint. '68 3-cyl, 4spd, body good, all original, needs minor carb work. Also spare body parts. All or separate, MUST GO! Anthony Kwiatkowski, 31-28 71st, Jackson Hts, NY 11372. 718/898-3752.

'64 96 2-stroke, 57k mi, less than 1000 mi on rebuilt engine w/new crankshaft. Extraordinary condition, like new in & out. \$5300. Sandy Cadel, 5522 Dorothy Dr, San Diego, CA 92115. 619/229-9007.

'64 96 Bullnose 2-stroke, restorable, towable. Please save from crusher. Located near NY/CT border, I-84. FREE! Erik Pedersen, P.O. Box 265, Shenorock, NY 10587. 914/248-8116.

'63 Bullnose 95, white, straight, engine & trans disassembled, lots of extra parts, mechanical & body. Original SAAB radio, manual, & lots more. \$2350 or trade for Sonett. Jack Ashcraft, 2201 Woodlawn Dr, Medford, OR 97504. 503/779-0731.

'62 96, a real creampuff, Arizona car, 100k mi, needs a loving home. Best offer. Eric, 602/971-7962.

2-Stroke & V-4 Parts For Sale

Front seats for GT-750, GT-850 or Monte Carlo. Need some repair. Will fit any 95 or 96. \$195 +shpg. Also many new & used parts 1958-79. Ken Edwards, RR#3 Box 116, Jonesboro, TN 37659. 615/753-3153.

'71 Sonett parts car, everything except engine/trans. \$400 obo. Bruce McKenzie, 10312 East Estates, Cupertino, CA 95014. 408/257-2999 H, 408/738-2888 W.

Lots of miscellaneous 96 & 97 parts: new & used starters, 96 street wheels, Sonett lenses, 5mph bumpers, relays, Sonett II door. 99 & 900 wheels. Send SASE for list. Rich Osner, 609 S. Laredo Cir, Aurora, CO 80017. 303/751-1557.

Factory Air Cond. from '74 97. Compressor doesn't work. \$40 +shpg. Howard Cummins, 5806 N Woodland, Kansas City, MO 64118. 816/452-7423.

Sonett III parts, glass, rear clip, noses w/o hdlt, rear panels, hdlt buckets, engine covers, + some mechanicals. Send SASE for list. Lou Dollinger, 20 Hampton Rd E, Williamsport, MD 21795.

Sonett III parts: Large assortment of used parts. Send SASE for list or call with specific needs. Thomas Cox Jr, 3609 Hernwood Rd, Woodstock MD 21163. 301/465-6691.

'67 96 body & transmission. Vernon Atterberry, 923 S. 24th St, Fort Smith, AR 72901. 501/785-5268.

Rear clip (fiberglass only) & other parts from '71 Sonett. Will trade for working V4 or 2-stroke engine, good 99 or Monte Carlo seats, trans, SAAB tools, cash... D.M. Rasmussen, 104 Pinecrest Av, Auburn, CA 95603. 916/823-7460.

Parting out: yellow 73 96, yellow 67 3-cyl, green 73 Sonett, red 74 Sonett. Send SASE with request to Beverly Collins, 2501 S Center Rd, Burton, MI 48519. 313/742-7250.

3 cylinder engine from '62, good running condition, \$50 +shpg. 4-bolt 96 hub/axle set including front disc & calipers, \$50 +shpg. Robert Andrews, 10661 60th St NW, Pennock, MN 56279. 612/599-4489.

99s & 900s For Sale

'87 900T SPG, slate, better than new cond, only 4,600 mi, 5-yr/100k mi extended warranty, new SAAB seat covers. \$22,000 obo. Dan Garnett, Marietta, GA. 404/426-6118 (lv msg).

'86 900T, A/T, 17k mi, perf cond, \$11,900. '86 900T, 5spd, rollover, rebuildable.

'86 900SPG, 4800 mi, hit right side. DENNIS SWEENEY, 207 E Church St, Ligonier, PA 15658. 412/238-4556.

'82 900 Turbo, 4-dr, 5spd, new clutch, trans, tires, brakes, turbo. Original owner, excellent condition, always garaged. \$6200. John Hulbrook, 131 Mill Brook Cir, Norwood, NJ 07648. 201/768-4621.

'86 900T-16, rare 5-door, Euro hdlt w/wipers, polished & painted Ronal R-10s, snows on steel rims, rear wiper, more, mint. \$16,500. Bob Farrell, IL. 312/394-1122.

'79 99GL 3-dr, 99.5% restored, yellow, mags, European Air-Flow Kit, everything color-keyed. All records. Owned by SAAB factory exec. Send \$5 & SASE for photos. \$6200. Tom LeTourneau, 203 Old Reservoir Rd, Cumberland, RI 02864. W.203/795-1326 ext 654, H.401/333-5953.

'77 99GL 5-dr, 98k mi, new paint, new Michelins, no rust. Trans getting noisy. \$1700 obo. Chuck Boyer, Box 8, Shirland, IL 61079. 815/629-2588.

99, 900 & 9000 Parts & Accessories Parting Out: red '77 99; black '79 900 Turbo; '78 99GL 4spd, no head; '79 99GL 4spd, blown trans; front seats from '69 99, '76 99, many more. Send SASE with request to Beverly Collins, 2501 S Center Rd, Burton, MI 48519. 313/742-7250.

SPG "Aero" wheel, straight, \$125. Weber 34-ICH 1-bbl Carburetor w/linkage for V4s, \$175. 2 NEW 96 Speedometers. +Shpg. SWEDISH EXPRESS, 335 Canal Park Dr, Duluth, MN 55802. 218/722-1530.

6 TRX alloy wheels, 135TRx390FHx45, \$175. Frank Pomme, 1606 Belmont #10, Seattle, WA 98122. 206/325-3849.

Trailer hitch for 99, genuine SAAB, rated 1100 kg, \$50 +shpg. Howard Cummins, 5806 N Woodland, Kansas City, MO 64118. 816/452-7423.

Transmission from '72 99, condition unknown, \$20 +shpg. Robert Andrews, 10661 60th St NW, Pennock, MN 56279. 612/599-4489.

Parts from '74 99L & '78 99GLE. Rblt 74 eng w/new pistons, bearings, rblt head; '74 4-spd trans; all glass, bumpers, body & interior parts. Send SASE for list. James Mackay, 1356B Woodcutter Ln, Wheaton, IL 60187. 312/653-3797.

4 Yokohama 008Rs, 195/60x15, approx 100 mi, \$325. Autopower bolt-in rollcage for 99, \$400. Brad Ross, 7262 Barrett Rd, West Chester, OH 45069. 513/779-4208.

Transmissions & tranny parts, rebuilt & low mileage used. Heads, radiators, turbochargers, power steering. Complete 900 interiors, carpet sets, dashboards. Complete 16-valve drivetrains, new wheels, relays, rear clips, glass, more... Michael Caro, 278 Boston Post Rd., Orange, CT 06477 203/795-0776.

Miscellaneous For Sale

Dune Buggy, Ford T-bucket body set up for Saab V4, front wheel drive. Needs work. Send SASE for photos. Beverly Collins, 2501 S Center Rd, Burton, MI 48519. 313/742-7250.

'66 Citroen Cabriolet, all original, needs floor pan & rocker panel repair, stored 15 yrs. Make offer. Anthony Kwiatkowski, 31-28 71st, Jackson Hts, NY. 718/898-3752.

Old Volvo parts: For '58 PV444, tropical radiator, \$50; trailer hitch, \$20. For '66 122S, misc small parts, cheap. John Smith, 5150 Westhill Av #8, Montreal, QUEBEC H4V-2W7. 514/486-1438.

Wanted, All Models

SAAB Tool for tightening 2-stroke head bolts, & other 2-stroke tools. Bill Strangfeld, 233 Burns Av, Cincinnati, OH 45215. 513/948-1071.

Pistons, rings & crankshaft for '60 93F, 8-bolt eng #707706. Vernon Atterberry, 923 S. 24th St, Fort Smith, AR 72901. 501/785-5268.

1970-73 96 Wanted, good original car, within 250 miles of Raleigh, NC. Steve Cohan, days 919/549-1305, eves 919/967-7423.

2 Rear Shocks or rebuild kits for '72 95. Also L & R doors, no rust, glass & interior panels unimportant. Dick Peterson, 212 N. 5th St. W., Mt. Vernon, IA 52314. 319/895-8962.

Backup/License plate lens to fit '68 95. Frank DiTirro, 1011 4th St. Apt 201, Santa Monica, CA 90403.

Electric Radiator Fan for Sonett II, SAAB p/n 74-04-080, made by "KENLOWE". Mats Jonsson, Gersnasgatan 14 S-64146 Katrineholm, SWEDEN Phone: +46-150-12904.

Newsletter back issues, clear dry photocopies OK. All prior to 4/77, 5/78, 8/78, 4/79, 8/82, 3/85, 4/85. Any Tech sheets, also. Jon Allen, 267 Granada Av, Long Beach, CA 90803. 213/479-3541.

Rally parts wanted - Ltd slip diff (99 or 900), oil cooler, trans cooler, intercom, racing seats & other rally equipment for 99 PRO Rally car. Tom Gillespie, 358 30th St Dr SE, Cedar Rapids, IA 52403. 319/366-8016 W, 319/362-0815 H.

Wooden "Monte Carlo" steering wheel, \$45? Taillight lenses for 95, \$45/set? Will also pay shipping. Ron Hunter, PO Box 1714, Cave Creek, AZ 85331. 602/488-2112.

LY-LAWS BASH REPORT

First a bit of history. Back in the mid seventies, a SAAB club was formed in Chicago. Part of the club was a monthly newsletter published by Dick Grossman. Eventually this newsletter [under the banners of The SAAB Club and the Compact Frontwheel Drive Club of America] was being sent to well over two thousand people all over the U.S. It was a multipage publication full of tech hints and information about SAABS, and opportunities for Dick and others to vent their anger at GM, Ford and fancy car clubs with glossy magazines.

Dick always considered that subscribers to the newsletter were members of the SAAB club. Unfortunately, Dick suffered a heart attack in 1980, and was forced to retire as editor.

Jeff Delahorne in Duluth took over the newsletter. Since he was also a mechanic he could direct it with some insight. The newsletter shrank in circulation but soon recovered, though not much beyond what it was with Dick at the wheel.

When Jeff got an offer to work for Saab-Scania in 1985, he passed the newsletter on to his wife, Carolanne Curtis. For several issues Carolanne kept it up, but it soon passed to Tim Winker back in Duluth. Since then it has become

NINES and is growing again.

During all the back and forth of replacing Jeff, it became very obvious to many people a) there was no national SAAB Club as such, and b) Jeff considered the newsletter to be a business and an item to be profitably sold to the next editor. Rather unfair considering that Dick gave the newsletter to Jeff, and helped financially to set him up.

That year at the National convention in Chambersburg, Pennsylvania, an attempt was made to form an official national club. Unfortunately the initiative ran out when there was not much support coming from various local clubs.

Two years later, the subject was brought up again at the Tulsa convention. This led to a meeting in Milwaukee on March 5th.

In attendance were several people from the Great Lakes Saab Club in Michigan, Gary Stottler from New Jersey, Andy Federowski from Illinois, several from the Milwaukee club, and NINES editor Winker. In addition, letters from members who had an opinion were shared with all at the meeting.

Ken Rosenberg of Miami, Florida, sent his proposal for a National club's by-laws. These were quite detailed and somewhat forbidding, which led to the general agreement that we were not ready for an

organization as rigid as the S.C.C.A. or the Porsche Club.

The letters received confirmed the need for a club which would own or control the newsletter and the club's assets (namely the mailing list). We agreed also that the club should concentrate on owners of middle-aged or older cars, as most owners of new Saabs don't seem to be interested in doing their own work. [Newer cars will not be ignored, however.]

Insurance was covered in another major discussion. It was felt that some method of purchasing insurance on a national level and selling it to local chapters at reasonable rates would be worthwhile.

Then came the real work in deciding the type of organization, whether it should be very structured, or of a loose design. The loose style was favored, and most people felt that some sort of board of directors from all over would be the best plan. That way, members of the national club who are not also members of a local club could still have some representation. Since local clubs are high concentrations of active members, it was felt they should also have a voice, with each chapter represented on the board.

On May 14th we will be meeting again, this time in Grand Rapids, Michigan. We will work over a more detailed by-laws proposal that will be made up of Mr. Rosenberg's ideas, the Milwaukee Saab Club by-laws, and those of a sailboat group whose by-laws are only three pages long.

Our biggest concerns will be that all members get fair play, and that the continued existence of NINES is assured.

Ian Simpson
Milwaukee Saab Club

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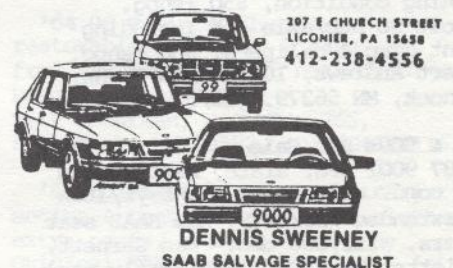
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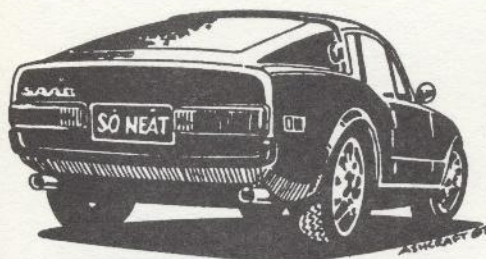
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FROM THE BACKSIDE

Let's take a look at what other publications have had to say recently about our favorite marque:

WARD's Engine Update, 2/15/88:

The SAAB 9000 CD sedan, introduced at the Geneva Auto Show, is outlined. According to the article, only 13,000 CDs will be built in 1988, with about 3,000 for the U.S. market where the sedan will debut as a 1989 model. It will be available only with the 2.0-liter turbocharged powerplant, incorporating Saab's distributorless direct ignition.

"This is a more conservative car," Ake Norrman, chief executive for Saab's car division, says of the 9000 CD's formal design.

"The sedan will attract the top end of Saab buyers, plus people who now own Mercedes-Benz, Volvos and BMWs," adds Mr. Norrman. "We designed it for a classic look that will be modern for a long time."

Specifications on the CD, as they will differ from the hatchback; an 18.1-cu.-ft. trunk, an extra 6.3 inches in length, slightly bigger interior, and a redesigned nose. The sedan also gains 88 lbs. in weight.

A 2-door version of the 9000 is still being considered.

"Our people in America wanted a 2-door more than a sedan," says one executive. "But with 2,000 dealers all around the world, we have to keep the majority happy."

In a sidebar on the 900: The 10-year-old 900 will remain in production for several years, though Saab-Scania says its future lies

with the 9000.

"We have to remind (the Saab executives in Sweden) that they see the car every day," says one company official. "In our other markets, especially America, the 900 is still a novelty. It will remain in production for a long time."

(submitted by Gary Stottler)

WARD's Auto World, 4-88:

"Saab Car Division plans to build 126,000 cars in 1988, up 6,000 from last year -- but 9,000 less than it had expected to make before a strike by Swedish technical/clerical employees shut down the company for three weeks this year.

"And with a new factory due to open in 1990, Saab targets yearly output by 1992 of 180,000 units, mostly of its 9000 series.

"Although SCD discontinued the aging Saab 90 last year, car sales increased 3% during '87. Due to the lower dollar, however, Saab Car Div. profits plunged 38%."

CAR & DRIVER, May 1988:

Bob Sinclair, president of Saab-Scania of America, Inc., is the subject of a 5-page profile. The article chronicles Sinclair's early days at Saab, his turnaround of Volvo in the western U.S., and his return to Saab about the time of the 900's introduction.

Sinclair's fondness for motorcycles is also covered, along with a look at his latest ride -- a Harris Magnum 3. Motive power for the custom-built Harris comes from a Kawasaki GPz 1100 engine.

(Would anybody like to volunteer to do a story on Sinclair's SAABSA motorcycle? It's a BSA powered by a SAAB 3-cylinder engine.)

Sports Car Illustrated, March 88:

"Just Another SAAB Story" covers the festivities in recognition of Saab's 50th Anniversary. Specifically, it covers the show put on for the automotive press corps. Lots of color photos, taken in nicer weather than the Saab Clubs' Jubilee Day.

(Note: Everyone on the mailing list in February was mailed a complimentary copy of this issue.)

(Further note: If I ever again see an article titled "A SAAB Story" I'll scream! Come to think of it, I did when I saw this one.)

Air & Space, Feb/Mar, 88:

Saab JA-37 Viggens grace the cover for a story on the Swedish Air Force. Full color photos of Viggens, Drakkens and the new Gripen. For those interested in Saabs from another division.

Wall Street Journal, 4/11/88:

In a story about "CoreEenthan Leather", the Chrysler brand label for leather tanned to their own specifications, Robert Knoll, director of auto testing for Consumer Reports magazine, is asked about the leather in car seats:

"Mr. Knoll says the best car leather he ever found came in a Saab 9000 and was made by Bridge of Weir Leather Co. of Scotland. 'That's the kind of leather,' he says, 'that God would have in his car.'"

(submitted by G.M. Metze)

AutoWeek, most any issue:

Humorist Satch Carlson regularly writes about his Saabs, including his old PRO Rally car, the Hawg of Steel; the more recent Sonett III Rally car, the Piggue of Plastique; and his present Bad Ride, the Blackbird, a tricked out 900 Turbo.

Several columns in February and March dealt with his participation in the AlCan Winter Rally. Carlson & crew drove the Blackbird to a less than stellar placing.

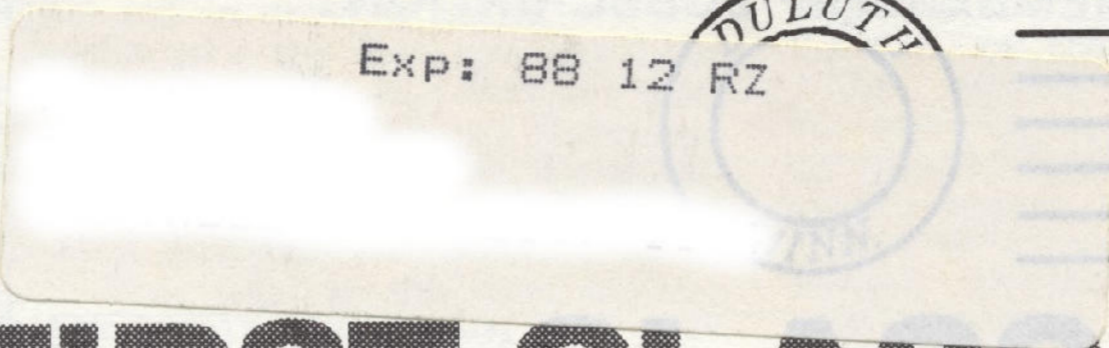
One recent column details some of the fun items from the Saab Sport & Rally Catalog. The catalog can be had by contacting Carlton Dingman or Jeff Delahorne at Saab-Scania HQ in Orange, Connecticut, 203/795-5671.

In addition to his writing about cars, Carlson is an English teacher (or at least he was a few years ago). That bothers me; I worry that he (and all other language pedagogues) read each issue with a red pencil in hand. At least he hasn't taken up writing post cards to tell me I've misspelled "seperate" again.

Tim Winker, Editor



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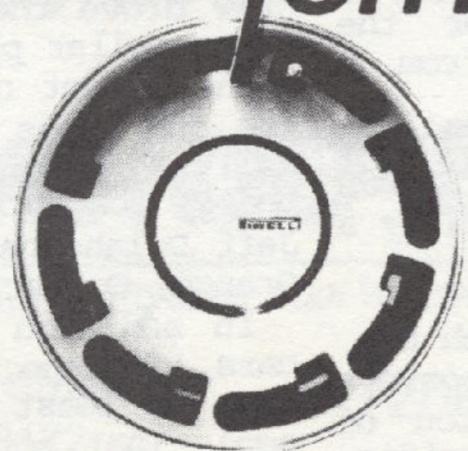
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