



NINES

THE SAAB CLUB NEWSLETTER

\$2.25

JULY

1988

no. 172



THE 1986 SAAB 900 TURBO CONVERTIBLE - A Future Collectible?

Collectible SAABs - Are there any? - page 14

Get Rid of Noises in a Hatchback - page 7

Farewell Party for an Old Friend - page 13

REGIONAL CLUB NEWS

MEETINGS & EVENTS

CENTRAL PENN

Aug 7 - Get-Acquainted Picnic at Indian Echo Caverns in Hummelstown, noon til ?, lunch at 1pm. Hot dogs/hamburgers provided, cost \$2.00 per person + a covered dish. RSVP by 7/28, call Wendy Matichak at 566-2617.

DELAWARE VALLEY

July 22-24 - 1988 SAAB OWNERS NAT'L CONVENTION, Wilmington, DE. Registration deadline: 7/8/88. For additional info, call 302/764-7439.

GREAT LAKES (Western Michigan)

July 9 - Pool party/Barbecue at Laman's. Planning session for convention caravan. Jim & Mary Laman, 616/335-5215.

MILWAUKEE

July 16 - 3rd Annual Autocross at Blackhawk Farms Raceway, Rockton, IL. Sponsored by Gesch Enterprise. Pre-registration: Dave Parps, 414/375-2676.

July 25 - Monthly meeting at Pizza Hut, 76th & Mill Rd.

Aug 21 - Picnic at Kiln Park in Grafton. Ian Simpson, 414/873-0816.

NATIONAL CAPITAL AREA

July 9 - Tech session at Danneman's shop. For details, contact Joe Apple, 703/860-1254.

July 14 - Monthly meeting at Bethesda Regional Library. Parking lot session at 7:30pm, business meeting at 8pm.

Aug 11 - Monthly meeting.

TWIN TIER (Western NY state)

Alex Barbier, 607/565-2711

WEST MOUNTAIN (New England, New York)

July 16-17 - RALLYE 8, Annual Multi-event Meeting. Car contest, TSD Rallye, Parade, Tech demos, films, buffet. Directions: Take Mass. Pike (I-90) to Exit 10. Follow "Webster/Oxford" signs, follow Route-395 South to Exit 4E. Go over bridge and travel 2.5 miles to Singletary Rod & Gun Club. Look for SAAB banners. David Sullivan, 617/879-8288

Rick Chaisson, 518/792-1349 after 8pm.
Mike Blair, 617/525-3872 after 6pm.

SAAB OWNERS CLUB OF CANADA

July 8-10 - Vintage racing weekend at Shannonville Motorsport Park (Toronto area). Car Club Concours Challenge. For details, Ken Parvi, 416/255-4222.

CENTRAL NEW JERSEY

Want to start a club in the Trenton/Princeton area? Tech sessions, parts discounts, competition events, social events... Let me know what interests you and we'll schedule a meeting.

Write: Herb Hirsch, 34 Paul Ave., Kendall Park, NJ 08824, or call 201/560-5760 (work) or 201/821-8284 (home). I will be on vacation thru July so call after August 1st.

REGIONAL CLUB NEWSLETTERS

Each month I eagerly await the arrival of the various club newsletters sent to the home office in Duluth. The "Events" schedule is put together from info gleaned from those pages, but they are also interesting to read.

In the past year or so, several have grown to good sized monthly or bi-monthly publications. Most contain good tech tips, some of which get reprinted in NINES.

These newsletters and their editors are (in no particular order):

The SAAB Sport - Milwaukee, Pat Greer.

The SNAAB Gazette - Delaware Valley, Pat Bolmeyer & Jenny Trostel.

Smoke Signals - National Capital Area, Ed Tonat.

SAAB's It - Great Lakes, Jim Laman.

Rally Report - West Mountain, Mike Blair.

Appalachian SC, Carolyn Francis.

Central Penn SC, Wendy Basehore.

Central Illiana, Margrit Adler.

New England Sonett Club, Scott

Prentice.

SAAB Owners of Canada, "Lick 'N' Stick" (Gae & Chris Teixeira).

(Did I forget anyone?)

There has been much sharing of articles, puzzles, cartoons, poems, etc. among these newsletters. It seems the better newsletters also help to generate more interest in the club, which means more members, which means more submissions to the editor, and

so it grows.

Thanks to all those who make the regional newsletters so readable, and for volunteering your time that we may all be better educated and entertained in the name of the SAAB marque.

We also exchange newsletters with several overseas clubs, from Australia, Great Britain, France, Germany, Norway, Israel, Netherlands, Luxembourg, and three clubs in Sweden. Since English is my only language, the best I can do is look at the pictures.

A "Foreign Clubs Correspondent" would be appreciated. Someone who can read/translate these newsletters to share the good stuff with readers of NINES. Get in touch with me for details.

CONVENTION TIME AGAIN

The excitement grows as the Convention draws closer. I hear from folks planning to be in Delaware and bringing all sorts of interesting vehicles.

Since the "heart" of SAAB sales has traditionally been the northeastern U.S. (over a third of our membership is from that area), expect lots of older cars, more customized cars, and a huge swap meet with plenty of old parts.

If you can't make it to Wilmington, watch the next issue of NINES for photos and tales.



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Letters to NINES

FAVORITE CAR

I was disappointed to read of another long time SAAB owner and enthusiast who puts down the 9000 (May 1988, LETTERS). I purchased a used 1986 9000 Turbo with automatic transmission this past December. It had 11,990 miles on the odometer, and now reads 19,800. During this time my only complaint has been poor fitting door seals, which were replaced under warranty. It has otherwise been trouble free.

It is certainly the best auto (of 20 over 34 years) I have ever owned, and, I've owned some fairly well regarded iron including 3 Mercedes, a BMW, a Porsche 911, an Alfa, and most recently a 1980 Rover 3500. All of the above mentioned have been much less than trouble free. Most I purchased new. And, most of these vehicles I considered worth the trouble (at least for a few years).

My most trouble free auto (strangely enough) was a 1974 Fiat X-1/9 (it was also the most fun to drive). A 3-year assignment in Iran made it necessary that I part with it prematurely (after I put 45,000 miles on it).

I respectfully point out to Mr. Fowler, who so puts down the 9000, that it has for three years running been on the Car and Driver magazine "Ten Best Cars" list. Further, it is rated by the U.S. Government as one of the very safest in front end crash tests. Both were endorsements that influenced my decision to buy a 9000.

Yes, I may be looking for a different type of vehicle than what I would have preferred 10 or 20 years ago. I am recently retired and the 9000 Turbo was purchased with the expectation that it would meet very well my needs for quite a few years.

Thomas L. Larson
Englishtown, NJ

TROUBLE FREE 9000

Lately you have published a number of very negative letters regarding the SAAB 9000. As the owner of a 1987 SAAB 9000 Turbo, I would like to relate my experiences with the car.

I have not had any trouble! None! The car has performed flawlessly with no major repairs or problems. It is a joy to drive, and I would most certainly buy one again.

All the other owners of 9000s that I know are happy with their cars. Considering that SAAB has sold tens of thousands of 9000s in the past three years, it is understandable that there would be some cars with more than an average number of problems. But, on the other hand, there are undoubtedly thousands of extremely satisfied owners, of which I am one. Happy owners rarely write letters and by publishing every negative letter that comes your way you create a great misconception about a truly exceptional car.

Dr. Vilnis Kreismanis
Belmont, MA

EDITORIALIZING BY OMISSION

It's unfortunate that you couldn't find room in NINES (even though you solicit letters from readers) to print my letter of 5/14/88, or that you couldn't reprint excerpts from the 9000 Owners Survey [which was included], and that you couldn't include the letter from a colleague of mine.

Of course, all of these letters/info are all complimentary of the 9000! Concerning your apparent editorial bias against the 9000, I have only one thing to say... HOW CONVEENIENT!

You are not only alienating those of us who like their 9000, but for those that don't, well, they won't be subscribing to NINES much longer anyway. So your editorializing by omission is not only divisive but self defeating.

Dr. G. M. Metz
Gaithersburg, MD

P.S. While I hope NINES is ultimately successful, I would champion a Saab-Scania supported newsletter which maybe is less divisive and better reflects the changes and current trends taking place at Saab.

[For my thoughts on the subject, see FROM THE BACKSIDE in this issue. - TW]

DISLIKES/LIKES

The only part of the newsletter I don't like is the "Ask Bob" column. I have gotten no useful information and it seems that a SAAB owner whines that his car doesn't work right and Bob whines in his reply that not enough information was included to be helpful.

Just a general observation is that the content of the newsletter has changed over the last five years. As the cars have gotten more expensive, the people who buy them tend to work on them less, and there has been a decrease in the hardcore tech tips.

As for the cost increase for the SAABs, I think people really missed the mark. When the import quotas were imposed on Japanese cars, it encouraged the Japanese to move upscale because luxury cars have a much higher profit margin. So the Japanese replaced their low end cars with more expensive models and this allowed everyone else to move up the price scale too. Also happening at the time was the drop in interest rates and low inflation which released the pent up consumer demand.

David Gabbe
Hudson, MA

DISAPPEARING 2-STROKERS

One of the sadder situations in the automobile world is the passing into oblivion of most two-strokers because of parts problems.

Chief among the problems is the crankshaft. Hundreds, perhaps thousands, of otherwise fine old two-stroke SAABs are being junked, or left to rust, because neither Saab nor anyone else make crankshafts anymore.

Now admittedly Saab is under no legal requirement (other than its "lifetime" warranty!) to supply the part. Knowing that, but also knowing that Bob Sinclair, president of Saab-Scania of America, professes concern for Saab's past as well as its present, I recently wrote him to see if Saab would be willing to cooperate in my effort to manufacture/re-manufacture crankshafts, specifically by supplying the necessary mechanical specifications.

I received a phone call from a Saab spokesperson, Kathy Gunther, who told me succinctly the (1) Saab had no more crankshafts and (2) Saab was not interested in manufacturing more.

I explained my interest was not in Saab's manufacturing anything, but in their making available the necessary specifications for the various models. (2-stroke Saab service manuals and spec. data are, like most parts, in short supply.)

Ms. Gunther said that information was "not available." Period!

I relate this story for two purposes. First, perhaps someone will emerge, at Saab or elsewhere, with the necessary specs or even a crankshaft or two. Second, I think it is instructive for Saab owners and potential Saab buyers to see how the Saab organization reacts when given an opportunity to assist owners of its older automobiles, particularly owners who were promised an engine with a "lifetime"

warranty.

No one suggests Saab should suddenly start manufacturing spare parts for older cars, but you would think the least they could do would be to enable someone else to do so! Failing that, eventually all two-strokes will disappear, and that's a shame whether Saab thinks so or not.

Richard Wood
Atlanta, GA

JAPANESE CARS ARE OKAY

I must take umbrage with David Katzakian's view of Japanese cars (Letters, May 88). As our second car, Mill first had an '80 Prelude which he drove for six years. The only work ever done on it was the result of bad fuel which gummed up the carburetor.

He now drives an Accord LXI Hatch 86 with over 30,000 miles on it. With regular service maintenance, the car hums along. It is far more reliable than my '85 900.

As a purist when it comes to engine layout and "ease of reach" under the hood, I find it meets my standards. Apparently it meets the shop mechanics' standards too, as no regular maintenance work (and that's all we've had done) takes more than 2-3 hours.

Naturally, I have to agree on the subject of "safety" of Saab. No contest.

The following may be quite a shock to those of you who have known us for a long time. For 30 years we have been devoted SAABers with one or another model in our garage at all times, from two-stroke to 900. Additionally, we have been linked to Gibson Motors in Perrysville, Indiana, for the same number of years. This year marks our defection, an event which some have likened to a divorce.

It was not a decision made easily. It took much agonizing, much debating, much research. We took into consideration 1) original cost, 2) maintenance costs, 3) unforeseen repair costs, 4) time, 5) convenience, 6) dealer network, 7) comfort, 8) safety, and 9) standard equipment. We also looked 2-3 year ahead, when we would normally replace our current 900 with a new Saab model. Although we are financially comfortable (not wealthy nor destitute, but somewhere in the middle), we could not justify the high cost of what will be available, nor could we fit that into our future budget. Again, we took in mind the cost of parts on these high priced models.

We see nothing but the 9000 ahead, and

quite honestly, in addition to its high initial cost and the high cost of its parts, my opinion of the 9000 as a Saab fits in with some of the recent comments in the newsletter. As a purist, it leaves much to be corrected and/or simplified. On the basis of all these factors, we had to make a reluctant decision. I will now be driving a Honda, too.

Gary Stotler's letter in the March issue correctly states Saab's rationale and corporate thinking. I can't argue with that. But there comes a time when the budget must be balanced. If and when affordable, and I mean affordable for those of us in small business, retired, out of the doctor/lawyer/accountant/corporate executive lines, self employed, or put simply, the former market which originally drew itself to Saab, we will be back like a shot. In the meantime, I will continue to put out the CISC newsletter, and be available for Saab help and involvement in the national area of Saab Clubs.

With "lust in my heart" for Saab:

Margrit Adler
Central Illiana SAAB Club
Champaign, IL

andrews

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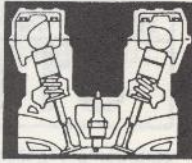
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ASK BOB



Submit your questions with as complete information on the problem as possible, also giving the year and model of SAAB. Problems 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 SAAB serviced by an authorized SAAB dealer. Send your questions to:

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

My 82 900 has developed a peculiar problem in the last few months. The temperature gauge will go up to almost the red, linger there for a few minutes, then go back to normal for the rest of the trip. The engine never overheats, and I don't see any leaks.

R.S., NY

I've seen a sticky thermostat do this. It's cheap to try a new one, and SAAB now recommends an 82°C thermostat for all their 900 models.

After that, check all the grounds, especially the ones behind the gauges, which can sometimes be reached by taking out the left speaker panel.

Will SAAB replace, under warranty, the heater fan motor due to bushing squeals?

Does the '87 900S have the same wiring location over the catalytic converter as the earlier models?

E.K., AL

The heater bushing squeal is between you and SAAB; I can't know their policy.

There is extra insulation in the later models, but why does the converter overheat to begin with? More than likely poor maintenance; a dirty injector and/or a cylinder not firing loads the converter with fuel, and thus overheating. Follow your SAAB maintenance schedule.

I recently bought an '80 900 Turbo 5-door that the previous owner had equipped with larger than stock tires. Since they've still got a lot of tread, I would prefer to wear them out before replacing them. However, my speedometer reads much higher than I'm actually going. Seems to me it would be the other way around.

M.B., MN

A little math should tell you just about what you're doing with the larger tires, or ask a friend to pace you on the highway and flash his lights at 55mph. You might take the speedo to a good overhaul shop and have it checked, as they do go bad.

My '80 GLi has 118k miles and the car

runs very well. I've recently heard from other SAABers that I shouldn't use Amoco Premium Unleaded fuel because it could clog the injectors. My dealer doesn't know anything about this, nor does the SAAB Consumer desk. Got any dope?

S.S., IL

Nope, no dope. But you will find different brands of gasoline are blended slightly differently. There is a winter blend, a summer blend, and the same company may blend differently for different parts of the country.

By the way, how long since you've had your injectors cleaned and checked on the Bosch cleaner/tester?

During the past few months, I've had a problems with blowing fuses in the back-light circuit on my '84 900.

J.P., CA

I had that once on a car, found the switch defective. You say you replaced the switch and it was fine for a week, then started doing the same thing. Try a washer under the switch, it may be that it's being pushed so hard by the gear mechanism that it has broken internally.

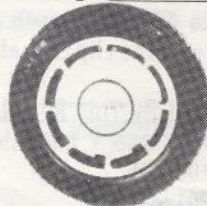
[For another possible solution, see this month's TECH TALK.]

BOB SEZ:

The latest issue of SAAB SOUNDINGS reminds you to check your coolant weekly, and a good article on "Cracking Heads" in the last NINES tells us why.

Also, check your mini-spare tire regularly. I checked mine the other day and, although hard when I pushed on it, it had less than half the pressure it should have. I checked with my local tire shop, and they tell me they all leak slowly.

SUMMER WHEEL & TIRE SPECIALS



PIRELLI SILVER-P Alloy Wheels
with lug nuts.....\$89.95 each
With Pirelli P6 195/60HR15 tires,
.....\$183.95 each

SAAB SUPER INCA Alloy Wheels
P/N 02-70-090....\$109.95 each
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SERVICE SUBJECTS



FROM SAAB

Recall 270 FRONT EXHAUST PIPE Emission-related Limited 1988 9000 Turbos

RECALL 270, REPLACEMENT OF FRONT EXHAUST PIPE

S.I. 05/88-1052

Saab-Scania of America has notified the U.S. Environmental Protection Agency (EPA) that a defect which is emissions-related may exist on approximately 3,000 1988 9000 Turbo models.

The defect is that some of the front exhaust pipes installed on these vehicles may have a welding flaw which is a potential entry point for unmeasured air into the exhaust system. This, in turn, could increase NO_x (oxides of nitrogen) emissions from the tailpipe. These vehicles have been voluntarily recalled by Saab-Scania of America to install a replacement front exhaust pipe. This work is to be performed at no charge by Saab dealers.

Vehicles Affected By This Recall

1988 9000 Turbo,

Vehicle Identification Numbers

J1012100-J1019006

J2006250-J2010641

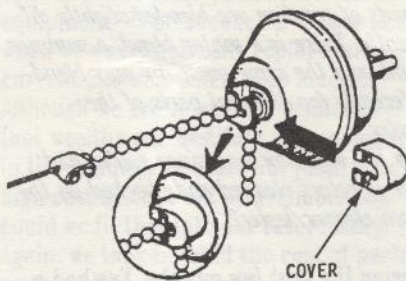
Recall 271 BALL CHAIN COVER Safety-related NHTSA No. 88V-057 Certain 1988 9000 Models

RECALL 271, INSTALLING COVER ON CRUISE CONTROL REGULATOR

S.I. 05/88-1053

Saab-Scania of America has notified the National Highway Traffic Safety Administration (NHTSA) that a defect which may be safety-related exists with approximately 7,000 1988 9000 models.

The defect is that there is a possibility of the ball chain of the vacuum regulator for the cruise control getting caught on the



attachment clip under certain conditions and extreme vehicle movements. This could impede full return of the throttle.

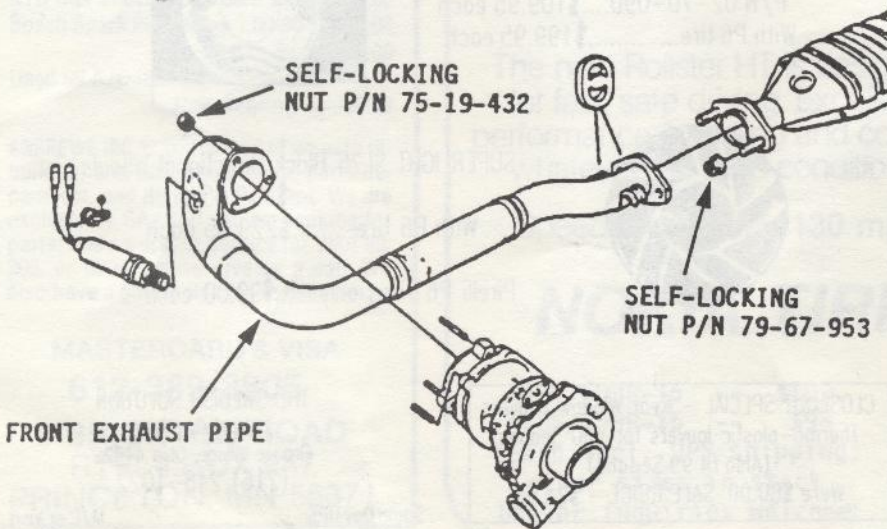
These vehicles have been voluntarily recalled by Saab-Scania of America to install a cover over the clip that attaches the ball chain.

Vehicles Affected By This Recall

1988 9000S, 9000 Turbo, V. I. Numbers

J1007322-J1021795

J2003314-J2012554



SERVICE CAMPAIGN 311

SERVICE CAMPAIGN TO ADJUST ELECTRICAL WIRE HARNESS

S.I. 05/88-1054, B-3/P.14

Application: Certain 1988 9000 models
Saab-Scania of America is conducting a Service Campaign to inspect and, if necessary, adjust an electrical wiring harness beneath the steering column on certain 1988 9000 models. The wiring harness may have been improperly installed and may be damaged if not corrected.

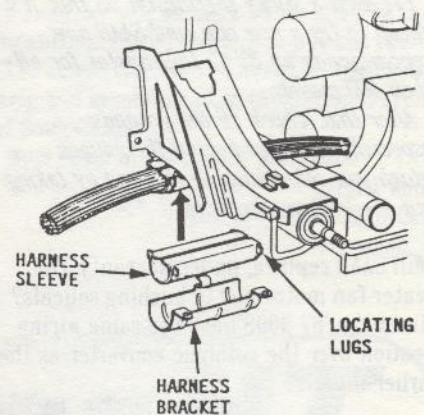


Figure 1. The harness sleeve beneath the steering column must be centered in the harness bracket.

NOTE

The Vehicle Identification Numbers for Service Campaign 311 overlap those affected by Emission Recall 270 and Safety Recall 271. A Service Campaign notice will not be sent to those owners that receive a Recall mailer for 270 or 271, but the Service Campaign 311 work should still be performed if the Vehicle Identification Number applies.

Purchasers of early M88 vehicles (those not receiving a Recall mailer) will receive a Service Campaign notice.

Vehicles Involved

All 9000 models from the start of M88 production within the VIN Serial Number ranges given below:

J1000001-J1023565

J2000001-J2007106

IDENTIFYING AND CORRECTING COMPLAINTS OF NOISE FROM THE REAR OF THE CAR

S.I. 05/88-1055, A-8/P.107

Supersedes 12/86-914

Application: 900 3-door models

This Service Information is intended to help correct noise complaints from the interior of the car. The procedures outlined in this bulletin will prove to be effective in correcting most complaints. The last section contains a list of other possible sources for noise which may apply only to a particular model or model year(s). This list will be useful when diagnosing noises which were not corrected by the procedures outlined in this bulletin.

To perform these procedures you will need the following list of parts and shop supplies:

One Roll Felt Tape	96-98-846
Rubber Stops (2 req.)	69-44-847
Rubber Seats (2 req.)	69-43-989
3M Strip Caulk (Dum-Dum Putty)	
Petroleum Jelly	
Spray Silicone	

REAR SEAT

Cushion:

1. Fold the seat cushion forward and inspect the pivot linkage and clips.

NOTE

Check control units, relay, etc. which are mounted under the rear seat cushion, for proper and secure mounting.

2. Check the latch assembly mounting bolts and inspect the condition of the latch pin protective sleeve (Figure 1).
3. Coat the latch and pin with a light film of petroleum jelly.



Figure 1. Inspect the latch pin sleeve.

Backrest:

NOTE

The rear seat backrest should latch snugly but not so tightly that undue force is required to release the handles.

1. Ensure that the white plastic protection for the latch is in place and not damaged in any way (Figure 2). Reposition or replace as necessary.

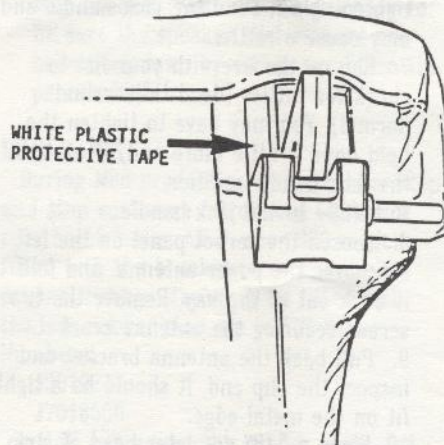


Figure 2. Inspect latch protection.

NOTE

During M84 production some changes were made to reduce noise from the backrest. See Service Information 12/84-729 when working on cars made during or before M84 model year.

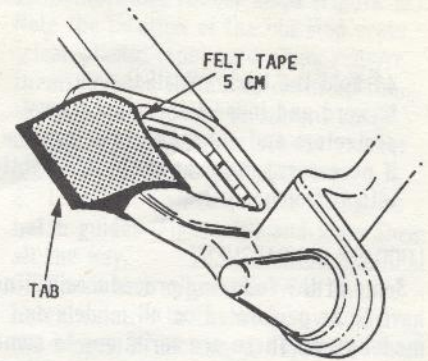


Figure 3. Wrap felt tape around the bracket and surround, leaving a tab.

2. Inspect the black plastic surround of the latch bracket and be sure it is snapped in place. Check the 4 tabs which hold it in the bracket. If the bottom edge is sharp, file (slightly) the two (one on each side) that face the front of the car. This will prevent them from cutting through the tape installed in step 3 (below).

3. Wrap felt tape (5 cm long) around the plastic surround and latch bracket, leaving a tab (flap) facing the front as shown in Figure 3.

Continued on next page



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4. Fold the backrest all the way forward and inspect the plastic pivot protectors and clips. Repair or replace if necessary, and coat the pivots lightly with petroleum jelly.

LUGGAGE COMPARTMENT

Some of the following procedures will not have to be performed on all models or model years. There are variations to some of the procedures for particular models and they are identified where necessary.

1. Open the rear hatch and remove the parcel shelf, luggage compartment floor (both pieces), spare wheel, jack and jack handle.

2. Install felt tape on all of the areas shown in Figure 4. The numbers indicate tape length in centimeters.

3. Install the jack in its bracket, and place a piece of felt tape over the pivot as shown in Figure 5.

4. -Mid M88 carefully position the jack handle on the trunk floor, avoiding interference at both ends.

Mid M88- the jack handle is mounted above the spare wheel and it should be installed after the spare wheel is positioned.

5. Install a strip of felt tape on the inside edge of the spare wheel rim opposite the valve stem as shown in Figure 6.

6. Install the spare wheel carefully! Make sure the jack handle does not move (-mid 88) and position the wheel to align the valve stem and achieve clearance front and rear as shown in Figure 7. Install and secure the hold down but do not overtighten it. Overtightening will bend the jack handle and may cause a rattle.

7. Rap on the tire with your fist to check for rattles (dead thud sound normal). You may have to tighten the hold down a little more and/or check the jack handle position.

Mid M88- install jack handle.

8. Loosen the carpet panel on the left side, over the power antenna, and fold it back out of the way. Remove the two screws securing the antenna bracket.

9. Pull back the antenna bracket and inspect the clip end. It should be a tight fit on the metal edge.

10. Place a 3/8" diameter bead of strip caulk on the edge of the metal where the clamp end of the bracket mounts (Figure 8).

11. Place a ball of caulk (approx 3/8") between the two screw holes and install



Figure 5. Installing felt tape on the jack.

INSTALL TAPE OPPOSITE VALVE STEM 8 CM.

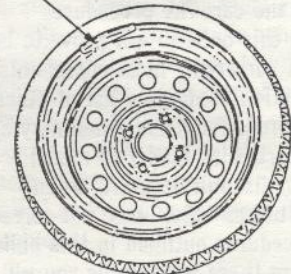


Figure 6. Installing felt tape opposite the valve stem.

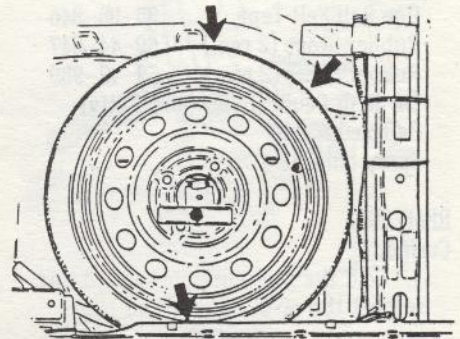


Figure 7. Positioning the spare tire. Align the valve stem with the jack. Check for clearance at arrows.

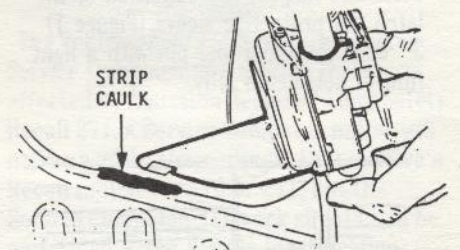


Figure 8. Installing strip caulk under the antenna bracket.

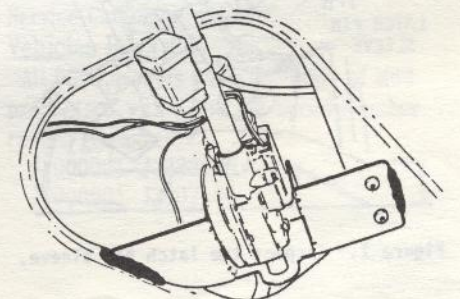


Figure 9. Smooth out excess caulk.

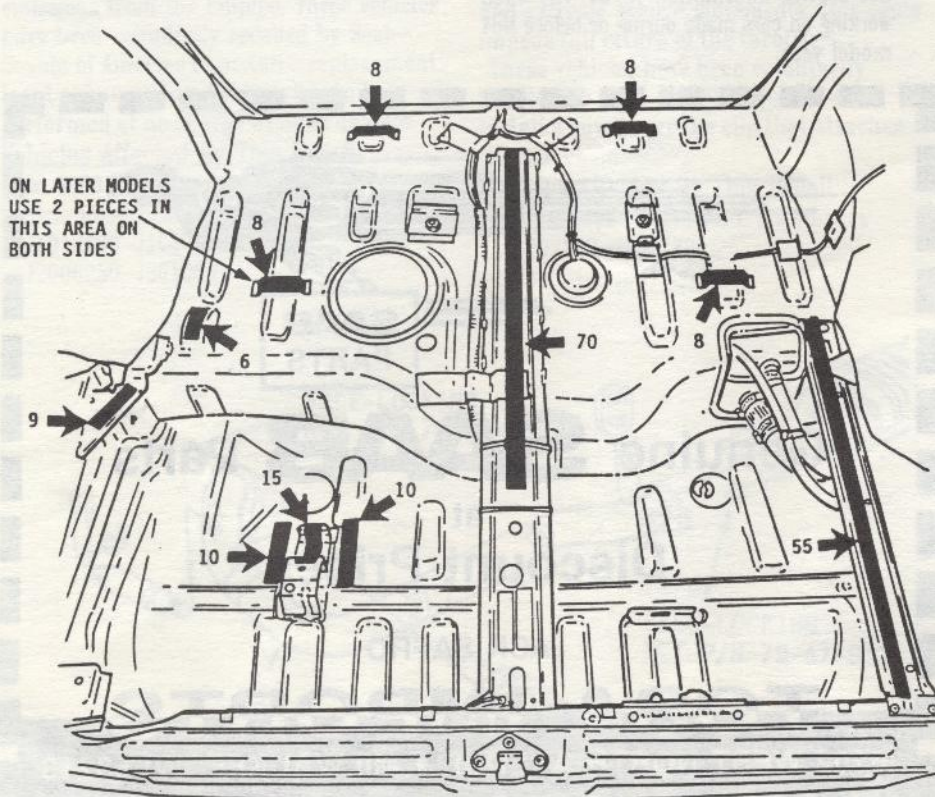


Figure 4. Felt tape locations and lengths for the luggage compartment floor (dimensions are in centimeters).

antenna bracket using the two original screws. Smooth out the excess caulk as shown in Figure 9.

12. Fold back and secure the carpet panel over the left side.

13. Place a small ball of caulk (approx 6 mm) on the end of each clip and install the forward half of the luggage compartment floor (Figure 10).

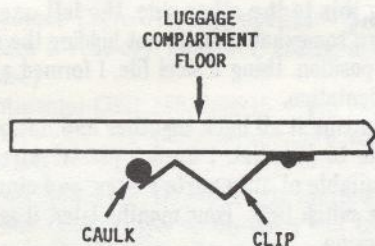


Figure 10. Place a small ball of caulk on each clip (early cars 4 clips, later cars 2 clips).

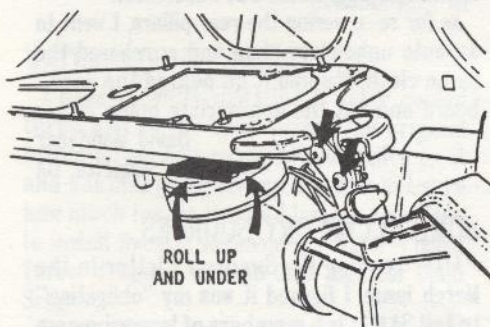


Figure 11. Roll tape over both edges. Note the 2 screws holding the parcel shelf stop.

14. Install the luggage compartment floor. There are many variations of this panel. Make sure all the necessary pieces are in place (see list) and the panel does not rattle when latched or held down.

Things to check: (where applicable)

- Protection for the spare wheel and jack handle (on late models) on the bottom of the luggage compartment floor. If no protection is present, install felt tape on the floor.
- Lube rubber stopper for center beam with petroleum jelly.
- Lube latch.
- Be sure all rubber straps are in place.
- Check tool kit contents and position all pieces. Then spread the plastic bag of spare wheel over the tools and close the kit.

15. Install a piece of felt tape (approx 5 cm) on each speaker shelf and roll it over the front and side edges of the track as shown in Figure 11.

NOTE

If there is significant paint damage in this area, see step 5 of the last section of this S.I.

16. Install parcel shelf. Check and adjust the front stops to hold shelf securely. There are two screws on each stop bracket (Figure 11). Also check to be sure the speaker shelves have not been bent down by excess weight on the parcel shelf.

REAR HATCH

During M88 production a new rubber stop and stop seat were introduced to reduce rear hatch noise. All 3-door 900 models fitted with the bracket to accept the original rubber stop, may be fitted with the new rubber stop, up to VIN Serial Numbers:

J3010247

J7018550

Install and adjust the rubber stops and the rear hatch as described below. Careful adjustment of the rear hatch will greatly reduce the possibility of noise in this area.

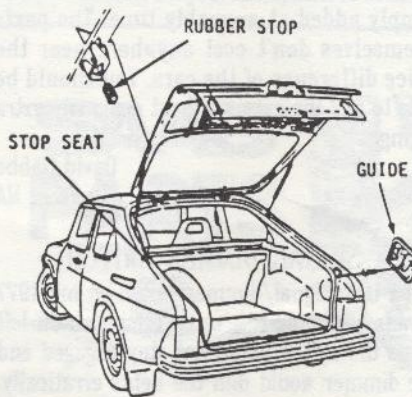


Figure 12. Rear hatch stops, seats and guides.

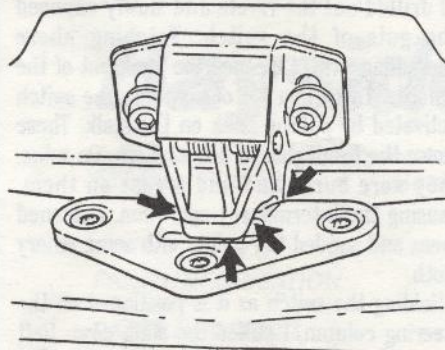


Figure 13. Center striker plate and latch.

1. Remove the rubber stops (Figure 12). Note the position of the old stop seats (clear plastic tape) before you remove them. Remove them and clean up the area. Use an alcohol or solvent based cleaner (Brakleen), not window cleaner or other silicone based cleaners.

2. Loosen the allen bolts securing the hatch guides (Figure 12) and lower them all the way.

3. Check and adjust the fit of the hatch, relative to the body, by adjusting the hinges. If necessary, adjust the latch and be sure it is making contact in the center of the striker plate. Also check to see if the sill plate is centered.

Figure 13 shows a view from inside the trunk. This is the best way to check for centering of the striker plate and latch. Also be sure you have clearance at all the areas pointed out in Figure 13.

4. Adjust the hatch guides (Figure 12) to ensure maximum contact or their highest position.

Continued on page 18

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FIXES AND OBSERVATIONS

A report on my Saabs. First, a 1988 900 8-valve hatchback with 6000 km. The car runs well, but had a water leak in a tail light. I also tracked down a water leak into the lower trunk, from a plastic cover mounted on the right side just below where the hatch closes. It was a poor seal and was fixed with silicone. I have no idea what the hole is for. Check the cover hasn't warped.

A rattle no one seemed able to pinpoint was traced to the upper latches on the rear seat. I used some black tape around the "post". Silenced at last.

The sunroof opening on the right side (front) will creak or click if even slight pressure (up or down) is made on the lip. This causes occasional sunroof creaking when driving, especially cornering. I haven't been able to cure this one.

I find the base 900 a lot of fun to drive; the poor seats and high speed cornering (no sway bars) are its only weak areas, considering its performance class.

The '87 9000 Turbo (12,000 km) had a few screws missing. However, its biggest problem was tires (Pirelli P600 205/55). Steering pulling and vibration resulted in two tires being replaced by 10,000 km.

I love Saabs for the "philosophy" and thought behind the designs. I work in aviation and very much appreciate the analogue layout of the cockpits. They get full marks for design intent from me. The problem areas lie with suppliers and sloppy work habits among some employees.

I can't see myself relating to another brand - at least not in the same way.

A. Broese Van Groenou
Surrey, B.C., Canada

TUF-OIL ADDITIVE

My mechanic really likes to see EP75 lube in the gearbox to protect the pinion bearings in the summer heat. I, on the other hand, like to be able to shift the car in the dead of winter, which is hard to do with EP75.

After letting one of my friends try TufOil in his Ford truck engine and Subaru car engine for a year with very good results, I dumped 8 ounces in the transmission and crossed my fingers.

As per the literature, it took about three weeks for the shifting behavior to stabilize. Since then, the shifting is so much better you'd think you were driving a different car. In the summer heat, the 4-3 down shift is much smoother and reverse does not grind on engagement. In the winter at 0 degrees, the car will shift from 1-2 with little effort. Even better than when I had 10W-40 in the gearbox.

The duration of this experiment has been one year, about 18,000 miles. My car is a 1980 900 GLi with a 4-speed box. The present transmission was rebuilt at 90k miles and had 25k miles on it before I added the TufOil.

TufOil is made by Fluoramics, Inc., 103 Pleasant Av., Upper Saddle River, NJ 07458. Their phone number is 800-922-0075.

I should also point out, and I don't know if this is still the case, that all 900 models were built with the full wiring harness. The nice goodies that came in the 900S and Turbo were simply added at assembly time. The parts themselves don't cost anywhere near the price difference of the cars. You should be able to add the extras without doing any extra wiring.

David Gabbe
Hudson, MA

TURN SIGNAL/DIMMER SWITCH

The turn signal/dimmer switch on my 1977 99 was beginning to give up the ghost. On left turns the switch would not stay engaged and the dimmer would dim the lights erratically. With 160,000 miles on the car and nothing to lose except purchasing a new switch, I decided to try to repair the old one.

I drilled out the rivets and slowly exposed the guts of the switch. Watching where everything went, I cleaned the gunk out of the innards. There is a set of points in the switch actuated by pulling back on the stalk. These cause the headlights to dim or flash. On mine, they were burnt and had grease on them, causing the intermittent operation. I cleaned them and sanded the points with some emery cloth.

Holding the switch as it is positioned on the steering column, I pulled the stalk down (left turn position) to see why it would not hold. A detent ball holds the spring loaded stalk in a

machined depression on the switch. Comparing this to the other side, the left one was worn somewhat smooth; not holding the stalk in position. Using a steel file, I formed a new indentation.

Putting it all back together and not being able to re-rivet, I used a plastic wire tie, available at auto parts stores, and cinched the switch tight. Four months later, it is still working.

About the clock fuse, when I was a Saab mechanic, I was usually able to find the small piece of solder by taking the clock apart slowly. I then held the bead of solder in place with a pair of tweezers and soldered it back. A difficult operation, but successful.

As for re-covering the rear pillars, I went to an auto upholstery shop and purchased the same cloth, stapled it on behind the cardboard and cut the appropriate holes.

David Mondecarr
Marietta, GA

SOME ACCESSORY SOURCES

After reading Mr. Swanson's letter in the March issue, I figured it was my "obligation" to tell SAAB Club members of lesser income how to outfit their SAABs with accessories.

My secret - J. C. Whitney. So far I have purchased a set of ADDCO sway bars for \$90 on sale, front and rear kits. The regular price was \$105. I have also added a Mitcom flexdam for \$45. It make my '80 Turbo much more stable at highway and higher speeds. If you live in a heavy snow area, be careful. I've knocked mine off on several clumps of plowed snow.

Other accessories I have are:

HELLA H-4 Euro headlights - \$200 (worth every penny)

Bosch foglights - \$50 (K-Mart)

3M Hood Edge Strip - \$30 at dealer. (Good, but not that good)

Front end bra - \$52 (J.C. Whitney. Better than the hood strip.)

VDO Amp-Volt & Oil Pressure gauges - \$75 (Wilco. Good investment.)

ANSA exhaust - \$130 (Wilco. Much cheaper than Saab Sport exhaust.)

Realistic Peizo-electric Tweeters - \$15 (Radio Shack. I cut out the blanks in the front speaker mounts and soldered them

to the speaker terminals. Sound better and cost less than Saab H-P speakers.)
 Sony RS692 6x9 speakers - \$50 (Target.
 Sound better than the 4x10 Saab sells.)
 Professional window tinting - \$140 (Saves interior, cooler, and looks great.)
 BFGoodrich Comp T/As, 205/60VR15 - \$75 each (Bought on clearance. Great wet and dry, but wear very fast.)

Other tires used:

Goodyear Eagle GTs, 195/60VR15 - \$110 each (Great dry, good wet, costly, wear fast.)

Continental CH51 195/60HR15 - \$75 each (Very good wet & dry, inexpensive, long wear.)

My turbocharger experience is limited. I have over 100,000 miles on my turbo with very little wear. I have 3000 mile oil/filter changes, and Valvoline Turbo and Racing oil and Castrol GTX 20W-50 to thank. Also my long warm-up and cool-down periods have probably helped a lot.

Larry Hunt
 Grissom AFB, IN

WATER-COOLED TURBO

I have recently installed a water cooled turbo unit in my 1980 Turbo. The original turbocharger had about 120,000 miles on it and was still going strong, but I wasn't sure how much longer it would last. So I decided to install Swedish Refinements' Water-Cooled Turbo, designed by SAAB Club member Colin Selig.

So far it has been running well and there is no increase in engine temperature. It's very well designed and the plumbing is not only high quality, but aesthetically looks great. I will be attending the SAAB convention in Wilmington, Delaware, in July so anyone interested can get a first hand look at Colin's handiwork.

As a recent member, I'm more than satisfied by your newsletter, from where I first learned about Swedish Refinements.

Norio Kushi
 Brookline, MA

BACKUP LIGHT FUSE BLOWING

For the past several months, the backup lights in my 1984 900 Turbo 3-door with 5-speed manual transmission have repeatedly blown the fuse (#13). Per previous newsletters, I replaced the switch at the shifter (Aug 84 issue) and relocated the wiring harness away from the floor above the catalytic converter (and fortunately found no heat damage) (Mar 88 issue), but neither of these corrected the short circuit that continued to blow the fuse.

After inspecting the remainder of the wiring harness, I located the problem. Just aft of the rear seat, where the wiring harness goes over the fuel tank and under the cargo compartment floor and splits in a "Y" to go to the lights and fuel pump/fuel level sender; a wire had pinched and rubbed against the corner of the longitudinal brace that runs the length of the cargo compartment. After repairing the damaged wire with shrink tubing, I taped down the wires to keep them clear of metal edges and reinserted the floor panel. This finally corrected the backup light short circuit problem.

It would be worthwhile to check for short circuits in this area if any of the rear lights, fuel pump, or fuel quantity sender circuits are inoperative and causing blown fuses.

John J. Paschkewitz
 Robins AFB, GA

95/96 STEREO & SPEAKER INSTALLATION

A good location for the stereo/cassette/CD unit on a 96 (or 95) is to the left of the steering column under the dash. Cut off the plastic tab for the manual choke (gray plastic). If you have a choke, you should still have room next to the stereo to mount it on a simple bracket, or you can mount it in the

dash. The center of the 95/96 either has vents or a vent lever under the dash that might interfere with the stereo unit (and make it more visible). Save that area for gauges and save the glove box for your gloves.

Use two "L" shaped metal brackets from your local hardware store to hang the stereo. Drill them out large enough for the unit's controls to fit into the front. Center them and mount under the dash with pop-rivets or screws/bolts.

To hang the back of the stereo, use some metal plumbers strapping. Drill a screw hole near the windshield wiper arm (making sure that the placement does not interfere with its movement). When the mounts are in place, install the unit. Leave the rear mount long for now.

Align the face plate of the radio unit equal (if possible) to the back lip under the dash. This helps keep the stereo from being seen (who'd look there in the first place). In this location, even an in-the-dash unit looks just dandy. You can reverse the L-brackets to move the unit forward/backwards as need be. You can also adjust the up-down of the unit by the back strap and bending the front mounts.

95/96 Front Speakers

In the front door is the best bet. Make sure the speakers you buy have rain shields that

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at least cover the tops.

Remove the door panel. Look at the mid-lower front corner of the door. That is where the speaker should go. I suggest a thin sheet of galvanized metal pop-riveted into place over the open area. Take measurements to find the center for your size speaker with the panel off. It should be about 6" to the edge, 14" to the bottom of the door for a 5-1/4" speaker. This position helps prevent "kicked speakers" and provides good sound-to-ear distance.

Check the depth and window control movements. Reinstall the door panel and be sure to replace any plastic flaps that are missing from openings. This prevents the panel from getting wet and warping. Cut up trash bags held in place with duct tape work great. Tuck the lower edge of the flaps into the door for drainage.

Mark out your centers and holes in the panel. Cut away the upholstery with a razor knife. The material gets caught in a drill or saw and makes a real mess of your door panel quickly.

Drill a starter hole near the edge. Then use a jigsaw to cut through the panel and the sheet metal. (The sheet metal helps support a "heavy-duty" speaker and allows you to place the speaker without really cutting into the door's structure.)

Remove your trash buckets. Drill a wire hole next to the rubber/cloth door trim and below

the level of the trash can (to hide the wires). Line up with the door and drill a matching hole. Allow enough wire for movement of the door. Silicone the hole into the car to hold the wire and seal the hole. Allow the other side to slide freely, but make sure the edges of the hole are as clean as possible.

96 rear speakers: If you are mounting heavy-duty ear-bleeders, I suggest replacing your rear deck with something heavier. Use your old deck as a template. Cut slightly larger as you will most likely not be able to use the old rubber piece. Screw the deck into place to hold down along the back of the seat edge

95 rear speakers: Find a nice set of "box" of truck speakers that can be mounted on top of the wheel humps toward the back. You can buy thses with thumb screws to remove them for blasting at parties, at the neighbors, etc. Wire runs can be under the humps.

Optional 95 rear speakers: Find a set of flush face boat or outdoor speakers that have a heavy-duty waterproof back shell. Fold down the rear seat and lay out holes in the flat area next to the latch. Cut holes and attach buckets to the backside in wheel well, sealing then snugly with silicone. Spray outer side of buckets with under-car sealer to help prevent rock pings when done.

When the seat is down, you have quad. When seat is up, fade out rear speakers to prevent damage due to trapping sound waves.

AMPS: If possible, hide amplifiers under the back seats in both models.

EQUALIZERS: Inside the glove box to keep them from prying eyes and hands. Remove the glove box and remake it with a U-shaped sheet metal cover to reinforce it. Cover it with black upholstery or paint. Cut an access hole in the back and be sure to ground the equalizer unit.

ANTENNAS: I'd suggest a right side windshield pillar mount. Clean looking an fairly easy to do. Do NOT mount on the left side pillar as it contains the wire loom. Drill the lower hole about level with the bottom seal of the windshield. Drill into the inner post to run lead. Best to do with the glovebox out.

IGNITION SWITCHED POWER: Use a 12-volt tester to find a hot wire in the "On" position of the ignition (not starter position!). Use 3M crimp-on connector or double-spade/plug to attach wire.

WARNING: If you play the stereo when parked, you are likely to damage the ignition points and coil if wired through the ignition switch. You can install a simple switch that allows the stereo to be either on when the car is running, or switched to a different (+) source such as the fusebox directly, to allow the playing of tunes without worrying about frying necessary ignition components.

Next month: 97 speaker installation.

Paul Florance
Seal Beach, CA

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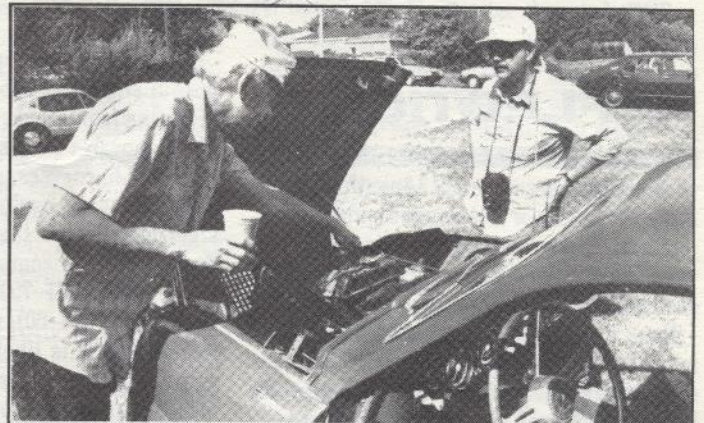
Farewell Party for GT-750

Callin, IL -- SAAB fanatics from throughout the Midwest gathered at Monty Tarr's home on May 29th to wish farewell to his 1959 GT-750, which is going to the SAAB Car Museum in Trollhattan, Sweden.

Below left: Monty Tarr (right) explains the controls of the GT-750 to Andy Saksa of Milwaukee.

Below right: Larry Williams of Waterloo, Iowa, examines the high-performance 750cc engine of the Granturismo.

(Photos by Paul Becker, Greenfield, WI)



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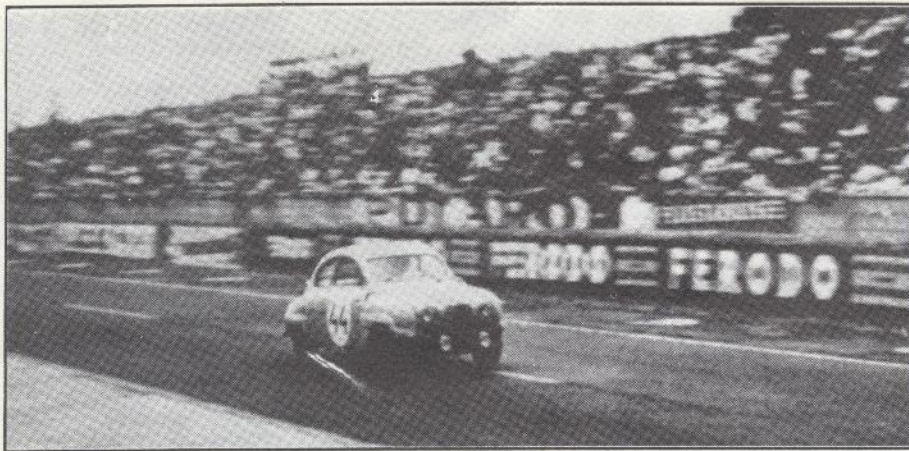
Friday Night: Welcoming party and movies,
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Information on other nearby hotels in registration materials.



SAAB's first sports sedan, the GT-750, finished 12th in the 1959 LeMans 24-hour race.

REFLECTIONS

Collectible cars are a hot topic these days. Many of the major automotive publications, and some mainstream magazines, have covered the surprising market for collectible cars within the past few years.

Some models have increased in value by many times their original sticker price. It has even been suggested that certain cars are a better investment than blue chip stocks.

Since this is a SAAB specific publication, the question turns to our favored marque: Are there any collectible SAABs?

You don't see many SAABs listed in the collector magazines, and I've never seen one listed in the results of the collector auctions. Though someone occasionally lists an older SAAB in the SAAB SWAP section of NINES as a "collectible" with a high asking price, there are also many examples of the same models offered for fairly low prices.

SAAB has always been a small player in the overall automotive market, and some of their more interesting models were produced in quantities under a thousand. Though SAABs are generally not among the most desired collectibles stateside, there is considerable interest over certain models in Europe. Let's take a look at some possible collectible SAABs, old and new.

GT 750 (1958-62) - The Granturismo 750 was built specifically for the U.S. market, where sportier and faster cars seemed to make a bigger impression. There was also a special "under 750cc class" for racing, and since SAAB was one of the few manufacturers with an engine that fit the class, they decided to capitalize.

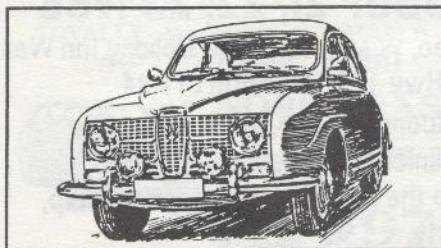
SAAB GRANTURISMO 750

The GT-750 was equipped with a higher output engine, two-barrel Solex carb, fully reclining front bucket seats with headrests and a movable back support, seat belts with shoulder harnesses, and radial tires. Other "fun" standard equipment included a wood steering wheel, a tachometer and a Halda Speedpilot rally computer.

Just over 600 GT-750s with the 93 body style were built (1958-60), with most of them sent to the U.S. It is likely that many became competition vehicles and were used up - either crashed or "loved to death" by hard driving owners. Very few are known to exist today. There are less than ten among the SAAB Club membership.

Production of the GT-750 model continued with the 96 body style until 1962.

(NOTE to help clarify body styles: The 93B was built until 1959 and featured doors hinged at the rear, commonly known as "suicide doors". The 93F had the doors hinged at the front, and was a 1960 model only. The first 96, with the bigger 841cc engine and redesigned rear end, was introduced in 1960 and is considered a 1961 model. The 95 was the station wagon, which arrived on the scene in 1959.)



GT-850, SAAB Sport, Monte Carlo 850 (1962-66) - In 1962, SAAB upgraded their sporty model to the 841cc three-cylinder engine, and fitted it with three Solex carburetors for more power. Oil injection and disc brakes were also added to the GT. Designated as the "SAAB Sport" in Europe, the same

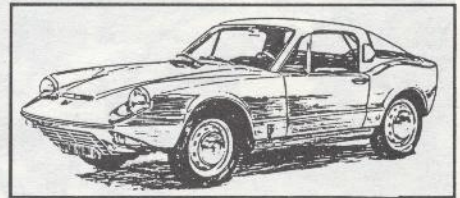
monte carlo 850

model was sold in America as the Granturismo 850.

In 1965, the GT became the "Monte Carlo 850" in honor of Erik Carlsson's Monte Carlo Rallye victories of 1962 and '63. Engine output that year was 55hp, as opposed to the standard 850's 40hp.

The "SAAB Special" (both 95 and 96) introduced in 1966 was equipped with the Monte Carlo's engine and separate lubrication system, but had standard trim.

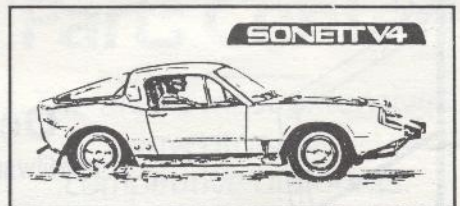
Though not as rare as the '59-'60 GT-750, they would be worth preserving, as the demand for these models is growing.



Sonett II (1966-67) - The two-stroke version of the SAAB model 97 was manufactured in very limited quantity, making it one of the most collectible of production SAABs. In all, only 258 Sonett-II's were built, 28 pre-production models in 1966, and 230 1967 models.

The standard powerplant was the triple-carb 850 engine which produced 60hp. Some may have been equipped with the 816cc (49.8 cu. in.) Shrike engine to exempt them from California emissions requirements, which were applicable only to engines over 50 cubic inch displacement.

Among the current SAAB Club membership, there are fewer than twenty Sonett-II's.



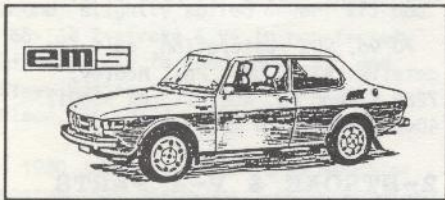
Sonett V4 (1967-69) - In an effort to capture buyers with a more conventional 4-cycle engine, SAAB switched to the Ford V4 powerplant in the Sonett, as it had with the 96/95 series. The power difference was only 5hp, and the V4 weighed more, so performance did not change noticeably.

To make the V4 fit the car, a "bubble" was added to the hood to accommodate the taller carburetor.

Total production of the Sonett-V4 was 1608, making it another car worth saving.



Sonett III (1970-74) - With a completely new body, the Sergio Coggiola designed S-III is still considered the prettiest of sporty SAABs, and is often mistaken for one of the sporting Italian marques. It was fitted with the slightly larger 1700cc Ford V4, but access to the engine was severely limited by use of a small "hatch" in the hood. Later models received the large, crushable bumpers used on the 99. 8348 Sonett IIIs were built.



99 EMS (1972-78) - Probably not "collectible", but still of interest and worthy of preservation. The EMS (Electronic-Manual-Special) replaced the Sonett as SAAB's "sporty" model in the mid-'70s.

Among the features - tachometer, leather steering wheel, Bilstein shock absorbers, stiffer springs, soccer-ball style alloy wheels, lighter steering ratio, nicer interior.

99 Turbo - 1978 was the only year the 99 Turbo was sold in America. Over 4000 examples of the '78 99-T made their way to the U.S., all 3-door models. An easy way to distinguish the Turbo from the other SAABs of that era was the "Inca" alloy wheels, designed to accent the "Turbo" theme, and the large rear deck spoiler.



Introduced in 1978, the SAAB 99 Turbo is credited with starting the trend of turbocharging smaller sedans.



The top of the 900 line, the limited production SPG, was introduced in 1985.

About 100 pre-production Turbos were built during 1977. 37 of these came to the U.S. for consumer evaluation; 33 hatchbacks and four 2-door sedans, all in EMS livery. Some of the '77 "EMS-Turbos" are still in existence.

For awhile the resale value of the 99 Turbo was rather low due to several factors - The 900 was considered the better model from a marketing standpoint (newer body style), the 99 engine compartment was crowded (especially with the Turbo's standard air conditioning and cruise control), and maintenance was rather expensive compared to other SAABs.

A well preserved 99 Turbo is becoming a rarity as many suffered from body rust (Belgian made cars), and others were destroyed in accidents by bozos who didn't understand the principles of high-speed front-wheel-drive cars.

Production of the 99-T continued until 1980, with most of the later models, including many 2-doors, sold in Europe.

900 Turbo SPG (1985-on) - The Special Performance Group 900 Turbo (known in Europe as the "Aero"), has been built in limited quantities since 1985. (See July '87 NINES, pg. 7, for production figures.) In addition to the aerodynamic body skirts and three-spoke wheels, the SPG has been an innovator for SAAB, introducing the 16-valve

engine, front and rear anti-roll bars, and an APC unit that allows higher horsepower than standard 900 Turbo models.

900 Convertible (1986) - SAAB's first open cockpit production car finally made its way to the showrooms in 1986. Only about 360 were built, one for each American SAAB dealer, and they were available in only one color - silver metallic. The '86 cabriolet is recognized by the grille and bumpers, which were redesigned for all 1987 900 models.

These are my nominations for collectible and special interest SAABs. You could probably include any two-stroke, particularly the 93s, as worth preserving or restoring. The last 3-cylinder SAABs were built twenty years ago, and most have been "removed from service".

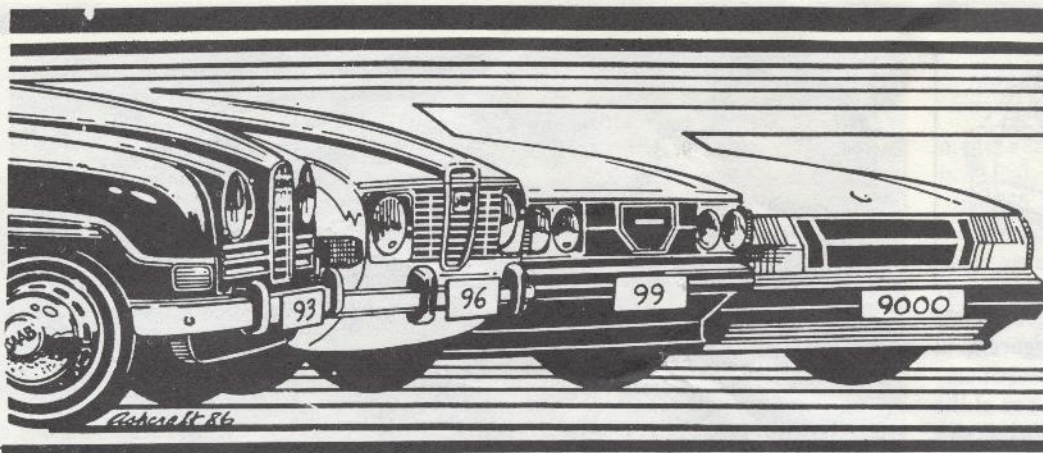
With Chrysler, Ford and GM seriously thinking of marketing cars powered by 2-cycle, 3-cylinder engines, the interest in old SAABs with similar powerplants is rising. It is unfortunate that Saab-Scania chooses to ignore this potential market. They could easily license outside manufacturers to produce parts they no longer carry.

Many V4 SAABs have also gone to Nirvana. I know of a couple people here in Duluth who have junked more than fifty 96s and 95s. Since it happens everywhere, they continue to grow more scarce.

Another problem is those who insist on personalizing or modifying old SAABs, not realizing the rarity of the vehicle. For instance, I heard of someone who recently put a Capri V6 into a Sonett-II chassis "because it isn't fast enough." (I can feel the cringing from here.) Lots of cutting and patching is involved in these modifications, often at the hands of amateurs. The end result is a car that is no longer restorable, hence little value.

I've heard rumors of a few "special" models, such as some mid-'70s EMS's that had some extras to homologate them for rallying. If you know of any, please pass them on to share with other SAAB Club members.

Tim Winker



SAAB SWAP

CLASSIFIED ADS

CLASSIFIED AD RATES

Ads offering parts or SAABs for sale or wanted are available to members and non-members. Ads are limited to 25 words, plus name address and phone number. Ad copy will be abbreviated and excess words deleted where possible. Enclose sufficient funds with your ad, we do not bill. No ads will be taken by phone. The Classified Ad rate is as follows:

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74 Sonett III, guaranteed only 10k miles! Near new condition, in storage for years. Shop manuals, much new misc. Can deliver. \$4200 obo. Max Mellner, 6808 Park Ridge Blvd, San Diego, CA 92120. 619/287-3864.

73 Sonett III, probably the best you'll find! Stage II engine, 6k mi. Virtually everything has been restored/replaced. Original owner. \$7500. Jerry Jodice, P.O. Box 616, Manchester, MA 01946. 617/526-4075.

73 Sonett III, excellent condition, California car, 95% original. New clutch, MSS exhaust, Blaupunkt stereo, Michelin MX's on Soccer-ball alloys, 2nd owner. \$2950 obo. Eric Lutkin, 1581 Molitor Rd, Belmont, CA 94002. 415/598-9677.

73 Sonett, AC, nice, no rust, \$3800.
73 Sonett, smokes, no rust, \$1800.
73 Sonett parts car, no eng or trans, \$800. Package, \$6000 firm. Bob Dawry, Las Vegas, NV. 702/648-6588 at noon.

73 Sonett, complete parts or project car. Good engine & tires, clutch frozen. \$500. Hugh Parks, 3002 Appling Way, Durham, NC 27703. 919/596-5691 H, 919/992-3694 W.

72 Sonett needs new home. Excellent fiberglass & interior, rblt trans. Sized engine & rust. \$700. Joan Hanley, Setauket, NY. 516/941-9330.

71 Sonett III, red, restored, with 8 Michelins - 4 x2's on Al rims & 4 studded snows on steel rims. Original owner. \$3600. Sam Doran, 23 Top-O-Hill Rd, Wappingers Falls, NY 12590. 914/297-8151.

71 Sonett, runs great. New clutch, M/C, exhaust, glass OK, just tuned. Needs front clip. \$700. David Shaw, 344 Sunset Blvd #3, Hayward, CA 94541. 415/581-1728, lv msg.

69 Sonett V4, purchased from original owner 5/87. excellent drivetrain, very good interior, new brake & exhaust systems, recent yellow repaint, minor pan rust properly repaired. \$3000 firm. Randy Cook, 58 Cinderella Ln, Ft Walton Bch, FL 32548. 904/863-3428.

93s, 95s & 96s FOR SALE

72 96, runs great. New: valve job, main seals, MSS exhaust, MSS carb, recent brake work, 4 parts cars. \$1000 obo. Brian O'Shea, Wellsboro, PA. 717/724-3858 days, 1724-2232 eve.

71 96, green w/tan interior. Not running, underpan/unit body 85% good, has restoration potential. \$250 obo. Heyward Cohen, P.O. Box 160, Amenia, NY 12501. 914/373-8048.

70 96, 90% restoration, call for details. \$1200 obo. Phil Medley, 7260 Bishop Rd, Austell, GA 30001. 404/739-0379, lv msg.

2-STROKE & V-4 PARTS

Dismantling 3 850cc engines: Oil injection pump, \$12. Distributors, \$8. Exhaust manifolds w/heat shields, \$8. Intake manifold w/tri-carbs, \$12. Intake manifold for single carb, \$10. Thermostat housings, \$3. Flywheel, \$10. Stuart Sadikoff, RD 4, Box 114-A, Washington, NJ 07882. 201/580-8041 W, 201/689-4350 H.

Cheap V-4 Parts! Can be seen at Convention Swap meet: Flywheel, \$10. Heads, \$20 ea. Freewheel w/bellhousing, \$20. Gas caps, \$2. Backup lite switch, \$2. Rocker arms w/supports, \$2. Pushrods, \$1 ea. Steering column, \$5. Radiator reservoir, \$2. Stuart Sadikoff, RD 4, Box 114-A, Washington, NJ 07882. 201/580-8041 W, /689-4350 H.

Running V4 engines, \$50 & up. 4-spd 96 2-stroke gearbox, good cond, can be converted to V4, \$50. U-pick-up only. Heyward Cohen, P.O. Box 160, Amenia, NY 12501. 914/373-8048.

Sonett III nose, complete. Includes 70/71 grille, emblem, all lights & lenses, bumper, hood hatch, etc. \$350. Randy Cook, 58 Cinderella Way, Ft Walton Bch, FL 32548. 904/863-3428.

Sonett III parts: Dash panel, excellent, \$75. 3 blue/silver mag center caps (NOS), \$10 ea ppd. Factory parts manual (less binder) covers Sonett II, V4 & III up to June '70, \$20 ppd. Steve Vories, 310 SE 6th, College Place, WA 99324. 509/529-5334.

Sonett V4 fiberglass, very reasonable. Also assorted mechanical parts for V4 95/96/97. Baldwin Foreign Auto Repair, Box 32, New Lebanon, NY 12125. 518/794-8729.

95/96 trailer hitch complete, \$32.50 +shpg. John Fox, Box 2926, Olympic Valley, CA 95730.

Many new & used parts, 1958-on. Ken Edwards, RT 3, Box 116, Jonesboro, TN 37659. 615/753-3153.

68 Monte Carlo V4, hit front. 1700 eng & Sonett trans, many new parts. All or for parts. Alice, P.O. Box 7932, Tahoe City, CA 95730.

96 Factory Service Manuals: '60-'64 95, 96 & GT-750, 1.5" thick paper-bound, slightly soiled cover, \$25 ppd. '65-'68 2-stroke & V4 in non-factory binder, fair to good cond, \$35 ppd. Steve Vories, 310 SE 6th, College Place, WA 99324. 509/529-5334.

1980 Jubilee edition SAAB 96 color poster, \$20. From Green to blue color poster, paintings of all models 92/93/95/96/97, \$15. Swedish text both posters. 1980 SAAB 96 Swedish sales brochure, \$10. Rob Allen, 114 Kinberly Rd, Hamden, CT 06518. 302/248-8798.

Halda Twinmaster Rally Odometer, 4 drive cables, master L-gear, Toyota T-gear V56N, GM '69- T-gear V25N, extra gear carrier, gears, clips & knobs, all paperwork, manuals. Make offer. John Wynn, 215/649-2965.

Halda Speedpilot Sports Special Mk-V. Complete with driving cable, T-gear & mounting bracket. Like new in original box w/instructions. \$200 obo. Roland Halper, 33512 Periwinkle Dr, Laguna Niguel, CA 92677. 714/496-0464.

99s & 900s FOR SALE

900T 5-door, 1 owner, adjustable lumbar, cruise, quartz lights, window tinting, adjustable water injection, Carter adjustable ignition retard, Quickor rear bar, reardeck spoiler, + more extras. \$3200. Tom Ledsam, 3836-1/2 Westwood Blvd, Culver City, CA 90232. 213/391-7168 W, 838-5505 H.

72 99E, 4-dr automatic, AM/FM tape, A/C, rust free. Dark grey w/green interior. Can deliver for return air fare. \$2795. Ken Edwards, RT 3, Box 116, Jonesboro, TN 37659. 615/753-3153.

77 99EMS, burgundy, sunroof. Good running condition, body solid, many new parts, restorable. \$1200 obo. Lewis Eig, Monsey, NY. 914/352-6124.

76 99GL. Good condition, engine excellent, needs some electrical work. Best offer. Kurt Frischknecht, Chicago, IL. 312/337-1416.

74 99LE automatic, brown. Eng, trans & body good. Needs brakes & ignition switch. Will deliver in Midwest. \$435 obo. Paul Thielmann, 1500 Oak St, Muscatine, IA 52761. 319/264-1646.

72 99E, 2-dr, 61k MI, body excellent, new exhaust, new brakes, many extra parts included. \$900. Paul Sichau, 4217 Chapel Rd, Apt 202, Baltimore, MD 21236. 301/256-7186.

99, 900 & 9000 PARTS

Set of '88 SPG wheels. Interiors '85 & newer; tan, blue, red, tan leather. Discount for delivery to Nat'l convention. Dennis Sweeney, 207 E Church St, Ligonier, PA 15658. 412/238-4556.

Used transmissions & tranny parts. Complete drivetrains, suspensions sheels, glass, body parts. Heads, radiators, turbochargers, power steering. Complete 900 interiors, carpet sets, dashboards. Michael Caro, 278 Boston Post Rd, Orange, CT 06477. 203/795-0776.

Engines & Transmissions, plus other used parts for 99s & 900s. Baldwin Foreign Auto Repair, Box 32, New Lebanon, NY 12125. 518/794-8729.

2.0 L head from '77 99, repaired, \$100. David Gangeness, 2916 Branch St, Duluth, MN 55812. 218/724-4203.

Parting out '81 900 Turbo w/70k mi: Complete engine \$425. 5-spd trans, \$550. Left door, \$150. Headliner, \$100. Blue interior & many other parts. Mike Kornely, Blauford Rd, Granville, MA 01034. 413/357-6471.

From '78 99 Turbo: Good cyl. Head, \$150. Rebuilt chain drive trans, \$350. Newly refinished headliner, 3-dr w/ sunroof, incl side panels & SR panel, \$175. 4 EMS wheels, fair, \$75. 99 bra, \$25. Oil cooler, all fuel inj parts, etc. Will deliver to Nat'l convention. Gary Stottler, 159 Washington Rd, Princeton, NJ 08540. 609/520-0963.

'73 99LE 4-dr for parts. Recent alternator & exhaust. Runs well. \$150. Thor Carlson, 26 Wilson Pl, Newton, NJ 07860. 201/579-3891.

Rear headrest covers for '80 900GLE or Turbo, lite blue to match aqua interior, \$30/pr. Cardboard & black nubby upholstered piece to cover top back of seat on 5-dr. \$30 obo. Phillip Niemann, 7620 W 52nd St, Overland Park, KS 66202. 913/262-5966.

'78 99 Turbo rear deck lid w/glass, good condition, \$20. Dan Gallatin, P.O. Box 17, La Quinta, CA 92253. 619/564-4047.

Front seat cushion foam pad for 99/900. Dean, 219/267-2565.

Four 9000 alloy wheels & tires. Wheels like new, tires used but good condition. Herb Hirsch, 34 Paul Ave, Kendall Park, NJ 08824. 201/560-5760 W, 201/821-8284 H.

6 EMS soccer-ball style alloys, 4 w/new Gislaved 175/70, 1 w/new Semperit 165x15. incl center caps & lugs. \$350 +shpg. Mitchell Lemmo, 203/322-7457 after 6pm.

EMS wheels, \$45 ea or \$170/4. One 'old style' EMS wheel, \$50. Steel wheels, like new, \$15. New Michelin 165SR15 ZX, \$40. New Pirelli CN36 175/70HR15, \$40. Early TRX hubcaps, \$10 ea, \$30/4. All interior panels from '78 GL 3-dr, brown, make offer. Paul Thielmann, 1500 Oak St, Muscatine, IA 52761. 319/264-1646.

4 TRX alloys with 180/65R390 tires, good condition, \$260 +shpg, obo. John Chan, 4504 Kingseesing Ave, Philadelphia, PA 19143. 215/662-5129.

4 Yokohama 008Rs, 195/60x15, approx 100 miles on tires. Autopower bolt-in roll cage for 99, 1 ye old, \$400. Brad Ross, 7262 Barrett Rd, West Chester, OH 45069. 513/779-4208.

9000 Turbo stock muffler w/tailpipe, from '88, 1200 mi. \$125. Rich Kizewski, 199 Carol's Ct, Plover, WI 54467. 715/341-7842.

Bosch Fuel Injector cleaner, \$75. Oxygen sensor, \$35. Front barke pads, damper springs, gasket set, rear pads, retaining springs, locking pins, \$60. Paul Bene, P.O. Box 448, Mantua, OH 44255. 216/274-8445.

WANTED, ALL MODELS

Complete 85/86 900 Turbo with extensive body damage, rollover or rear hit preferred. Mike Kornely, Blanford Rd, Granville, MA 01034. 413/357-6471.

WANTED (Continued)

Want to trade 5 late style Sonett alloys w/blue centers for 4 early style Sonett alloys. Randy Cook, 58 Cinderella Ln, Ft Walton Beach, FL 32548. 904/863-3428.

Lug bolts for early Sonett mags. Al Krebs, P.O. Box 72, Holicong, PA 18928. 215/794-7098.

2-bbl Weber carb & manifold for 1700 V4, maybe complete engine? Koni shocks for 96. Sig Anderson, 18320 NW Odell Ct, Portland, OR 97229. 503/645-4853.

Need left side hinge assembly for hatch door on '67 95 Wagon. Richard Wood, 155 Avery Dr, Atlanta, GA 30309. 404/641-7200.

Bicycle roof rack for 900 3-dr (no sunroof). Prefer locking type. Would consider basic rails kit such as Thule or Yakima. Dale Brugger, W345 S10519 Island View Dr, Mukwonago, WI 53149. 414/594-2494.

Lug bolts for '70 Sonett alloys. Defroster grid, tinted, for 96 rear window. '78-'80 passenger front directional/marker light & les for European 96. Die cast scale model SAABs by Tekno: 93, 96 & 99. Correspondence from collectors of SAAB literature & memorabilia. Rob Allen, 114 Kimberly Rd, Hamden, CT 06518. 203/248-8798.

SAAB Tool P/N 83-93-175 for compressing 99/900 clutch pressure plate. Gary Stottler, 159 Washington Rd, Princeton, NJ 08540. 609/520-0963.

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Continued from page 9

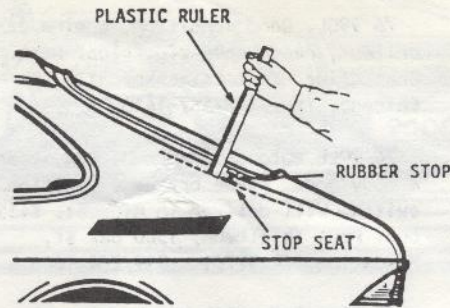


Figure 14. Measure and record height. Adjust rubber stop according to step 8.

5. Close the hatch. Using a plastic ruler, measure the height of the hatch as shown in Figure 14. Make a note of the reading.

6. Install the new stop seats (P/N 69-43-989).

7. Spray the new rubber stops (P/N 69-44-847) with silicone spray and thread them completely into the bracket.

8. Adjust the height of the rubber stops until the hatch measurement taken in step 5 is 1-2 mm higher when closed.

NOTE

Excessive pressure on the stops will distort the hatch. Do not go over the 2 mm limit.

9. Check the operation of the rear hatch and latch. A properly adjusted rear hatch will fit tightly in the frame without being difficult to open.

Other potential noise sources and suggested repairs:

NOTE

The following list of recommendations should only be performed if necessary.

SOURCE

1. Tree sap, dirt, road salt and other contaminants can collect on the door hatch and sunroof gaskets, causing them to "creak" against painted body parts. This procedure may need to be repeated periodically in some areas with seasonal changes.
2. Rear seat back rest pivot points.
3. Sunroof cables or charcoal canister line in "C" pillar.
4. Rear speakers or grills.
5. Parcel shelf to speaker shelf.
6. License plate or trim plate (ring).
7. Window regulator bolts in the doors.
8. Sunroof.
9. Rear seat belt latch plates (clips) against the upper fixed pivot.
10. Rear quarter window gaskets.

SUGGESTED REPAIR

Spray the gasket liberally with silicone and wipe it using a shop rag. Use the rag with silicone to wipe the painted contact surface. Spray the gasket lightly a second time, and wipe off excess using a clean rag.

When cleaning the door gaskets, remember to do both sides of the gasket and roll the windows down before spraying silicone.

Install strip caulk under the white plastic bushings.

Remove C-pillar trim and duct tape the cables to prevent slapping.

Remove trim and secure bolts. On some cars the bolts are installed facing up (or with the nuts on top). This may cause the outer forward bolt to contact the speaker grille. If so, reverse all of the bolts.

The screws which secure the stop on the parcel shelf may stick out too far. If so, they will scratch the paint off of the speaker shelf.

Countersink the screws or change them to flat heads.

Place strip caulk between the plate and bracket.

Secure bolts.

See S.I. 10/86-898

Slide the latch plate (clips) down the belt so they rest against the rear seat (mid-way).

Remove 3 screws holding the pop out latch. Gently lift window open and wipe gasket and frame using shop rag dampened with silicone spray.

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(Year & Model)

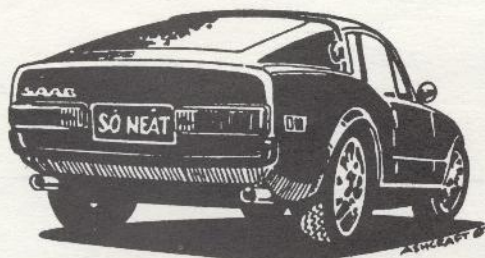
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FROM THE BACKSIDE

Unlike the previous editors, I have not written much pro or con about Saab's current cars. The reason is that I don't drive either the 900 or 9000, so I'm not about to go spouting off in areas where I have little experience.

For many years, people have written in with their opinions on plenty of SAAB related subjects. Those letters would occasionally find their way into this newsletter when there was room.

A few months ago, I tried to open that forum up a bit by initiating a separate column just for reader opinions, and have printed those that seem to convey a prevailing opinion, yet are to the point and not rambling. I am, after all, a believer in freedom of expression.

Last month, the letters received defending the 9000 were too long to edit, so the only letter printed on the subject was con.

This newsletter wasn't around when the 99 first reached the market in 1969. Since the 99 was only the second completely new car that SAAB built, and it was designed to move the company up from the economy car market into the mid-range price bracket, it generated plenty of controversy. (Sound familiar?)

Look back at the 99. It was years before that model could be called trouble-free. It

suffered through a British built powerplant, fuel injection teething troubles, and transmissions, both manual and automatic, almost guaranteed to break. It is only the 1975 and newer models that were sorted out. And I really like the 99.

My opinion on the 9000? It is probably the best car Saab has built. Despite the high technology, there have been no major problems like those experienced by other manufacturers of luxury cars. Leaky windshields seem to be a common problem with all the new aerodynamic body styles and glass that is glued into place rather than held in by a rubber gasket.

Is it a SAAB? Of course it is. Compared to the 900, it is different, but compared to anything else on the road, it has the best SAAB characteristics: comfortable ride, roomy interior, safety built in - not added on, and it's fun besides.

Go back and read the letters from those who had complaints with their 9000s. All of the "problem" cars were 1986 models, the first year the 9000 was on the market. None of the problems was serious from a safety standpoint, only annoying. I doubt that any other car manufacturer can make that claim on a first year car.

In virtually every complaint letter, the problem does not appear to be with the car, but with the servicing dealer, or more correctly, the mechanic who worked on the car. Saab-Scania had issued Service Information sheets on almost every one of the problems mentioned, giving procedures for correction. If a car had to go back more than three times, the mechanic apparently wasn't following the factory recommended procedure nor spending any time on the repair. More likely he was trying to get the car out of his way so he could make room for a job where the flat rate paid better.

On the subject of flat-rate, some mechanics have complained that Saab does

not allow enough flat-rate time to do a warranty job properly, so it is done hurriedly, and may not be done correctly.

Regarding printing only letters of complaint; if I printed all the complaint letters I receive, there wouldn't be any room for technical articles. Many of those are from owners who write pages and pages and ask that their letters be printed "to warn others". The biggest problem is usually poor dealer service. This is not to say that all dealers are bad, but the few bad ones always seem to offset the dealerships who perform outstanding work.

Dr. Metze's May letter was not included because it was in the "too long" category. It contained plenty of good material in support of the 9000, but there wasn't time to edit it down to one-quarter the original length due to last month's time restraints.

By the way, there is a Saab-Scania supported newsletter called SAAB SOUND-INGS. It is published twice a year and is full of the company line and color photos. The latest issue (Volume 26, Number 1) has articles on the Jubilee Day in Trollhattan, semi-tractor racing, and the Viking satellite. Copies are available through Saab dealers, or can be obtained by writing to Karen Nobile in Saab-Scania's P.R. department, or by sending 50 cents (for postage) to the SAAB Club.

As for the SAAB Club, we will continue to remain independent of, but will also continue to work with, Saab-Scania for the betterment of both organizations.

It appears the NINE-T9 project car will not be finished by convention time. It needs some front end maintenance first, but I do plan to drive it to Delaware.

The next NINES is the AUG/SEPT issue and will be mailed late-August.

Tim Winker

NINES

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77-86 All	Lambda Sensor 0258001026	\$48.50ea
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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
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SACHS

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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 Pump 28-09105	\$56.54ea
79-84 900 & Turbo	Wolf Bra 87702	\$77.50ea
12/76-84 99&900	Sachs Rear Lift Support	\$22.95ea

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