



NINES

THE SAAB CLUB NEWSLETTER

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1989
no. 177



9000 Police Cars for Sweden. Story on page 2.

1988 Index - A summary of the past year

page 11

Saab's Future - A Look into the Crystal Ball with Bob Sinclair

page 22

More by Ashcraft

page 14

plus Dozens of Tech Tips and the Latest News from SAAB.

REGIONAL CLUB NEWS

Calendar of Events

Central Penn SAAB Club

Feb. 7 - Monthly meeting.

Guest speaker, Scott Oberholtzer, lawyer & CPSC member, on "Speeding Tickets."
Wendy Basehore, 717/ 944-2915.

Great Lakes SAAB Club

Jan. 21 - Winter Party at Laman's

Feb. 12 - Trip to Chicago Auto Show with No. Illinois SAAB Club.
Jim Laman, 616/ 335-5215.

Milwaukee SAAB Club

Feb. 5 - Ice Race

Feb. 19 - Ice Race

Pat Greer, 414/ 964-7563.

Minnesota SAAB Club

Still meeting the 1st Thursday of each month at Paesano's (formerly Shakey's Pizza), Larpenteur & Snelling in St. Paul. 8:00pm.
Bob Swinehart, 612/ 433-5920.

Northern Illinois SAAB Club

Feb. 12 - Brunch & Outing to Chicago Auto Show at McCormick Plaza.
Call 312/ 763-4752 for details.

Phoenix SAAB Club

Jan. ?? - Fun Run. For time, location and club info, call Jerry Ackley at Ackley's Imports, 602/ 278-3812.

New Club In Britian

Word comes from Tony Percy in Great Britain of a new club dedicated primarily to older SAABs, the **British SAAB Enthusiasts**. Annual membership is £10.00 (and probably a little extra to cover overseas postage). For details write:

Mr. M. Hodges
Membership Secretary
75 Upper Road
Parkstone
Poole
Dorset

Ice Racing Schedule

Saab fans who want to see some interesting 99s and Sonetts in competition may want to take in an ice race this winter. The International Ice Racing Association schedule is:

Jan. 14-15 LaCrosse, WI
Jan. 21-22 Duluth, MN
Jan. 28-29 St. Paul, MN
Feb. 4-5 Milwaukee, WI
or Mankato, MN
Feb. 11-12 Eau Claire, WI
Feb. 18-19 Forest Lake, MN
Feb. 25-26 Thunder Bay, ONT

For more details call Bill "Crash" Collins at 612/ 222-2477.

On the Cover

9000 Enters Police Service

In their distinctive blue and yellow livery, the first fleet of white SAAB 9000s to enter Swedish Police service are lined up outside headquarters of the Saab Car Division in Nykoping, Sweden. These are the first of a group of 90 SAAB 9000s ordered by the Swedish National Police Authority as part of its vehicle modernization program.

The new police cars are normally aspirated versions of the 9000, much like the 9000S sold in the U.S., and are standard production vehicles with a modified luggage compartment to accomodate police equipment.

SCCA Touring Series

A Non-Trap National Rally series has been announced by the Sports Car Club of America. Several events are already on the schedule, including "The Wolf's Nose" Tour, put on by that humble fellow, Tim Winker.

The Wolf's Nose will start in Duluth on Saturday, March 11th, and travel the well groomed roads of the Superior National Forest through beautiful Minnesota wilderness, and along the rugged North Shore of Lake Superior. Total distance is about 400 miles, mostly on unpaved roads.

For details, call 218/724-1336.

Other events in the Touring Series:

Jan. 14 The Inaugural, Los Angeles, (818)768-6217.
Feb. 4 Ohio Winter Rally, NE Ohio,
Mar. 11 Wolf's Nose, Duluth, MN

For more on this series and a complete schedule, contact SCCA at (303) 779-6622.

SAAB Club of North America

NINES Editor & Publisher: Tim Winker

2416 London Road, Unit 900

Duluth, MN 55812-2221

(218) 724-1336, 9am - 8pm Monday thru Saturday

NINES is published eleven times a year as a service of the SAAB Club of North America.
The SAAB Club is not affiliated with Saab-Scania of America, Inc.

Letters to NINES

The "Letters to NINES" column gives club members a chance to speak out on topics of concern to SAAB owners. Opinions expressed are those of the writer, and not necessarily those of the editor. Please keep your letters under 300 words, though longer letters will be considered.

Benefitting from NINES

We own a 1987 9000S that my daughter is using at school in New Mexico. The technical information, especially the "Service Subjects From Saab," have been extremely helpful and have been useful in getting the dealer to correct problems on our auto.

I have been following all of the correspondence concerning the content and format of NINES. I suspect that you have received more letters than you've had room to publish, but I would like to add some food for thought. I am also a member of the Mercedes-Benz Club and have been for many years. Their publication is a glossy, four-color, bi-monthly called *THE STAR*. Their last issue was 88 pages and contained numerous color photos of Mercedes automobiles. However, said publication also had over 39 pages of advertising, almost half the magazine. Further, *THE STAR* has never contained the amount of technical information that I have found in NINES.

The benefit that I receive from being a member of an automobile club comes from its newsletter. If the newsletter isn't worth the "price of admission," then I won't belong. I believe I have gotten more value from NINES than its cost to me over this past year. Therefore, I would say keep up the good work.

No matter how good a job you do, there will always be someone who

thinks it can be done better, faster and cheaper.

Karl F. Nigg
San Jose, CA

Along with my membership renewal, I would like to thank you and your staff for the outstanding job that you have done. I find the monthly newsletter very interesting and informative. As a club member assigned overseas, I especially appreciate the general service information and technical highlights that are provided by Saab-Scania of America. I also think that the changes that have been made during the past year add to the overall professionalism of the publication.

Basil E. Trikas
Frankfurt, Germany

Return to "Free" Ads

Recently I found that I had some surplus SAAB parts which might have been of use to one of my fellow members. Consequently I began to draft a short advertisement for insertion in the bulletin. I can't describe my chagrin upon finding that it would cost me \$5.00 to give them away. Suffice it to say that charging regular members for their "once in a while" use of the bulletin represents an extreme departure from the philosophy of the SAAB Club that I joined some years ago.

I think it most unfortunate that the "business" of the bulletin has become so important versus its value as a means of communication among the members. In the case of car people I think that the exchange of old bits and pieces is, perhaps, the most important form of communication.

I urge you to return to the old, "if under \$200, FREE" classified ad formula for members. I doubt this would cost you more than \$50 a month and I think it would bring back some of the old flavor of the club that many of us seem to miss. From a strictly

business perspective, it might also help retain some of the old members.

Joe Jessen

[Ed. note: *The income from the classifieds is not significant, nor was it the reason for the change. It was decided to charge a small fee for all ads due to abuse of the Free ads; people sending ads monthly that didn't really fit the "free" criteria, or ads for one or two parts that cost less than the expense to ship them.*

While it is commendable that you are willing to give away usable parts to help ensure that another old SAAB may remain on the road, fewer and fewer folks share that sentiment these days. You could offer your collection of parts for the \$5.00 cost of the ad, plus shipping, so there would be no cost to you. It would then be more likely that the buyer would make use of the parts since he had some small investment in them.]

Sorry for Inconvenience

As I was enjoying my quiet day at work after Thanksgiving, the mail came and in it were four letters addressed to various employees of Sports Car Service, Inc. Naturally I opened the one addressed to Bill and found that it was a "chain letter." I then realized that the person who sent it had used the List of Attendees from this year's SAAB Owners Convention.

The reason I am writing is to let fellow club members know that DVSC did not intend that the list be used in this manner and we apologize to the people that did receive this "junk mail." After discussing this matter with DVSC officers, we have forwarded all the necessary documentation to the Postal Authorities for them to take proper action.

Jenny J. Trostel
Co-Editor, *SNAAB GAZETTE*
Delaware Valley SAAB Club

Continued on next page

More on "ASK BOB"

Over the past several years, the "Ask Bob" column has often helped SAAB owners understand their cars. However, I would like to dispute a few of the myths that have been perpetuated.

Myth #1: "Taking your SAAB to an authorized SAAB dealer guarantees good service." There are good dealers and bad dealers, and even good dealers sometimes have weak service departments. A lot of independent garages are run by ex-dealer service people. They may not have the money to sell new cars, but have a great deal of knowledge and interest in the cars.

Myth #2: "Genuine SAAB parts are superior to aftermarket parts." Most aftermarket parts are equal, and sometimes are superior. This is for two main reasons. SAAB does not make a lot of the major wearing parts themselves. These parts are subcontracted to suppliers throughout Europe and even America. These same suppliers sell the

same parts to wholesalers, who sell to independent parts houses. A lot of times the manufacturers' part numbers are easily compared.

Myth #3: "Aftermarket performance parts cause problems." SAAB, like all manufacturers, is faced with deciding what parts to install. They often must decide between cost versus performance, or cost versus quality. Aftermarket suppliers give consumers a choice. The standard gas shocks (Bilsteins?) on my '85 900 do not compare to the performance of Koni or Bilstein replacement shocks.

SAAB makes excellent cars and I believe in supporting dealers who are willing to compete in the marketplace. People who blindly support anything usually end up getting what they deserve -- overcharged.

Mike Tucker
Hartsville, SC

A column dealing with repair information on newer as well as older

cars is essential to a club newsletter. Said column should also address improving performance as well as simple modifications. It should NOT continually refer the questioner to "the dealer." Nor should it berate questioners for lack of knowledge and/or skill. There is no faster way to turn club members away than to embarrass and intimidate them for asking "dumb" questions. If they knew the answers, they wouldn't be asking the questions.

The most likely explanation for the lack of letters for "Ask Bob" in the December issue is that no one was willing to incur Bob's wrath again. If Bob continues to assist club members in this manner, you can be sure that they will find someplace else to go. Tell Bob to get his act together. Members want assistance, not tongue lashings.

Roy Summer
Somers, NY

While I am definitely in favor of having a technical "question and answer" column in NINES, the "Ask Bob" column is unsatisfactory. Bob is obviously more worried about covering himself than in taking much of a stand on anything. He might as well just get a rubber stamp saying "See your authorized Saab dealer" and save a lot of time, instead of giving those lame answers of his.

And what about the policy of "nothing relating to modifications?" To me, any real car enthusiast is interested in improving his car's performance by changing it mechanically, whether it be by improving the handling by suspension mods, or by hopping up the engine for more power. I'd like to see some savvy mechanic like Rick Parr to answer questions and give suggestions. Somebody who obviously enjoys making cars run faster and handle better.

Murray Wynne
Tomales, CA



SAAB PARTS

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at
Discount Prices

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6102 WEST NORTH AVENUE • MILWAUKEE, WI 53213
1-800-242-2003 1-800-225-2528

ASK BOB

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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 modification and high-performance tuning will not be considered for publication in this column. Requests for personal replies will be ignored.

For a proper diagnosis, it is recommended that you contact an authorized SAAB dealer.

Send your questions to:

ASK BOB

c/o NINES

2416 London Road, Unit 900

Duluth, MN 55812-2221

I bought an '87 900S and have had a lot of problems:

1. Rheostat failure in the front panel lights.
2. Squeaks from the rear hatch, even after dealer's adjustment.
3. A/C problems, lost freon, noisy blower.
4. Interior front window pillar warped. Replaced under warranty, now warping again.
5. Both side windows had regular troubles.
6. Interior mirror wouldn't switch night to day.
7. Vacuum tank leaked.
8. Oil leak in manual transmission. Engine had to be removed to get to crankshaft seal.
9. Timing chain tensioner had to be tightened.
10. Assortment of rattles and mouldings falling off.

I don't feel this car is solidly built and lives up to its reputation. Am I the only one having these kinds of problems? Can I expect more in the future?

E.M., FL

You sure have your headaches on this one. I could probably devote the whole page to your problems, but I'll do my best:

1. *This is not a common problem, but some controls do fail. Should have been a dealer warranty fix.*
2. *The dealer has a service bulletin telling him how to adjust the hatchback [see NINES, July '88]. (I wonder if these S.I.s ever get past the incoming secretary, in many cases the working mechanics don't seem to be aware of them.)*
3. *I can't comment on lost freon, not enough info. SAAB has had some*

trouble with blower noise. I think they've got them straightened out now, and a new one should be okay.

4. *A new one on me, but does the car sit in the Florida sun for hours? Maybe other hot climate owners can comment on this one.*
5. & 6. *Should be fixed under warranty.*
7. *Vacuum tank leaks are uncommon, but like item #1, do occur.*
8. *I constantly see where dealers remove the powerplant to replace the seal behind the flywheel on manual transmission cars. THAT SEAL CAN BE CHANGED IN THE CAR (and for a whole lot less labor charge!).*
9. *Not a common problem.*
10. *I've never had the feeling the Swede's built a "Monday" car, but I wonder in your case. Rattles can be traced and corrected by a good mechanic, and I've personally never seen a SAAB moulding fall off. If you can't get satisfaction from your dealer, find another, and/or make an appointment with the Regional Service Advisor.*

I have an oil leak from the reservoir on the power steering pump on my '83 900. Is this a common problem? Any recommended fix? The dealer says the only fix is to replace the unit for several hundred dollars.

R.W., NY

The return line has very little pressure, but sometimes tightening that clamp will stop the leak. The pressure line has an "O" ring under the fitting in the pump, and if the engine has been out, that fitting is many times turned, destroying the O-ring. I'd suggest cleaning the pump thoroughly with an

engine type cleaner (Gunk or similar), drive the car a few miles, then look carefully to try and pinpoint the leak. I don't comment on dealer prices on parts, but I think you'd better telephone a few more.

I'm restoring a '75 99. Was there a heat shield between the exhaust manifold and the starter? How about between the manifold and the battery?

T.B., FL

Yes, to both.

The automatic temperature control unit on my '87 9000 occasionally hums. Sometimes it works fine for a week, and then hums again. Service has replaced sensors and control panel, to no avail. Any ideas?

R.P., CA

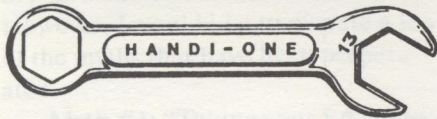
There are three motors in the ACC, and two of them are very sophisticated. I think your dealer needs to dig deeper into this for you.

My '86 900 automatic has a weird problem. Every so often the transmission will hang up and refuse to shift. There's also very heavy gas pedal resistance. The only way to correct this is to stop, shift into PARK, and shut down the engine for a few moments. The dealer has been great, but the trans will never do it while the car is there. Any ideas?

B.S., IL

It sounds like a valve is hanging up in the valve body of the automatic transmission. If the dealer removes the valve body and cleans it up, your problem should vanish.

SERVICE SUBJECTS



FROM SAAB

Transmission Shudder When Coming to a Rapid Stop

Application: Certain 9000 models with ZF Automatic Transmission S.I. 11/88-1088; B-4/P.19

In cold weather under certain driving conditions, a shudder or vibration may be felt when coming to a stop in 9000's equipped with an automatic transmission. Typically this shudder occurs during hard braking from fourth gear within the first few miles of operation following a cold start.

This symptom is caused by the valve body sequencing valve moving too slowly, leaving third gear engaged too long. This drags the engine rpm down to a very low level causing a shudder, or even a stall. A special service kit has been developed to eliminate this shudder.

ZF Service Kit P/N 75 97 867

Identification

Before doing a diagnostic test, the technician should examine the transmission case for a variant code which

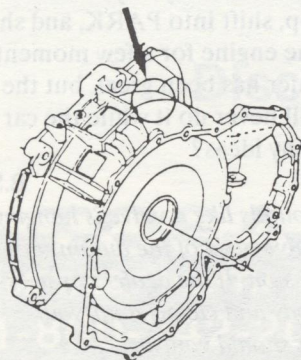


Figure 1. Inspecting the transmission for the variant code.

indicates that the valve body has already been upgraded at the factory. The variant code is stamped with red paint in the area of the ID plate (Figure 1). A stamp of "034" or higher indicates an upgraded valve body. This should also coincide with the following gearbox serial numbers:

9000 S	27434-
9000 Turbo	26960-

Diagnosis

Before starting any repairs, verify the complaint by test driving the car. Since the complaint is primarily a cold weather symptom, make sure the car is being started cold. Carefully follow the diagnostic procedure listed below:

Test drive the car. Put the transmission selector lever in "D." Accelerate to at least 45 mph so that fourth gear is engaged, and then come to a complete stop. Note any shudder in the drivetrain. Remember this may only occur after a cold weather start-up.

Accelerate again to at least 45 mph so that fourth gear is engaged. Manually downshift to "2" and then come to a complete stop. If the shudder exists only after a stop in "D," the service kit should be installed. If the shudder also exists when coming to a stop in "2," the service kit will have no effect. Further diagnosis should be performed to isolate a governor fault or an Automatic Idle Control (AIC) function problem. The condition of the transmission fluid should also be checked.

New Tie Rod Ends, Running Change

Application: Early 1989- 900 models S.I. 11/88-1089, A-6/P.24

Beginning with the VIN numbers listed below, the tie rod ends on M89 900 models have been revised.

VIN K3000506-
VIN K7000623-

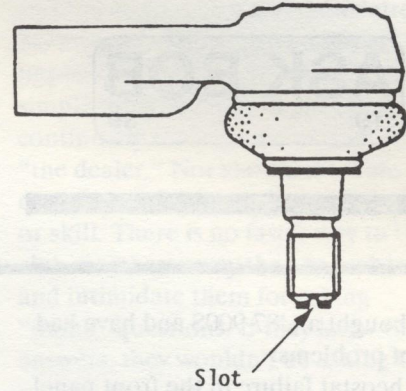


Figure 1. Slots in the bottom of the stud identify the new design tie rod end.

The new tie rod ends raise the steering arms by approximately 3 mm.

These tie rod ends must NEVER be used in combination with the earlier type as steering geometry will be affected. The new design tie rod ends can be identified by the slot in the threaded end of the stud.

Improved Engine Mount Bracket

Application: 900 models without hydraulic mounts S.I. 11/88-1090, A-2/P.212

An improved front engine mount bracket has been introduced which is more resistant to cracking. The new design has thicker corner flanges.

Engine Mount P/N 75 49 579

The new bracket was introduced into mid-1988 car production, and should be used on earlier cars whenever the original bracket requires replacement as a result of cracking.

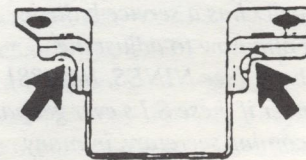


Figure 1. Thicker corner flanges on Engine Mount Bracket, P/N 75 49 579.

Correcting Water Build-Up in the Evaporator Housing

Application: All 9000 models, 1986-S.I. 11/88-1091, B-8/P.32

Water build-up in the evaporator housing can be caused by an incorrectly positioned evaporator drain pipe. This S.I. outlines how to inspect the drain pipe position and adjust the pipe to prevent water from collecting in the evaporator.

The symptoms of water accumulation in the evaporator housing include:

- Water blowing out the center dash vent.
- Water on the floor near the driver's feet.
- The heater fan may drag during right-hand turns.
- Heater fan motor corrosion.

NOTE

Always check the position of the drain pipe after reinstalling the evaporator housing.

Inspection and Repair Procedure

1. The position of the drain pipe can be checked from beneath the car. Remove the drain plug from the right side on the fire wall below the evaporator case as shown in Figure 1. Two designs of drain plugs have been used (Figure 2).

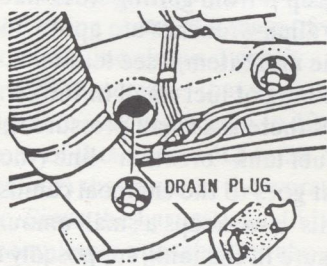


Figure 1. The right side drain plug removed from the fire wall below the evaporator case. Viewed from under the car looking towards the back.



Figure 2. The two types of drain plugs.

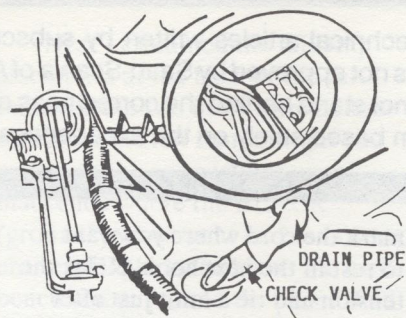


Figure 3. The evaporator drain pipe correctly positioned. In this illustration, the fan casing has been removed to allow the drain pipe to be shown from above.

2. The drain pipe and check valve should be pointed downward. The check valve should be free of any blockage (Figure 3).
3. If necessary, rotate the drain pipe downward and clear any debris from the check valve. This step can be accomplished from beneath the car through the drain plug hole.
4. Reinstall the drain plug.

Service Campaign to Prevent Water Leakage into the ABS Control Unit

Application: Certain 1988 9000 models S.I. 11/88-1093, B-5/P.2

Service Campaign

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During late-November 1988, Saab-Scania of America launched a new service campaign to inspect and waterproof the ABS electronic control unit (ECU) on certain 1988 9000 models. It is possible that moisture may enter the ECU on these cars, which, in some cases, could disable the anti-lock function and cause the "ANTI-LOCK" warning lamp to illuminate. The prescribed work consists of inspecting the ECU for water contamination, and if no moisture is found, sealing the unit. In cases where residual water is found, the ECU must be replaced.

Proper function of the ABS system should be verified by observing that both the "ANTI-LOCK" and "BRAKE WARNING" lamps extin-

guish after the car is started. NOTE: A moisture-related fault in the ECU will not affect the hydraulic system function, including the power assist. If the "BRAKE FLUID" lamp is illuminated, the fault lies elsewhere (refer to Service Manual Section 5:2).

In conjunction with the Service Campaign, two correction stickers for owner's literature will be issued. One correction sticker, sent to all owners of 1988 9000 models, updates the brake warning light section of the owner's manual. The other sticker, sent only to owners of vehicles covered by this campaign, adds information to the Warranty Service and Record Booklet regarding an extension of warranty coverage for the ABS control unit.

Cars Affected

The ABS ECU must be inspected for water contamination and waterproofed on the following 1988 9000 models:

VIN J1000001-J1016433

VIN J2000001-J2008942

Owner Notice

Two different owner letters have been mailed in conjunction with the Service Campaign:

- On December 1, owners of vehicles affected by the campaign were sent a letter of notification. This mailing also contains correction stickers for the Owner's Manual and for the Warranties and Service Records Booklet.
- Owners of 1988 9000s not involved in the Service Campaign were sent a correction sticker for the Owner's Manual and an accompanying letter describing where it should be placed in the Owner's Manual.

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.

TECHNICAL TALK

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

Seat Bottom Repair

The sinking seat bottom in the 99 and 900 is a perennial problem, especially in 2-door cars where we kneel on the front seat while fussing with something or someone in the back seat. SAAB's barbecue grill answer to fixing this problem tends to be a bit firm on the bum and a bummer on the pocket book. Here is an alternative which has about three years and many seats of testing without mishap.

Materials needed:

17" by 15.5" of carpet

9 ft. of bungie or stretch cord.

(Available at good hardware stores or from sports shops.)

Broad tip felt marker, preferably indelible.

Razor Blade.

2 hours of time, max.

Repair Procedure:

1. Remove seat from car.
2. Remove old broken support. Save the hooks that held it to the seat frame. If the cloth loops which held the upholstery in place are still good, save them and their hardware, too.
3. Cut a piece of old carpet to fully cover the burlap seat bottom area, size 17 inches by 15½ inches.
4. If you are using the cloth loops/hardware, put them in place now. Place the carpet backing side facing out and poke the needed holes for this hardware.
5. Use the same hooks that held the old seat support in place. Be certain that the hooks are in place along the seat frame. Tightly knot one end of your bungie cord. Start at the front of the seat. Slip the cord into the first hook and lace it to the next hook. Pull tightly and

mark the cord where you want it to rest in the next hook. Relax the tension and tie a knot just after the mark. The reason for this is to keep the seat from quickly collapsing should the cord break five years from now.

6. Repeat the process to the back of the seat. You should have plenty of cord to cover the seat bottom one and a half times. By starting at the front, you have placed a double mesh under the seat where it carries the most weight.
7. Return the completed seat to the car.

Dirk De Lu
Santa Cruz, CA

Fault Tracing the Lambda System

I recently found an error in the SAAB Service Manual. In the fault tracing scheme (electrical system) of the Lambda injection system, the manual says to measure voltage across pin #8 (+) and #5 (-) on the control unit plug. It says that if you get battery voltage, wiring is good for those pins. Not true! I got battery voltage, but on further testing found a high resistance on #5 (-) pin. When any load was put on it, the ground would fail.

The two grounds on the plug are very critical -- make sure #5 and #16 both have good grounds. I have found several cars that the modulator valve wouldn't work and found the grounds to be faulty. If the modulator valve doesn't run, the valve stays closed, making the mixture very lean.

The simplest repair is to tap into the correct wires coming out of the control plug, then ground it well. Make sure to get the right ones!

Also on older 900 lambdas, the ground wire for the modulator valve

has a spade connector underneath the radiator fan. This tends to corrode and causes the valve to quit. The best cure is to cut out the connector and solder the wire. Engine R&R takes five extra minutes, but how often do you pull your engine?

An easy way to set the mixture on any Lambda car is to connect a 90° reading dwell meter to the test plug (in front of the fuse box). This is in the factory service manual. The cheaper meters seem to work better -- top ones usually don't have 90° scales. The ones I've tried correspond correctly:

60° dwell = 60/40 pulse relation.

To make sure the meter is hooked up right and reading right, disconnect the O₂ sensor and ground the wire (from the harness). The reading should be 90°. With the O₂ sensor disconnected and not grounded the reading should be about 65°.

Settings: '81 55-65
'82 on 45-55

Turn only a little at a time, it doesn't take much. A tool for mixture adjustment is available from the dealer for only a few dollars. It's rounded end helps keep it from getting stuck like regular allen wrenches are apt to do.

One more item, I see letters complaining of fuel smell in the car. On 900s there is a small pressure valve in the fuel tank "breather" line (the one that goes to the charcoal cannister). This valve keeps a small amount of pressure in the tank, supposedly to stop fuel "foaming." On my 900, the valve was completely blocked. You should be able to blow through it (with some back pressure). This valve is located in the roof by the rear window, passenger side. On newer cars, it's right at the cannister inlet. Look there first. Carefully lower the rear of the headliner slightly, find the line and follow it to the valve. Make sure it is installed so

you can blow toward the cannister.

If it is blocked, you might look for a replacement at a wrecking yard. SAAB wants something like \$28. A salvage yard will usually throw one in with other purchases.

Mark Hollingsworth
Port Angeles, WA

Another Melted Wiring Harness Story

A few weeks ago, my 1983 900 4-door began to develop electrical problems in the area of the directionals/taillights/brake lights. When applying the brakes, all the parking lights also came on, dimly. When applying the brakes while the headlights were on, the directional signals would not blink.

Based on prior articles in NINES (May '88), I looked first at the wiring harness where it passed over the catalytic converter. Sure enough, the harness was melted right to the floor of the car.

Following Mr. Seippel's advice, I disconnected the battery ground cable before prying the wire loose from the floor of the car. Once the harness was freed (no easy task), I could immediately see bare wires melted right through the bottom of the harness and in direct contact with the floor.

Carefully cutting open the top of the sheathing revealed a mass of wires melted into one clump. I gently separated those wires that were salvageable, and replaced 6 to 12 inch sections of those wires (15 to 20 altogether) that were in the worst shape. Since the harness sheath itself was completely unusable for about a 1 to 2 foot section, I replaced part of it with a "wire loom" from the local NAPA store. When reassembling, I routed the harness on top of the thick insulation mat and secured it in place with duct tape.

Imagine my surprise when, after attaching the ground cable to the battery, the original symptom was still there!

Next I examined the taillamp assemblies at the back of the car. I removed the two multi-wire connectors from the left rear taillight and could see the connections were blackened where the BLACK (ground?) wires went in. I removed the entire taillight assembly to the workbench where I noted the plastic had melted in the area of this connection. This caused me to believe that the melted wires at the catalyst had led to a melted taillight assembly.

The taillight assembly looks somewhat like a printed circuit. The wires all connect at one point from which the individual conductors run in a mazelike series to each of the lamps in the assembly. The conductors are fastened into place by plastic lugs.

Using the flat tip of a soldering gun, I melted the plastic lugs holding the burned conductor in position. I

then carefully bent out the conductor to a point where I could polish the burned portion with a wire wheel.

To reassemble, I bent the repaired conductor back into position and used the soldering gun to melt the plastic lugs back into place.

I snapped the taillight assembly back into position and re-attached the wire connectors. All lighting works properly now.

My 900 is box stock. It has never been mistreated and I've always maintained it according to, or ahead of schedule.

This type of problem might have had grave consequences if the wrong wires had shorted out, as mentioned in prior letters. I certainly intend to inspect my '84 900 4-door for a similar problem.

Thor Carlson
Newton, NJ

SAAB PARTS





CATALOG

V-4, 99, 900, 9000 \$5.00

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PARTS INFORMATION

PARTS ORDERING

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SAAB

Another Crank Rebuilder

Please be advised of an excellent rebuilder of stroker crankshafts here in Southern California, Bud Clark.

Bud began his SAAB experience on stokers back in Connecticut where SAABs were first introduced into this country. He now runs an independent SAAB shop in Orange, California.

In rebuilding two-stroke cranks, Bud replaces all the main bearings, using the highest quality (SAAB original) SKF "European Specification" bearings. He builds them toward the "loose" end of the spec, to allow a little room for oil to lubricate the bearings properly.

Since the availability of rod bearings is the problem everyone seems to encounter, Bud asks that you send him two used cranks so he can find at least three good rod/bearing combinations for one good finished crank.

Bud's shop is:

J & B Imports
1547 Struck Avenue
Unit "L"
Orange, CA 92667
Phone 714/ 771-7570.

Dan Salvo
Torrance, CA

[Ed. note -- Bud and his partner, Jay, own two of the three SAAB Quantum sports cars. They also have done "performance tuning" on most models of SAABs, including turbocharging of Sonetts. Yours truly will be in the Los Angeles area in January, and will try to get more details on this SAAB performance shop.]

Parts Problem, Trans Fix?

Several recent experiences worth mentioning:

First, a recommended mechanic, Tim O'Neil of Franconia, New Hampshire (near Littleton). Tim is an independent mechanic and lessee of the Franconia Sunoco station, and on several occasions has done excellent work on my '83 900T. He specializes in

Saabs and stocks some parts. His phone number is 603/823-8724. Tim is also a successful nationally ranked Pro Rally driver.

Second, a NINES advertiser, Import Motor Parts of Pueblo, Colorado, misrepresented parts as being original equipment, and more significant in so doing, their ability to understand the nuances of the SAAB. Specifically, they sold me non-original oil filters, exhaust parts and wiper blades and refills. The refills slipped out of the blades in a storm creating a definite safety hazard and a real inconvenience.

The result of these problems was aggravation, expense not only above the cost of the original parts, but above the parts themselves, and an inferior, non-original job. Their presence in NINES gave me an unjustified faith in IMP.

May I suggest that the editor make clear the distinction between authorized Saab distributors and others. The authorized distributors with their microfiches and specialized knowledge of Saabs - as opposed to being order takers - can make a significant contribution to keeping a high performance car operating safely and at design performance.

Third, I have read several letters over the years about shifting into reverse developing a terrible THUNK. Alan Tetervin of the excellent shop, Scandinavian Import Service Center in Rockville, Maryland, who has worked on my Saabs off and on for 15 years, made the following suggestion when I was faced with this problem:

When the car is hot after a hard drive, hold in the clutch with the engine running for a count of five, and shift into reverse. If the THUNK is particularly gruesome, put on the emergency brake, put the transmission in 3rd or 4th gear, slip the clutch and rev the engine to about 2-3000 rpm. Count slowly to 10. Expect clouds of bad smelling smoke.

I did this 50,000 miles ago when it was almost impossible to get the car

into reverse and have had no problems since.

This is not a recommended procedure. The clutch may blow up. Consider doing it in the drive of your local repair shop.

Finally a query. My '83 900T with 100,000 miles seems to have lost some of the comfort of the orthopedic seats, particularly in the lumbar region. The upholstery is in excellent condition. Is there any recommended rejuvenation (of the seats, not the driver)?

John W. Davidge III
New York, NY

[Ed. Note -- Regarding advertisers, I have no way of knowing the reputation of most who request to advertise in NINES. The newsletter offers a chance for them to inform the SAAB enthusiast of their existence.

John makes mention of "order takers" as opposed to those who know the cars well. Parts people are not mechanics. Many do not know where the parts go on a car, much less how they actually work. I once worked for a major importer/wholesaler of after-market parts, and very seldom knew the manufacturer because I never saw the parts. They were shipped from a warehouse 40 miles away.

In order to keep costs down, some parts houses pay their employees very little, so it isn't reasonable to expect professionalism and a discount, too. There are some outstanding independents who are in business as a labor of love, but they are often the exception.

I can't speak specifically regarding IMP, but I have received complaints about nearly every one of the advertisers in NINES at some time or another, some valid, some not. Even the dealers are not a sure thing, as some buy OE parts (Bosch, ATE hydraulics, bearings, gasket sets, etc) from suppliers other than Saab. Still, your chances are better at getting the correct parts when you buy from a Saab dealer.

As for the "quick & dirty" transmission repair, I can't recommend it, but I might try it on my own car.]

1988 Index

This index covers articles published in NINES during 1988. It does not include Regional Club News, Letters to NINES, Editorial comments or Want ads.

Since the 99 and 900 models used many of the same components, articles that could pertain to either model are found under 99 and 900, while articles specifically for 99 or 900 models are listed separately under the 99 and 900 headings.

Articles relating to the 99 Turbo will be found under 900.

Back Issues are available for \$1.50 apiece; \$10.00 for all eleven 1988 issues; \$15.00 for all remaining back issues (over 20). Send requests for back issues along with a check or money order to:

SAAB CLUB/NINES
2416 London Road, Unit 900
Duluth, MN 55812

Please note that both the March and April issues are marked "March 1988 No. 168" on the front cover. The April issue is correctly identified on the back cover. As in past years, there was no issue published in August.

Key to abbreviations:

AB = Ask Bob column

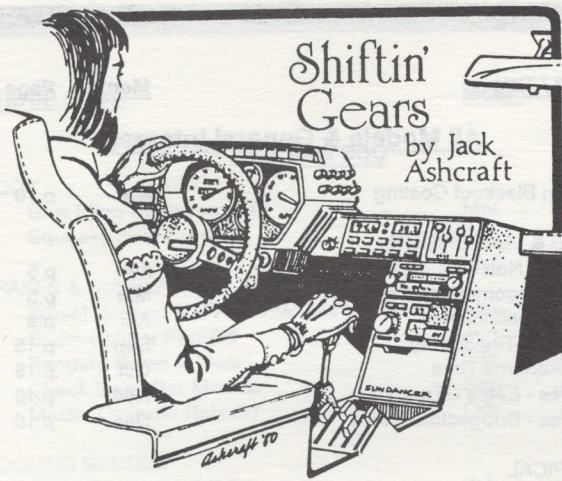
SI = Service Information from Saab-Scania

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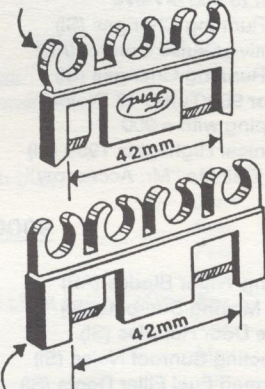
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V4 PLUG WIRE SEPARATORS

An investigation of the spark plug wire assemblies on some V6 and V8 Fords confirmed a suspicion of mine: The V6 and V8 plug wire separators will fit the V4 Ford/Saab engine just fine. See the sketch. Ask for Ford part No. B8Q-12297-A. About \$2.50 ea.

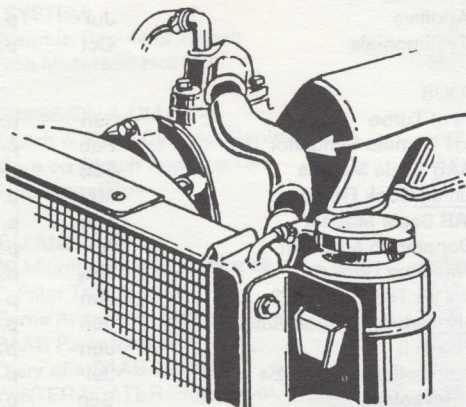
Saab Part No. 8812224



Ford Part No. B8Q-12297-A

TOP HOSE REPLACEMENT

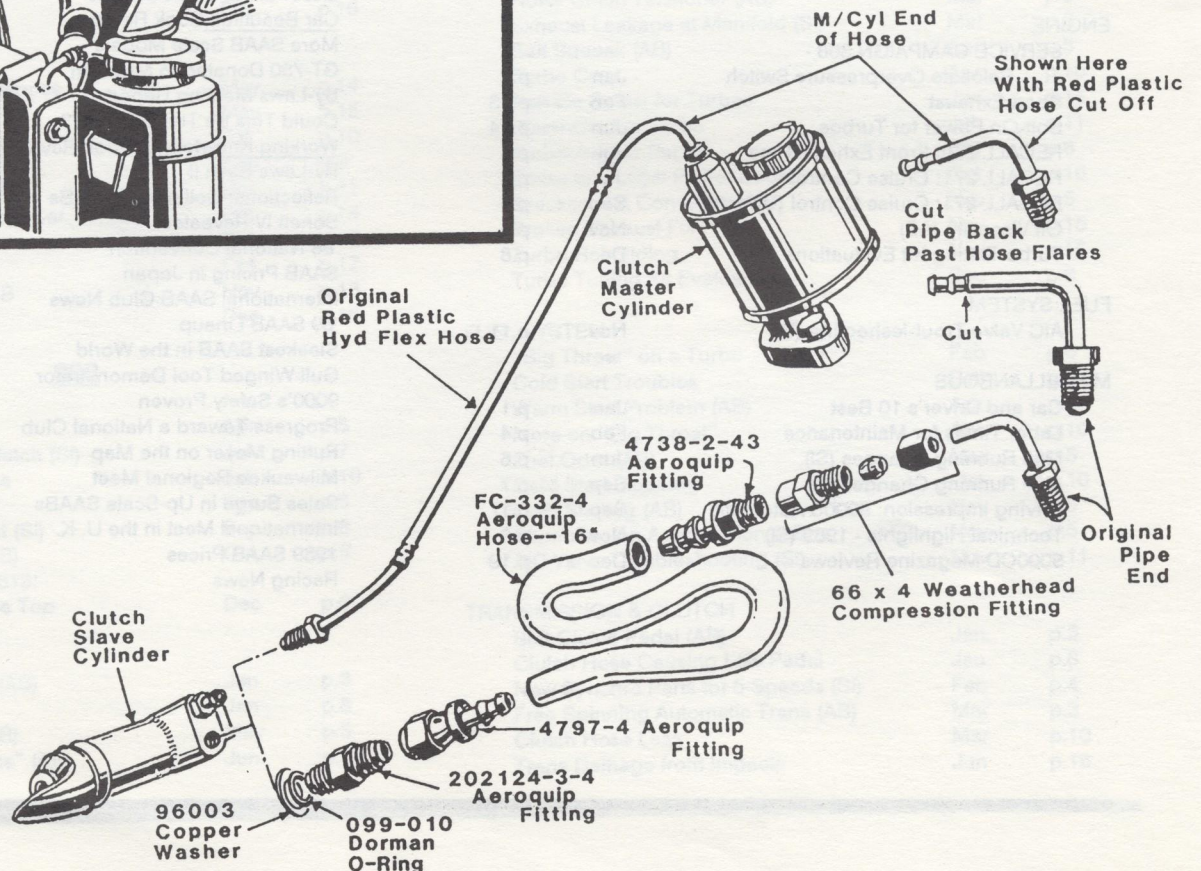
On 1969 & later Saab 95 & 96 you can buy an inexpensive top radiator hose. You have a choice of a variety of sources because this hose ALSO fits the '74-'78 Datsun 620 pickup (top hose) with the L20B 2-litre engine. Gates Number for the hose is 20776 if you have a parts house that carries Gates products, or you can try a store that specializes in parts from the Land of the Rising Sun and ask for the Datsun part by description/year/model.



SAAB Top Hose No. 8807091 Interchanges to Gates No. 20776

CLUTCH FLEX HOSE FIX

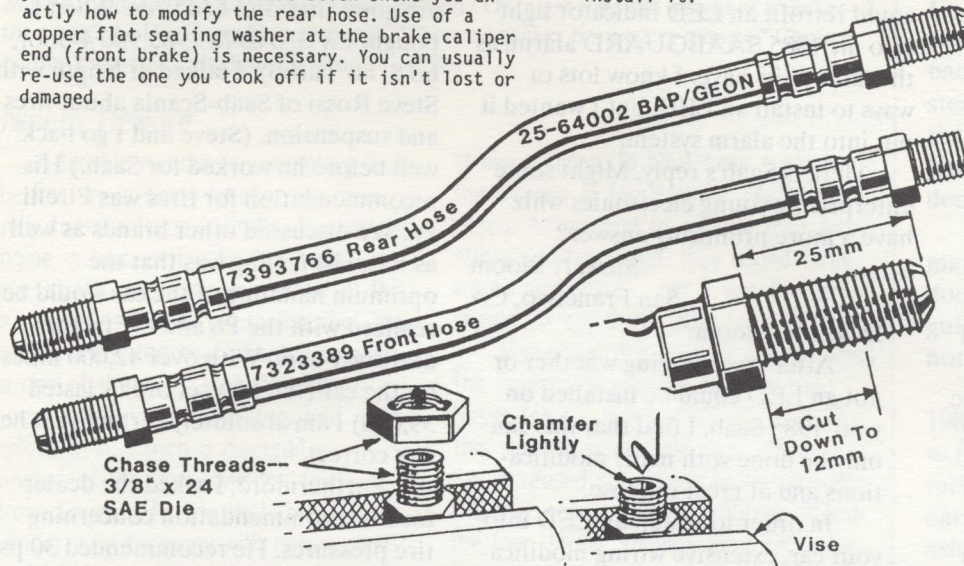
When the old red plastic hydraulic clutch flex hose on 1969 & later Saab 95 & 96s bites the dust, OR when you find it is no longer compatible with the replacement slave cylinder you finally hocked your first born to buy, you can use this inexpensive fix and the parts are readily available. Cost is about \$20 or less. Maybe quite a bit less. Depends on whether or not you can convince the counter man you ought to get the Great American Discount. Part numbers are shown in the illustration.



FRONT BRAKE FLEX HOSE FIX

Nick Wilson (NINES Nov 88) was correct to say that the BAP/GEON rear brake hose (No.25-64002) can be modified and used on the front of the Saab 96. It is the same for the Sonetts--all years. The attached illustration shows you exactly how to modify the rear hose. Use of a copper flat sealing washer at the brake caliper end (front brake) is necessary. You can usually re-use the one you took off if it isn't lost or damaged.

After carefully cutting the pipe to 12mm as shown, chase the threads with a 3/8" x 24 die and chamfer the inner opening a bit. Be sure to blow the filings out of the hose before you install it.



THE NERVOUS ENGINEER SYNDROME...OR... HOW I PAID FOR MY TECHJUNK FIVE TIMES!

Some of you may have had the fun of experiencing some of the marvels of high technology now being offered to the car buying public. Techjunk like 4 wheel steering, "active" suspension, and various electronic modules, not to mention the video game garbage the manufacturers laughingly call an instrument panel. I tend to view these mostly as ill-conceived gimcrackery with little real worth and even less real social value.

An exception may be antilock braking systems. ABS will WORK when the chips are down, in conditions that only a very experienced driver with real presence of mind could save himself from a smash up. When it's icy or the surface is loose and you panic and bang on the brakes, the ABS goes to work and saves your butt. Period. This is high technology with a purpose. I've tried the system used on the Ford Probe in wet-surface and loose-surface (frosty morning, sanded street) conditions and it is impressive. This system, which is probably typical of other makes as well, just won't let you screw up.

But the rest of the Techjunk reflects the Nervous Engineer Syndrome. These are guys who either ARE Japanese and scared to death that their competitors will be first on the market with the next Techjunk item, or are domestic engineerstrying to keep up with the orientals. Both of these NES groups are black box crazy. Put in 18 or 20 sensors all over the car and feed these aquired data to a black box and make it DO SOMETHING!

Maybe it can adjust the suspension, or steer the back wheels in opposition to the front if you are UNDER 18 mph and in unison with the front wheels if you are 19 mph or over. Makes one wonder if the box will attempt to make them go both ways at once at 18.5 mph..... No problem, the black box will DO IT!

Well...MAYBE no problem. One I can think of has to do with paying for the junk. This looks like a situation where, like with the GM V8 Diesel

engine cars, you get to pay for the junk several times. Of course you pay for it at initial purchase. Then when you insure the car (in higher premiums), then while you drive it (greater weight results in greater wear and tear on tires, driveline parts, less fuel economy, etc), once when it breaks and lays the car up, and finally when you trade it in.

How can that be--extras make your car worth more at trade-in time, don't they? They do if they are trouble free, like modern automatic transmissions and air conditioning systems. But the chances of all these black boxes and attendant hardware and interconnecting bits and pieces staying reliable past 50,000 miles are, in my opinion, slim and none. So your \$28,000 Techjunk coupe is worth \$8,000 IF EVERYTHING IS WORKING in three years. Only the BMW/Porsche/Mercedes crowd is dumb enough to put up with that sort of depreciation!

Saab has done a lot of us the favor of pricing us out of the market so we don't have to worry about THEIR black boxes. But the Nervous Engineer Syndrome's siren song is causing us to give some thought about this junk when we tempt ourselves with almost any new car. Techjunk abounds.

We can shop, read brochures, ask a lot of questions, get a lot of dumb looks and even dumber answers from car sales people, compare, and do our best to avoid Techjunk that has no real value when we do buy a new car.

We would be well advised to do so unless we are Hi-Tech Crazies whose brains have turned to Video Game Mush to the extent that we MUST have the Techjunk. In that case we deserve what we get--the chance to pay for junk--up to five times.

Jack Ashcraft

A Few Corrections...

Just received the November issue of NINES and, as always, enjoyed it immensely. I would like to offer some thoughts.

In "Ask Bob", K.O. in Ohio's problem may be caused by an incorrectly adjusted throttle dashpot. The 4-second delay in closing is critical in the LH 2.2 system.

Also, I have run into several cracked catalytic converters on 900s with transverse mufflers. In all cases, I also found the exhaust system to be welded rather than clamped. I theorize that this system must flex and welding the joints puts an undue strain on the neck at the converter inlet.

Finally, Tip #2 for a healthy SAAB (pg. 13). The cold start valve is only activated when the starter is engaged, as is the fuel by-pass circuit. Turning the key off and on repeatedly has no effect on fuel delivery.

John R. Campbell
SAAB Technician
Great Falls, MT

LED Retrofit on Alarm?

I recently wrote to Saab to ask if I could retrofit an LED indicator light into my 1985 SAABGUARD alarm, as the later units have. I know lots of ways to install an LED, but I wanted it put into the alarm system.

Here is Saab's reply. Might some enterprising young electronics whiz have a more promising answer?

Stewart Bloom
San Francisco, CA

Dear Mr. Bloom:

After investigating whether or not an LED could be installed on your 1985 Saab, I find that this can only be done with many modifications and at great expense.

In order to install an LED into your car, extensive wiring modifications, a new alarm control module, and a new connector would be required. Although possible, we could not recommend this procedure.

We wish we could give you a more positive answer.

Robert L. Schuler
Customer Service Representative
Saab-Scania of America, Inc.

Some 96 Quickies

A couple of things I have learned about my 1969 96 that might be of interest:

One summer the right front brake started dragging. After much work, the flexible brake hose was replaced and this solved the problem.

If you have a Weber 34-ICH carb with the solenoid, be careful. One night while starting the car with the lights on, the starter was slow, then smoke appeared. The solenoid apparently pulled too much voltage and burned some wiring, specifically the alternator charging circuit.

Also, 185/65x15 tires will fit on Sonett alloy wheels.

Ed Hall
Spartanburg, SC

Tires - Pirelli P6

Tires are NOT subjective. There are good tires and bad tires. When I bought my SAAB (a 1985 900 4-door, no S, no Turbo), I talked at length with Steve Rossi of Saab-Scania about tires and suspension. (Steve and I go back well before he worked for Saab.) His recommendation for tires was Pirelli P6. We discussed other brands as well as P7s. His feeling was that the optimum handling of the car would be realized with the P6 and the factory anti-sway bars. With over 42,000 miles on the car (the first set of P6s lasted 39,000) I am absolutely certain that he was correct.

Furthermore, I asked the dealer for his recommendation concerning tire pressures. He recommended 30 psi all around. Having talked with a shop that builds and repairs Formula Fords, I knew that differences of as little as 1 to 2 pounds could be significant. I presently run 32 psi all around and 36 psi if an extended high speed (70-75 mph for at least 150 miles one way) trip is planned.

Pressure differences of two pounds have a SIGNIFICANT effect on handling in both wet and dry. Therefore I recommend that the majority of drivers experiment with tire pressures before condemning or praising any tire.

Roy D. Summer
Somers, NY



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[Strange things cross my desk every now and then. The following column, for instance. Has it arrived twenty years late through some mistake of the postal service? Maybe the deranged musings of a mad-person? Or might it be the insight of a seeker of the truth? As Dr. Harry Cox once said, "There's a seeker born every minute." Could it be that everything you know is wrong? - T.W.]

Owners Beware

A terrible rumour is circulating that The Factory is going to abandon their justly famous three-cylinder, two-stroke engine in favour of a four-cylinder, four-stroke one! One may scoff at this, as owners especially will realise that The Factory is far too sophisticated to give up one of the great technological marvels of Automotive History and replace it with such a discredited concept as the four-cylinder, four-stroke engine! To see that three-cylinder is in harmony with nature, one need look no further than the obvious preponderance of three leaf clovers over four.

All realise that the four-stroke engine is a miserable idea -- all those silly valves bouncing up and down. Granted valves may be very useful on musical instruments and the like but they are certainly out of place on a modern automotive engine. Pity for poor Honda, after producing quite adequate two-

stroke engines, to have been sucked into the morass of four-stroke. As a truly desperate attempt to salvage their four-stroke engine design, they added three valves per cylinder, but it was too, or should we say three, little too late.

Remember this rumour started when The Factory announced the new Long Noses for our much loved 95s and 96s. This sparked immediate speculation that the increased space was to accommodate a bigger engine. Being naturally inferior, the four-stroke engines must be larger to produce the awesome level of performance we owners expect from our Mighty Threes!

In actual fact, the real reason for the Long Nose was to make room for more features and the latest technology for which The Factory is so justly famous. Months before it is announced you will read about it here.

Until then, best wishes.

Simon DuStroke

5-door Projects

Every year at the SAAB Owners Convention, Bob Sinclair can expect to be asked, "When are you going to bring back the 900 5-door?" To which he steadfastly replies, "We aren't." He then politely explains the reasons that have brought about that marketing decision.

I believe there is a potential market for at least two late model 5-door SAABs--me! (I have a personal guideline, I don't build a car that I am not willing to live with.)

My first project is a very sharp 1980 GLE, Anthracite and Red. I plan to install a complete 1986 8-valve non-turbo engine and 5-speed, plus the entire suspension and braking system, axles, steering, heater... in short, everything that gets tired. My parts car has 13,000 miles on it. The finished car will have sunroof, alloys and cruise.

The second project car is being planned with Andrews, Inc. of Princeton, Minnesota. I will be providing their body shop with a 1985 Turbo wrecked in the right side, and a complete rust-free rear body section from an '80 5-door. The assembly will be state of the art for repairing or rebuilding unibody vehicles, clip and weld. (I'll ask Chuck to write an article describing the process.) Color will be Rose Quartz and Bokahra Red, and trim and appointments will be 1985, except for power windows and locks.

Dennis Sweeney
Ligonier, PA

207 E CHURCH STREET
LIGONIER, PA 15658
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News From SAAB Clubs around the World.

Apparently taking their cue from NINES, both *Bakrutan*, the club newsletter of the Swedish SAAB Registry and *Saabine's Nachrichten*, the newsletter of the German SAAB clubs, had special Sonett issues for their third issue of the year. *Bakrutan* included reprints of articles and brochures about the Super Sonett and Sonett II including an interesting comparison of the Sonett II and the Volvo P1800S which appeared in *Teknikens Värld*. The article likened the P1800S to a "boulevardSPORTVAGN" - should require no translation - or a "gubbracer" (old man's racer). On the other hand, the Sonett II was considered to be "a refined sports car for a person who really loves to drive, and can drive." The article continues with an interesting story told by Björn Karlström, designer of the Sonett II, about its development. The idea began at Malmö Flygindustri (MFI), Malmö Aircraft, which wanted to build their own sports car based on Volvo. Early designs included a mid-engine version! No agreement with Volvo was reached, but SAAB became involved and a smaller car was the result.

Saabine's Nachrichten included a chart of some 20 suppliers of Sonett parts and repairs in the United States which they borrowed from the newsletter of Club Sonett Sweden. The list originally appeared in the *New England Sonett Club newsletter*. In "Technik-Tips," Helmut describes an inexpensive cooling system modification for V4s utilizing a SAAB 900 overflow tank and replumbed exterior hoses. John is already installing the system in his 96 rally car and should have tested it under rally conditions by the time you read this.

In issue number 2 of *Saabine's Nachrichten* we read an interesting article about the automated auto painting system newly developed by a Darmstadt company, GEI Software-Teknik. Another article features

autocross (closed circuit rally) competitor Siegfried Treppschuh, who competes in a 900 Turbo 16. He finished 3rd and 2nd in 1986 and 1987 in the German national standings.

We enjoyed reading in *Bakrutan* a personal profile, *ala* Dewar's Profile, of SAAB Registry board member Hans Erik Nyberg. This will apparently be a regular feature. (We, at least, don't mind "wasting" time on articles not dealing strictly with "technical" matters.) We were treated not only to some "funny 2-stroke memories", but found out that his DREAM SAAB would be a prepared 1968 95 with a 2-stroke motor and that his FAVORIT-MUSIK was Creedence Clearwater Revival.

Another interesting article talked about SAABs and SAAB owners in faroff places. Charles Walmsley of Buenos Aires is the owner of a 1956 SAAB 92. It seems that ten SAAB 92s were imported into Argentina -- of which perhaps only 2 survive. Since there isn't a SAAB club in Argentina, Walmsley joined an MG club. In July he entered a vintage 3 stage rally. Not too surprisingly, Walmsley and his 92 were the overall winners. A TR3 won the speed test stage. Here's his address for whoever would like to correspond in English with an Argentine 2-stroker: Charles Walmsley

Matheu 1615
1609 Boulogne
Buenos Aires
ARGENTINA.

Bakrutan reported that they were just finishing up an order for Sport or Monte Carlo front mufflers. Unfortunately, it is too late for anyone on this side of the Atlantic to participate in this 425 SK (about US\$70) deal. We're making an effort to avoid missing out on similar deals in the future.

Saabföraren from Saab-Klubben Stockholm continued with "Nuts and Bolts, Part 3," 4 pages of information on the strength of fasteners. Saab's 1989 domestic program was introduced. In Sweden, at least, it is still possible to buy the 5-door combi

coupe model, at least in the 16-valve 900i series.

Randy Nelson
John Vanlandingham
4927 S.W. Admiral Way
Seattle, WA 98116
(206)762-7617
(206)937-0441

Service Information Books Available

Saab-Scania of America has recently published two new collections of Service Information bulletins.

Supplement 6-A covers bulletins issued from January, 1986, through May, 1987, on the 99 and 900 models. Supplement 6-B covers all bulletins issued on the 9000 through May, 1987.

Service Information Manuals are considered "public record", and may be purchased through any Saab dealer. Part numbers for the Service Information reprint books are:

#1 - 1/71-10/79	#02 90 957
#2 - 11/79-8/81	#02 91 286
#3 - 9/81-12/82	#02 91 369
#4 - 1/83-10/84	#02 98 711
#5 - 11/84-12/85	#02 77 244
#6A (99/900) - 1/86-5/87	#02 89 066
#6B (9000) - 10/85-5/87	#02 89 058
Complete bound set:	#02 90 155

The complete bound set includes Recall Information, Service Tips and Tech. Memos.

Phoenix Dealership to be Largest

Construction has begun on a new facility at Armand Verdone SAAB in Phoenix, Arizona. A 30-car, two-story, 35,000 square-foot showroom building should be finished this spring, with a Grand Opening planned for April 30th, 1989.

According to the owner, Armand Verdone, Jr., the final phase of construction, which includes quadrupling the size of the service area, will begin this spring. When completed, the dealership will employ about 50 people. Verdone says it will be the largest Saab dealership in the world.

SAAB Dedicates New Distribution Center

LITHIA SPRINGS, Georgia -- Saab-Scania of America, Inc., officially dedicated its new 104,000 square-foot distribution center here recently by sponsoring an open house for regional Saab dealers, Saab suppliers and Saab-Scania personnel.

Saab-Scania will use the center for storage and distribution of Saab parts and accessories for its dealers in the Southern and Central regions.

The new center is staffed by 20 employees and stocks approximately 15,000 part numbers. The parts are stored mainly on six three-story, 150 foot-long, multi-tiered racks. Elevator fork lifts, guided by wires imbedded in the floors, enable parts to be picked from these storage racks by the employees, who need only to move the fork lifts down the aisle between the racks.

Smaller parts are also kept on six automated carousels, each forty feet high and nine feet long. A separate room is used for chemical-based and petroleum derived products such as tires and anti-freeze, and additional floor space is available for very large items.

Service for SAABs in Soviet Union

Saab is the first foreign car manufacturer to establish a service agreement with a Soviet company to offer Saab owners specialized automotive parts and improved service facilities for their technologically-sophisticated vehicles.

Saab's new Moscow-based partner is Sovinter Avtoservice, a company that has been servicing and repairing foreign trucks and buses throughout the U.S.S.R. for more than a decade.

The Saab service and parts facility is expected to be operational in early 1989. The facility will give more than 100 Saab owners in the Moscow area access to a modern workshop, equipped with specialized tools and staffed by a team of well-trained service technicians.

Saab-Scania

Saab Seeks Sales in Sun States

According to recent articles in Automotive News and AutoWeek, Saab-Scania plans to increase its exposure, and hopefully its sales, in the southern half of the U.S.

Using a regional marketing concept, Saab intends to concentrate on increasing its sales in areas where its market share has been the lowest, the Southeastern, South Central and Western states. Other regions will not suffer because of the new marketing strategy, according to Saab-Scania of America's president, Robert Sinclair.

There will be a few changes in the sales regions as a result. Several Central region districts will become part of the Western and Southern sales regions.

Saab's strongest sales have traditionally been in the Northern states, as Saab has historically marketed the winter benefits of its cars -- seat heaters, front wheel drive, and high ground clearance.

For 1989, a budget of \$25 million has been proposed for advertising, a 25 percent increase from 1988. A larger percentage will be spent on advertising in the Western and Sun Belt states. Extensive regional tailoring of ads is not expected, instead local scenery will be used as backgrounds while ad copy can remain the same across the country.

Projected sales for calendar year 1989 are 46,000 units, up from an estimated 40,000 during 1988. The 900 model is expected to account for 65 percent of 1989 sales, approximately 29,900 units. Saab's newest model, the 9000CD, is projected at 6,500 of the 16,100 9000s for the 1989 calendar year sales. A normally aspirated version of the CD will be available this spring.

In other news: A driver-side air bag will be standard equipment on all 9000 Turbos and CDs beginning with January production. Air-bag equipped Saabs should be available at the dealers in late spring. The air bag is to fulfill the Federal government's mandatory passive restraint system requirement.

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75-80 All 0437502004	Injectors	\$20.32
81-86 All 0437502012	Injectors	\$21.22
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75-80 All	Cold Start Valve	\$39.86
69-74 All	Trigger Contacts	\$39.90
74-4/78 NonTurbo	Alternator	\$66.95
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75 40 487	Radiator 900 NoTurbo	\$169.95
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89 21 728	75-80 Outer Cv Joint	\$135.00
89 39 589	LH 75on Brake Caliper	\$169.95
89 39 597	RH 75on Brake Caliper	\$137.50
89 45 735	69-84 Inner CV Joint	\$36.95

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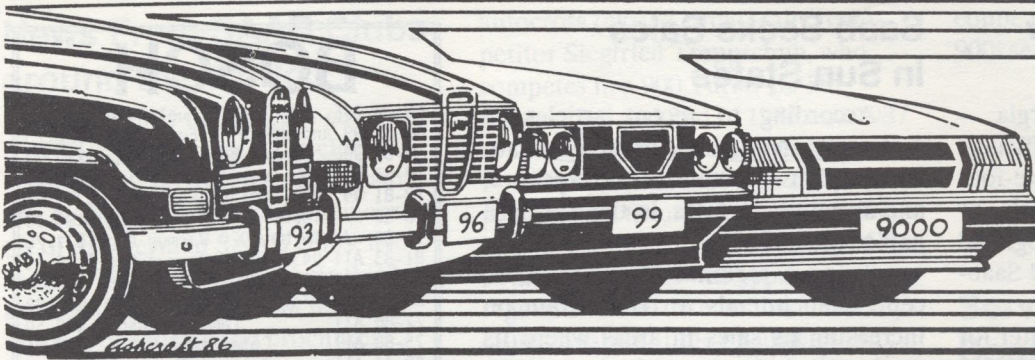
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82-84 W/ APC	Turbocharger	\$450.00
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DEADLINE: Second Friday of each month for the following month's issue, i.e. the 2nd Friday in January for the February issue.

COMMERCIAL DISPLAY ADS: Contact the editor for rates and info. Deadline, 1st Friday of each month for the following month's issue.

Sonetts For Sale

'74 Sonett III, excellent condition, California car, current appraisal available. \$5500. Patricia Steele, San Francisco, CA. 415/558-9368.

'74 Sonett III, new tires, battery, wiper motor, & red paint. Rebuilt engine & trans with Hi-Perf intake. 74k miles, garage stored, 2 boxes of new parts + manuals. \$3500 obo. Tim Johnson, TX. 713/446-6738 lv message.

'74 Sonett III, 100k mi, found in barn. Runs great but needs some work. \$1500 obo or trade? Mark Schrader, 27 Dorset, Edwardsville, IL 62025. 618/656-3504.

'73 Sonett III, Calif. car, rust free, 78k mi, excellent condition, strong runner, extras. \$2700 obo. T.P. Tielens, 244 S. Oakwood Dr, Novato, CA 94949. 415/382-8928.

'72 Sonett III, Colorado car, no rust, new red Imron paint, needs detailing. \$2500 obo. Stephen Nicholoff, PO Box 2182, Boulder, CO 80306. 303/442-1913.

'71 Sonett III, 50k mi, blue, new clutch, aux. lites, early alloy wheels, very good body, interior & mechanics, some rust. Must sell soon. \$1800. Lewis Eig, 36 Fawn Hill Dr, Monsey, NY 10952. 914/352-6124.

93s, 95s & 96s For Sale

'73 96, Arizona car, solid, pretty straight body, runs okay but needs gearbox. Includes good gearbox, new bearings, & many extras. Car is in Flagstaff. MUST SELL! \$700 obo. Scott Anderson, 1444 C.R. 250, Durango, CO 81301. 303/247-5775.

'71 96, all rebuilt & perfect, Sonett trans, \$1000 obo. Misc 96 & 97 parts also. Stephen Nicholoff, PO Box 2182, Boulder, CO 80306. 303/442-1913.

'70 96-V4, 68k mi, good running condition & good body, original paint. \$2500. J.G. Ross, PO Box 266, Mitchell, SD 57301. 605/996-3340.

'69 95-V4, extra solid & reliable. A/C & stereo, nice original interior. \$1600 obo. Bob Brown, Pulaski, VA. 703/980-8658.

'68 96, 26k mi, red, Sonett wheels, 1.7 eng, King-Kong trans, electronic ignition, Blaupunkt, new interior, Weber, Michelins. ~~\$4000~~ \$2500. Dale Kunkel, Lehighton, PA 215/377-2650.

'68 96-V4 project car, Calif. chassis, rebuilt trans & fresh engine (not installed), fenders & doors off, interior OK. Driveable. \$500. Steve Anderson, 1315 42nd St, Des Moines, IA 50311. 515/255-2433.

96/95 Clearance Sale!!!

'69 96 Deluxe, no eng/trans, body OK, \$150.
'71 95, body/interior OK, no eng/trans, \$250.
'71 95, body/interior good, runs well, \$1800.
'71 95, new paint, interior good, recent engine & trans work, \$2500.
SAAB FACTORY, 1185 Campbell Ave., San Jose, CA 95126. 408/241-7222.

'67 96-V4 Deluxe, 69k mi, original white paint, good interior, no rust, garage kept. Excellent example of first V4 sedan. \$2850 or trade. Shepley Haynes, 554 NE 7 Ave, Gainesville, FL 32601. 904/372-5086.

'66 96 Sport, triple carb, oil injection, runs well, needs paint. Best offer over \$500. David Heinlein, New York, NY. 212/645-1158.

2-Stroke & V4 Parts For Sale

V4 engine & trans from '69, \$400.
F & R bumpers from '69 96, good cond, \$100.
'68 95 rear bumper w/trailer hitch, \$50.
Right rear qtr panel/fender from '68 95, \$40.
Right front fender for '66-'68 95 or 96, \$40.
Robert Garber, 41841 Lawrence Ct, Elyria, OH 44035. 216/324-5507 or 322-6226.

Monte Carlo interior, body parts, cast iron gearbox, carbs (Solex & Fomoco) instruments, gearboxes complete & parts. Geoff, 303/443-4812 days, 443-6943 eves.

SAAB Club Newsletters 4/76 to present, \$35. Saab Sport & Rally catalog, original, excellent shape, \$35, Saab magazine ads from the mid-60s up, \$35. Scott Anderson, 1444 C.R. 250, Durango, CO 81301. 303/247-5775.

99s & 900s For Sale

'85 900 Turbo SPG, one of the first! 29k mi Arizona car. Rally seat covers, Blaupunkt Berlin, Gotti 16" wheels, VDO gauges, Euro lites, Fittipaldi steering wheel. Cleanest ever! \$18,000 obo. Jerry Ackley, Phoenix, AZ. 602/278-3812 or Bob at 602/849-4012 eves.

'82 900T 3dr, 5spd, white w/pinstriping, 43k mi. Super clean inside, outside, underside! Many SAAB accessories, original owner. \$7700 obo. David Wilkins, 503 W Riviera Dr, Tempe, AZ 85282. 602/829-0126.

'80 900 Turbo 5-dr with '85 SPG-Turbo drivetrain (16V intercooled eng w/5-spd), wiring & suspension, current alloys with Bridgestone HP41 195/60s. 1 yr-old Rose Quartz Urethane paint. Konis, air springs, Pioneer stereo. See Aug/Sep '88 NINES for more details. \$8950. Eric Johnson, 613 Union, Northfield, MN 55057. 507/645-5726.

'79 900T 5-dr, converted to non-turbo, over \$4500 invested in engine, 1 year on shocks, P/S rack, clutch, brakes. \$2900. Other SAABs for sale also. Jerry Ackley, Phoenix, AZ. 602/278-3812.

99 Pro Rally car, full roll cage, race engine, new paint, etc. Perfect starter car, needs some sorting. Has been rallied successfully in the past. \$2200 or trade? Colin Selig, 191 Weston Rd, Lincoln, MA 01773. 617/259-8305.

'78 99 Turbo, 87k mi, burgundy, Inca wheels, Sony stereo. New turbo, tires, battery. 2 snows w/wheels. Very good cond. \$4900. Rick LeVasseur, PO Box 45, Medway, ME 04460. 207/746-9349.

99, 900 & 9000 Parts & Accessories

16-valve Engine/Trans from '88, 350 mi, \$6000 complete +shpg. '85 16V-Turbo engine, 24k mi, \$2000 complete '79-'85 900 HB air-flow kit, new in box, \$800. Wheels - 99 soccer-ball, 900 TRX, \$20 ea. All prices +shipping. 99/900 seats, cheap. Sorry, no shipping. SAAB FACTORY, 1185 Campbell Ave, San Jose, CA 95126. 408/241-7222.

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

Engine & transaxle unit from '77 99EMS, complete and in excellent condition. Smooth shifting 4-speed. Strong engine, never used oil, includes underhood injection parts, AC compressor & starter. \$550. Bob Brown, Rt 1, Box 322-B, Pulaski, VA 703/980-8658.

99 notchback trailer hitch, \$35. 99 A/C compressors, \$18. 4 TRX wheels w/2 tires, \$130. More 99 parts, too. Colin Selig, 191 Weston Rd, Lincoln, MA 01773. 617/259-8305.

4 steel wheels & hubcaps from '79 900 w/used 165SR-15 Gislaved Frost studded snows, one season left, \$200 obo. One Aztec wheel w/good Riken 185/70HR-15, \$60 obo. Frank Rossi, 412 Simsbury Rd, Bloomfield, CT 06002. 203/242-1294.

Autopower bolt-in rollcage for 900 or 99, \$350. 6 late model 99 steel rims, \$20 ea. 4 Yokohama A008Rs with about 1/3 tread left, \$175. Set of stock 99 springs, \$50. Brad Ross, 7262 Barrett Rd, West Chester, OH 45069. 513/779-4208.

Parting out rust free '74 & '76 99s, '79 900. Also front clip from '80 900T. New & used parts available. Jerry Ackley, Phoenix, AZ. 602/278-3812.

4 SAAB TRX wheels in fair condition, \$100 +shpg for set. Chris Van Woerkom, 3712 Arctic Fox Dr, Ft Collins, CO 80525. 303/226-0780 eves.

4 alloy wheels from '82 900 w/TRX 180/65x390. Fair condition. \$200, shpg & center caps included. John Kay, 1105 Stratford Ln, Hanover Park, IL 60103. 312/837-3545.

Clarion equalizer from '86 900, w/connecting cable. Cost \$330 new, Sell for \$160. Dennis DeLeonard, 2812 Ole Pike Dr, Germantown, TN 38138. 901/756-0377.

4 900 Turbo wheels ('83) with Yokohamas, less than 5k miles wear. Bra for 900, never used. Euro lights for 900. Chris Mills, 10 Woods Ln, Chatham, NJ 07928. 201/635-7312.

Wanted, All Models

Sonett II 2-stroke, all or parts. Paul Perry, 1185 Campbell Ave., San Jose, CA 95126. 408/241-7222 days.

Turbochargers or disassembled turbo parts from any model SAAB. Send me those units that you were saving as spares, they're probably full of dust by now anyway. Colin Selig, 191 Weston Rd, Lincoln, MA 01773. 617/259-8305.

Two good chrome trim rings for Saab steel wheels. Frank Rossi, 412 Simsbury Rd, Bloomfield, CT 06002. 203/242-1294.

For 95 Wagon, need a left (driver's) side hinge for rear hatch door. Richard Wood, 155 Avery Dr, Atlanta, GA 30309. 404/892-1558.

Desperately seeking '67 Sonett V4 chassis, parts or full car for Vintage racing project. Also want 2-stroke cranks, close ratio gearbox. Call collect. Stephen Nicholoff, PO Box 2182, Boulder, CO 80306. 303/442-1913.

900 thermoplastic mats in red, tan or black. Bosch K-Jetronic fuel injection manual. Bill Seethaler, 1216 Covert St, Aliquippa, PA 15001. 412/375-0835.

Set of front rubber mats for 95/96. Chris Mills, 10 Woods Lane, Chatham, NJ 07928. 201/635-7312.

Bosch injection parts for 900: LH system - heated O₂ sensor & AIC valve. CIS system - Enrichment relay #8584732 & temp switch 11 38-45°C. R. Shenk, 4704 Burningtree Dr, Rockford, IL 61111. 815/282-1589.

93B GT-750, '58-'59. Also want: backup lights, front bumper moulding assy, steering wheel, trunk lid seal for Sonett II or V4, and carpets for Sonett II (2-stroke). Bo Lindberg, V.Storg. 18, 293 00 OLOFSTRÖM, SWEDEN. Phone +46-454-91540.

Saab Child Seat #02-74-001 a/k/a BOBOB Seat. New or mint condition only. Must have harness clip & accessory seat belt for SAAB. Roy Summer, 69 Krystal Dr, Somers, NY 10589. 914/248-6243.



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A Look at Saab's Future

During my travels surrounding the National Convention in Delaware, I was able to spend a few hours visiting with Saab-Scania of America's President, Bob Sinclair. One subject was the future development of Saab cars.

Everyone seems to want "more horsepower." Though other manufacturers make use of V6 or V8 engines and other powerplants, and they have been suggested for SAAB, Sinclair says there is still plenty of development available in the current 1985cc four-cylinder engine. Displacement could be increased by up to 25 percent. Potential vibration problems with a larger displacement four cylinder engine can be dealt with by the use of balance shafts. When the next fuel shortage happens, the many-cylinder engines will probably fall out of favor once again, while Saab expects its fours will continue as strong as ever.

Look back on the development of the 2.0 liter SAAB engine. Upon introduction in the early '70s, power was rated at 95 bhp in the carbureted version. Today, despite being choked

by government mandated emissions equipment, the same basic 2.0 liter engine, in stock U.S. form, puts out 165 bhp with the help of fuel injection, four valves per cylinder, turbocharging and computer circuitry, an increase of over 70 percent. At the same time, fuel economy has improved by over 20%.

The turbocharger is another area that is still being developed. Though improving every year, turbo lag continues to be a problem. Turbo lag can be diminished by trimming the weight of the spinning parts. A reduction in size is a short term possibility, while the use of lighter weight materials such as ceramics is likely farther down the road. The use of multiple turbos is another potential way to boost power output.

Though some car companies have turned to four-wheel-drive as a way to improve handling, Sinclair and Saab believe "traction control" is the better way to go, and the next obvious step in helping the driver maintain control of his vehicle. Teves has been testing a traction control system on the Saab 9000, which has been written up in several major automotive publications. The Teves traction control system works much like, and in conjunction with, anti-lock brakes. To put it very simply, sensors tell a computer if one wheel has more slip than the others, and the computer directs the other systems to compensate for it. "Active suspension" is another research area, but is cost prohibitive at present.

As has been evidenced by the continuing growth of 9000 sales, Sinclair and Saab-Scania believe that line will become Saab's primary model, developing into a full family of cars, the next of which, the CD, was recently introduced in the U.S. The 900 series is still strong, however, so it will not likely be phased out, but rather is expected to develop into an updated model in the '90s, much like Audi and BMW have redesigned their lower priced models, the 80/90 and the 3-series respectively.

In late 1989, a new manufacturing facility in Malmo is scheduled to come on-line. It will replace the existing assembly line in nearby Arlov that is used strictly for 900 production. The new factory is supposed to be capable of building 30,000 SAABs a year.

The Saab-Valmet plant in Finland is a vital part of Saab's future. It will remain an assembly-only facility, receiving bodies and drivetrains from Saab's Swedish factories. Though more labor is involved on the Saab-Valmet assembly line than at the highly mechanized Trollhattan plant, quality is very high, thanks in part to good morale and a strong work ethic among the Finnish laborers. It also is a 900-only assembly line, with exclusive production of the 900 Convertibles.

As always, expect Saab to be at the forefront of technology. After all, the SAAB 92 offered a transverse-engined, front-wheel-drive configuration 10 years before the Austin Mini. It wasn't until the '70s that FWD became popular, over 20 years after the introduction of the first SAAB car. Such Saab innovations as dual-diagonal brakes, seat heaters and headlight wipers are still finding their way onto some cars. And while turbocharging is reserved for just a few exclusive top-of-the-line models at other companies, over one-third of Saab's production is now turbo-charged, a continuing example of the leading technological edge Saab has always strived to maintain.

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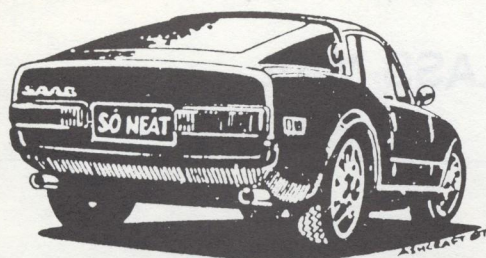
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FROM THE BACKSIDE

As you have often read in these pages: "SAAB has forgotten its roots," "The prices of new SAABs are getting so the average guy can't afford them," "Why can't SAAB make another 96?" and so on. I don't subscribe to the above complaints.

Saab is a very small car company. Smaller than Audi, BMW or Mercedes. You can expect to pay more for exclusivity. Saab also makes a very fine automobile, with heavier sheet metal than other makes, better rustproofing, orthopedically designed seats (heated, no less), one of the most useful hatchback designs ever, bulletproof engines, quality materials throughout... How can anyone expect to pay less?

I recently sat down with SAAB's 1979 price list, a calculator, and the Consumer Price Index. The POE price on a 1979 900 GL 3-door with 4-speed manual transmission was \$8,598.00. Multiplying by the CPI figure for last summer, we come up with a comparable 1988 price of \$15,050.00. The price of a 1988 900 base model with a 5-speed trans was \$14,983.00. After

nine years and many improvements, the comparative price was lower!

Let's take it a little further; a '79 900 EMS 3-door was \$9,523.00, which works out to \$16,670.00 in 1988 dollars. An '88 900S 3-door with 16-valve engine, greatly improved suspension and brakes, power steering and other refinements was \$18,718.00.

Looking to the Turbo models we find that a '79 3-door was \$11,473.00, or \$20,100.00 by the 1988 CPI. The '88 900 Turbo had a base price of \$21,995. Don't forget to add APC, air conditioning, water-cooled turbo, etc.

What I'm getting at is that the price of new SAABs has not really increased based on the value of what you get. A person's priorities may change so that a new car is allotted a smaller percentage of the paycheck than in younger years. It is replaced by house payments, family expenses, and hundreds of other products that we "must have."

Yes, I know that in '79 you could still buy a new 99, and for only \$7,198.00 (or about \$12,600 by the '88 CPI). And it has been replaced by a much pricier model, the 9000.

Saab-Scania is a business. That means their primary purpose is to make money, and as much as they can. Wouldn't you do the same?

With their limited resources, they try to produce a top quality product, at a reasonable price, that is attractive to a certain market. Fortunately, they are succeeding.

In many ways that is what I am trying to do with NINES. This is my

third year as editor. When I took over, the newsletter was only 12-pages, there were about 2800 subscribers, and the editor's cut of the pie was barely enough to survive on. Today NINES is 24-pages, membership is over 3800, and the editor can afford to keep some beer in the fridge.

There have been price increases, from \$12.00 in '86 to \$20.00 today, but most of that has been eaten up by increases in postage and printing costs, both of which have doubled. With a much larger newsletter and more subscribers, the work load seems to have doubled, also. I became very aware of how much more I put into each issue when I assembled the Index for this issue. In January '86, the Index took up a page and a half.

I'm not complaining, but trying to explain where your \$20.00 goes. I'll try to have a financial breakdown of 1988 in the next issue. Food for thought--how much you would expect to make as editor of NINES?

Though nothing is definite, we have a pretty good offer for a national convention in Las Vegas next October.

I will be in the Los Angeles area the second weekend in January, to run "The Inaugural" SCCA Tour. Phil Berg (of AutoWeek) and I will be competing in a new SAAB. Maybe Paul Florance or someone will set up a meet/party on the 15th or 16th so I can get a chance to visit with left-coast SAABers.

Tim Winker, Editor

NINES

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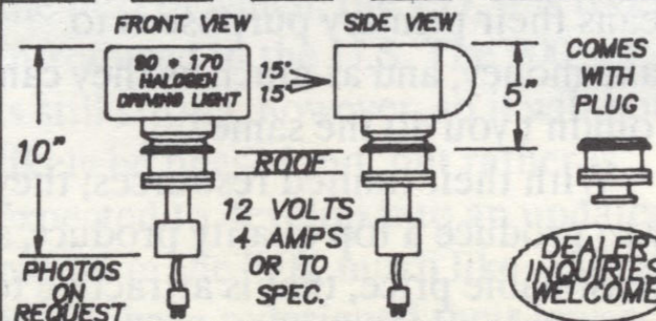
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