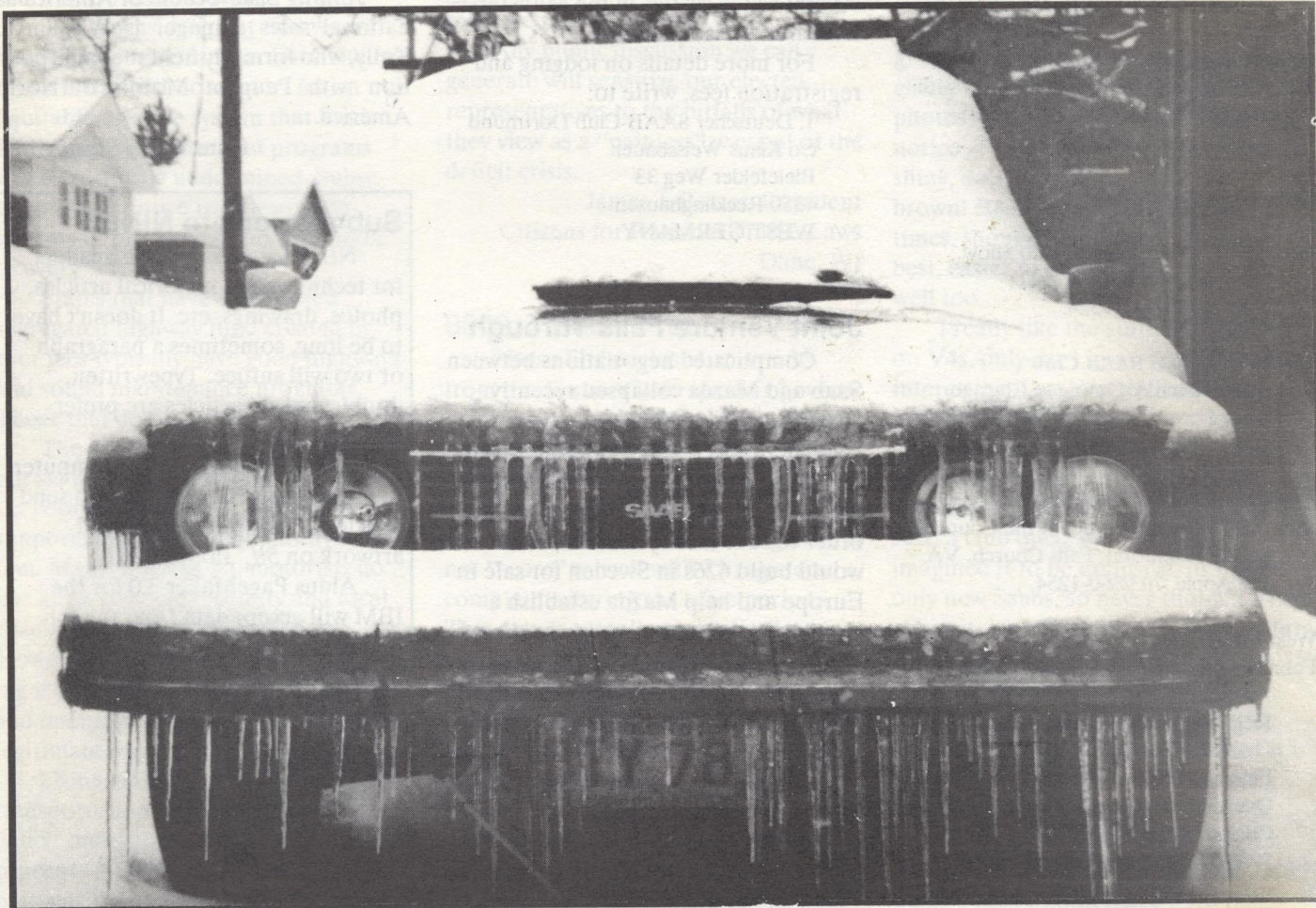




NINES

THE SAAB CLUB NEWSLETTER

\$2.25
February
1989
no. 178



Winter Beater, Temporarily Winter Beaten. photo by Tim Winker

In Depth Look at Transmission Troubles
Driving Impression: '89 900 Base with 16-valve
Proposed National SAAB Club Bylaws

page 8

page 26

center insert

REGIONAL CLUB NEWS

Appalachian SAAB Club

Feb. 18 - Monthly meeting, 5:30pm,
Wendell & Carolyn Francis' home.
Bring a covered dish.
?? - 4th Annual Snow Run. Depends on
weather conditions. For directions,
contact Ken Edwards, 615/753-3153.

Great Lakes SAAB Club

Feb. 12 - Trip to Chicago Auto Show with
Northern Illinois SAAB Club.
Jim Laman, 616/335-5215.

Milwaukee SAAB Club

Feb. 5 - Ice Trials, Friess Lake.
Feb. 12 - Trip to Chicago Auto Show.
Feb. 19 - Ice Trials, Friess Lake.
Paul at 414/442-9524.

Northern Illinois SAAB Club

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

SAAB Club Nat'l Capital Area

Mar. 12 - Annual Banquet at the Country
Squire restaurant, Falls Church, VA.
Joe Apple, 703/860-1254.

West Mountain SAAB Club

Feb. 25 - Winter Rallye. Start & finish at
Anchorage Inn, York, Maine.
Registration: 12:00 noon
Driver's meeting: 12:30pm
First Car Out: 1:00pm
Overnight accommodations available.
Contact Mike Blair, 508/525-2110 days,
508/525-3872 eves or leave message.

International SAAB Meet Scheduled in Germany

On September 9th and 10th, 1989,
the 1. Deutscher SAAB-Club
Dortmund e.V. will hold its 5th
International SAAB-meeting in
Haltern/Westphalia (Germany).

On the schedule are a SAAB
Beauty contest, inter-club events, a
social gathering with Westphalian
buffet, music and dance. A tour to
several water-castles in the Munster-
land area is also planned.

For more details on lodging and
registration fees, write to:

1. Deutscher SAAB-Club Dortmund
c/o Klaus Weissbauer
Bielefelder Weg 33
4350 Recklinghausen
WEST GERMANY

Proposed Saab-Mazda Joint Venture Falls Through

Complicated negotiations between
Saab and Mazda collapsed recently
according to *AutoWeek*.

There was a suggestion the Mazda
626 might be used as a starting point
for an upcoming 900 replacement in
order to save money. In turn, Saab
would build 626s in Sweden for sale in
Europe and help Mazda establish a
manufacturing and marketbase there.

Mazda was also said to be investi-
gating the possibilites of a joint effort
to set up a Saab dealer network in
Japan.

Mazda is now exploring joint
venture possibilities with Citroen.

from *Smoke Signals* 1/89
SAAB Club Nat'l Capital Area

Executive Shuffle at Saab

Alarmed by declining car sales,
especially in Sweden and the U.S., Saab-
Scania AB has put into motion a series
of changes in its top management.
Transferred to the U.S. company is
Bengt Odmann, VP of sales and market-
ing. In hsi place as VP will be Dieter
Mertz, who was manager of Saab-
France. There will be other changes
along mahogany row in Sweden.

Joining Saab-Scania of America as
national sales manager is William S.
Kelly, who formerly held the same posi-
tion with Peugeot Motors of North
America.

from *Smoke Signals* 1/89

Submissions to NINES

NINES depends on its readers
for technical and historical articles,
photos, drawings, etc. It doesn't have
to be long, sometimes a paragraph
or two will suffice. Typewritten,
double-spaced articles are prefer-
able, but not necessary.

As we are now using a computer
to lay out NINES, you can also send
articles or computer-produced
artwork on 5 $\frac{1}{4}$ " floppy disk.

Aldus PageMaker 3.0 for the
IBM will accept data from the fol-
lowing word processors:

Windows Write
Microsoft Word
Word Perfect
XyWrite III
Multimate
Wordstar 3.3
ASCII text files (*.TXT)

Artwork produced in the follow-
ing programs can also be used:

Windows Draw
In*A*Vision
Windows Metafile
Windows Paint
PC Paintbrush
Mouse Systems PC Paint
MacPaint

Please include a hard copy of
your work along with the disk.

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

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The SAAB Club is not affiliated with Saab-Scania of America, Inc.

Letters to NINES

For All Drivers

You have undoubtedly read and heard the proposals to use increased gasoline taxes to reduce the National deficit. This is a lousy proposal and sets a terrible precedent.

The downside is not that we will have to pay more for gasoline. The real crime is that public support for an equitable user fee system that funds our highway projects and programs will be seriously undermined. Subsequently our entire transportation system will play second priority fiddle to every "crisis of the day."

States that have a protected segregated highway fund created by user fees typically have good highways and sound maintenance programs. Those that don't, don't.

The American public has supported increases in the federal gasoline tax because the American public supports the Interstate highway system. Many, if not most, motorists do not know that state, county and local roads also receive federal funds. However, the overriding understanding is that gas tax dollars go to build and maintain roads. User fees are a legitimate way to fund such a system.

Using gas tax revenue to fund non-transportation related functions, e.g. deficit reduction, pollutes the user fee concept and opens a Pandora's box of political abuses. Stable funding, long range planning, construction in advance of crisis, and systematic approaches to changing transportation needs will be "out the window."

Just as segregated federal highway funds should not be used to coerce states into carrying out foolish federal mandates, e.g. the 55mph National Maximum Speed Limit they should not be used to bail out a federal treasury drained by foreign policy boondoggles, weapon system waste, and social

programs doomed to failure from the start. It's ironic that the one program with a reasonably decent track record of success and accomplishment is the one being targeted for massive change.

The deficit is a serious problem but it is not a problem created by the transportation sector or highway users. Reducing the deficit is a burden that should be shared by all citizens, probably through broadly based taxes and broadly based benefit and program reductions.

Any public discussion we can generate will sensitize our elected representatives to the pitfalls of what they view as a "painless" way out of the deficit crisis.

James J. Baxter, President
Citizens for Rational Traffic Laws
Dane, WI

9000: Trouble-Free?

Please find enclosed an article from the *Boston Globe* quoting government results from the latest **Car Book**. Note that the Saab 9000 was 1 of only 15 cars to have no reported government complaints from the period of 1986-1988! Even the Acura Legend did not "score" as well with 25 registered complaints during the same period. This data is actually normalized per thousands of cars sold, so the total number of complaints on the Acura is considerably higher than 25. Nevertheless, the Saab 9000 had zero reported complaints.

As I said in an earlier article... I believe that Saab (on the whole) knows how to get the big things right (engine, electrical, transmission, etc.), but still misses out on the little things such as rattles and squeaks that ultimately pulls down their showing in other surveys such as J.D. Powers. This government report is clear indication of this fact.

Dr. George Metz
Gaithersburg, MD

[The government results mentioned are from the complaint files of the National Highway Traffic Safety Administration, obtained by the Center for

Auto Safety, a consumer advocacy group. The other 14 models with no complaints were:

Acura Integra, Buick Somerset Regal, Chevrolet S-10 Blazer, Chrysler LeBaron GTS, Dodge Shadow, Honda Civic CRX, Hyundai Excel, Mazda B2000, Nissan Van, Subaru Justy, Toyota Starlet, Toyota Tercel, Toyota Van Wagon and the Volkswagen Fox.]

Luv Ya! Don't Ever Change!

I like the paper the way it is. Non-glossy paper is easier on the eyes, and glossy is too slippery. As for color photos, when I'm under the hood all I notice generally is black, light, gray, shiny, dull, dirty, greasy and rusty-brown! B&W photos can be a help at times, though diagrams are usually best, easier to understand, and print well too.

I really like the stuff by Ashcraft on V4s, only car I know (other stuff is interesting if written well, as with melted wiring harnesses; one learns about electrical stuff). Many times past I could have used hints from **NINES**. I very dimly remember hearing about such a club once, but may have imagined it to be exclusive, or maybe only new Saabs, so never thought twice about it. It's the newsletter with useful stuff that really interested me. I think I never learned about **NINES** as I do most of my own car work, and don't frequent garages. This is ironic, for it is most useful to the home mechanic.

When I read the caption on the January cover, "9000 Police Cars for Sweden," I thought, "I only count 8 of them. I didn't think there were that many policemen in Sweden!" Next will be 90,000 (call it 90k instead) and consequent models, 999k and a big 9M Saab!

I doubt if I'd want to learn a whole different car. The Amish don't have that problem; they use horses which at least use common fuel and emit non-polluting exhaust!

Dana Morong
Wiscasset, ME

A Better Tire Survey

First, a correction of past bad advice (Oct 88, page 17): People shouldn't bother filing relay or switch contacts. Each of the reworked components has died in the last couple of months. Apparently the original contacts have a plating of hardened alloy which prevents arcing damage. Once the plating has burned through, contact filing is only a temporary measure. Sigh...

The recent great SCNA Tire Evaluation by Survey (Aug/Sept 88) was not a great success, I believe, mainly for reasons cited in the survey report. How can you compare my #3 rating on a tire to your #5 rating for the same tire? Therefore, I propose a New Improved SCNA Tire Evaluation by Survey (NISCNATES). In the NISCNATES, tires will be evaluated by means of a "round robin" rating system. The procedure is as follows:

1) Participants must have experience with at least two different models of tire on the same model vehicle. If different vehicles are involved, they may be considered to be

the same if the years and chassis equipment levels are similar. For example, no fair comparing tires on a 1971 carburetted 99 to those used on a 1978 EMS, but comparing those on a 1988 900S to those on a 1987 900 Turbo is okay.

2) The evaluation categories should be the same as before: Ride; handling in the dry, wet and snow; traction in the dry, wet and snow; noise; and mileage.

3) The evaluation is to be on the basis of relative merit, with the following categories: About the same; slightly better; distinctly better; and "you wouldn't believe!"

4) Comments and generalities are encouraged as well as the straight comparisons. These will be reported out if there is a consensus.

I volunteer to evaluate the responses and report out the results. I don't know yet how I will do this, but with computer at hand and when the survey forms are in front of me, I'll find a way.

Steve Goldberger
North Canton, OH

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.

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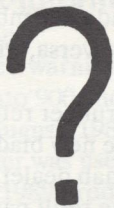


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TOSA IMPORTS
P.O. Box 13507
Milwaukee, Wisconsin 53213
Att: Mr. Elroy Redemann



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 now be considered for publication in this column.

For a proper diagnosis, it is recommended that you visit a SAAB dealer or repair shop.

Send your questions to:

NINES

2416 London Road, Unit 900

Duluth, MN 55812-2221

- Editorial -

Beginning with the next issue of NINES, we will have a new "answer man". He is an independent mechanic who enjoys working on SAABs, and will be willing to answer some questions regarding minor modifications and performance tuning.

I would like to thank "Bob", that anonymous technician who has answered your mechanical questions since 1986. His support and interest in SAABs and in the newsletter have helped in building NINES over the past couple of years. He retired recently from wrenching on SAABs. Now he can be a carefree traveler. Thanks, Bob!

Though I have been a supporter of the "Ask Bob" column, I must agree with recent letter writers who point out that the newsletter is a forum for *sharing* of technical information on SAABs. In addition, there are SAAB dealers whose mechanics may not have the expertise or training that is offered by Saab-Scania of America, and are unable (or unwilling due to flat-rate restrictions) to properly troubleshoot a problem. There are many dealerships that have taken on SAAB in recent years, and will not work on 99s or V4s. The work on my 99s is done either by myself, or by a knowledgeable independent shop as I, too, am wary of dealerships.

In the meantime, send your questions to SAAB Club H.Q. in Duluth. Please include as much information on the car and the problem as you can.

To fill the space this month, an answer for a question that wasn't asked. More from Simon DuStroke.

T.W.

2 Stroke Air

In the past year, nearly 8600 new 95 and 96 models have found owners in the U.S. alone. Despite this truly incredible response to their cars, The Factory is looking to broaden the appeal of our favourite cars to more buyers. Engineering excellence and dazzling performance have generated this amazing sales record but there are other market segments to address. For example, the young professional types buy cars that are both well designed and loaded with features. Insiders say The Factory is going to offer Air Conditioning next year to appeal to this market. Even the Monte Carlo will be offered with this option.

The great news for present owners is that you can retrofit a system to any three cylinder 93/95/96/97!! Please note that the 92s, having only moderate power, are not recommended for this conversion. If you own a Mighty Three though, you can add this feature with the help of

a few simple tools. Here are some of the basic details.

Due to the huge interior of the sedan models and the truly cavernous interior of the 95, a system designed to cool the biggest of spaces is required. My "source" suggests that even bus systems were examined, some of which weighed over seven hundred pounds and had to be discarded as obviously too heavy. Fortunately while this search for "capacity" was going on, Rolls Royce announced an uprated system for their limos. This system proved to be suitable.

For those owners wishing to add such a system to their car, a "how-to" sheet will soon be available. It is an easy project with most of the components needed available from the local Rolls wrecker, and the balance over the counter from your local Rolls Royce dealer.

Next time there will be news of more power. Until then, best wishes.

Simon DuStroke

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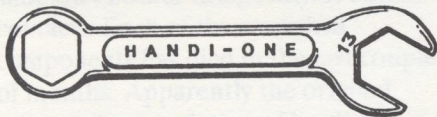
900 T Not 16-valve \$444.95

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SERVICE SUBJECTS



FROM SAAB

	Recall	FUEL FILTERS
	274	Safety-related Early '89 900/9000

Recall 274

Replacement of Fuel Filters S.I. 12/88-1094

Saab-Scania of America has notified the National Highway Traffic Safety Administration (NHTSA) that a defect which may be safety related exists with approximately 1,600 1989 Saab 900 and 9000 models.

These vehicles are being recalled to replace the potentially defective original equipment fuel filter to prevent the possibility of fuel leakage.

Vehicles Affected By This Recall

1989 900 Models:

K7003601-K7005530

1989 9000 Models:

K1003410-K1006162

K2001588-K2002754

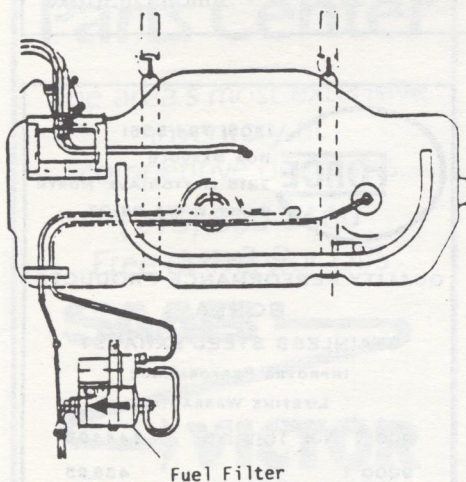


Figure 1. Correct orientation of the fuel filter in the 900.

Correcting Windshield Wiper Chattering and Oversweep

Application: Mid-1988 9000 Models
S.I. 12/88-1101, B-3/P.19

During 1988, 9000 model production improved wiper arms and blade assemblies, and a new wiper linkage assembly were introduced.

The introduction of the revised wiper arms and blade assemblies began with vehicle identification numbers (VIN) J1000153 and J2000021. The linkage assembly improvements were made from VIN J1023625 and VIN 2013800.

The new wiper arm construction is more rigid and the blade is slightly longer. These features combine to reduce the likelihood of wiper chatter. Revised bushings are used on the connecting rods of the wiper linkage assembly to prevent premature bushing wear and wiper oversweep. Oversweep exists if the blade assembly strikes both the A-pillar and the lower edge of the windshield moulding during its sweep.

The components listed in Table 1 may be installed on 1986, 1987 and early 1988 9000 models to prevent wiper chattering and oversweep.

Wiper Blade Assembly (2 req.)	95 29 488
Wiper Arm LH	95 29 991
Wiper Arm RH	95 29 702
Nut (2 req.)	95 65 912
Linkage Assembly	40 60 133

Table 1. Required repair parts.

Wiper Chatter Repair

For this repair to be effective, all the items shown in Figure 1 must be

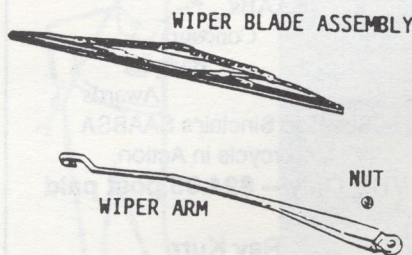


Figure 1. Components used for repairing wiper chatter.

replaced as a set. Attempting to combine the old blade assembly and the new arm, or vice versa, will not prevent wiper chatter.

Individual rubber refills are available for the new blade assembly. Consult your Saab dealer's parts department for the refill part numbers.

Wiper Oversweep Repair

The new wiper linkage assembly (Figure 2) contains improved connect-

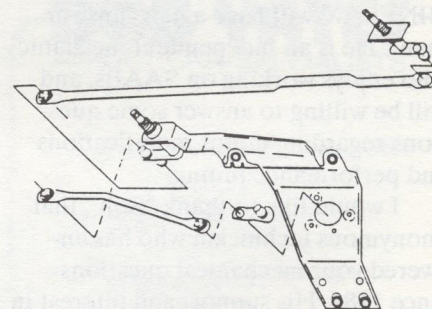


Figure 2. The revised wiper linkage assembly.

ing rods, crank arm and spindle. The linkage assembly should be installed to stop wiper oversweep. See Service Manual Section 3:1, page 363-2 for the wiper assembly installation procedure. Because the bushings in the new assembly are incompatible with the earlier design components, the entire linkage assembly must be retrofitted to resolve the oversweep problem.

New Service Manual Sections

Several updated sections have been introduced for the 9000 Service Manual. They are available through the Saab parts system. Ordering numbers follow the descriptions.

Sec. 3:2,	Electrical 89-	#313874
Sec. 3:4,	Electrical 87-88	#337295
Sec. 4:2,	Automatic Transmission	
	86-88-	#335596
Sec. 6,	Steering 85-88-	#337220

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.

Consumer Information 12/88

Warning Chime

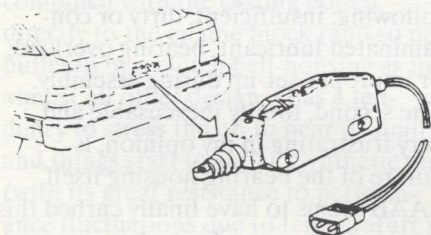
A seat belt warning chime was introduced into 900 and 9000 production in late August, 1988. The earlier warning buzzer was used at the beginning of 1989 production.

The change to the warning chime began in 900 models with VINs K3000965 and K7000631. The change began in 9000 models with VINs K1001579 and K2001268.

The chime is fully interchangeable with the 1988 buzzer. Retrofitting the chime to cars produced with the buzzer is not covered by warranty.

Rear Hatch Lock Motor

Saab 9000 models now have a new, quieter central locking motor for the rear hatch. The new motor is more resistant to latch bounce, the problem of the hatch door remaining unlocked after operation of the central lock.



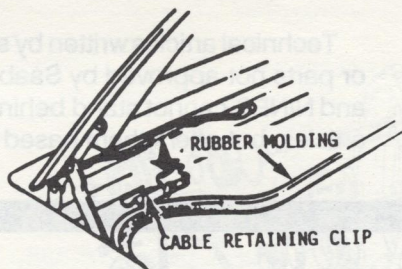
This change took effect in mid-October starting with VINs K1006538 and K2002989. The new motor can be used to replace the old motor.

Preventing Water from Entering the Car when Raising 9000 Rear Hatch

A water deflector is available for Saab 9000 5-door models to prevent water from dripping onto the parcel shelf when the rear hatch is opened.

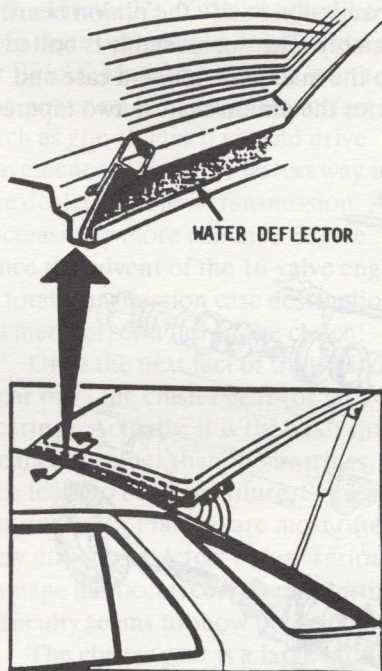
The water deflector is a soft rubber shield that channels water to the side of the car when the hatch is opened. Install the water deflector (P/N 69 58 052) and two cable clips (P/N 95 08 037) by using the following procedure:

1. Pull the rubber molding away from the top of the hatch opening.
2. Remove the two large cable retaining clips. Install the two new



Installing the new smaller cable retaining clips on the 9000 rear hatch.

3. Use a degreaser to clean the surfaces where the deflector will be attached.
4. Without removing the backing, test fit the water deflector to center it before installation.
5. Peel off the paper backing and apply the water deflector to the sheet metal edge of the hatch opening.
6. Reinstall the rubber molding over the hatch opening sheet metal edge and the leading edge of the attached portion of the water deflector.
7. Fit the adhesive surface of the water deflector to the hatch.



Water deflector installed on the rear hatch of a Saab 9000.

BOSCH

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75-81 99 and 900 All	Fuel Pump	\$128.25
82-86 900, Turbo -84	Fuel Pump	\$214.34
78-81 99, 900 Turbo	Fuel Dist	\$231.53
78-81 99, 900 NonTurbo	Fuel Dist	\$209.04
78-80 w/ Turbo 051	Warmup Reg	\$101.16
78-80 w/o Turbo 020	Warmup Reg	\$77.20
81-83 All 0438140084	Warmup Reg	\$146.39
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
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OEM PARTS

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75 41 071	Radiator 900 Turbo	\$187.95
78 71 403	72-80 Timing chain	\$24.95
83 46 785	72-80 Crank gear 2.0	\$29.95
83 46 793	72-80 Idler gear 2.0	\$33.50
83 46 801	72-80 Cam gear 2.0	\$41.25
83 47 874	72-80 Tensioner 2.0	\$23.95
83 58 509	2.0 All Countershaft	\$215.00
87 22 209	76&on Clutch slave cy	\$71.95
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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69&on 99&900 NonTurbo	New Disc	\$32.95
77- 99&900 Turbo	New 4sp Disc	\$44.95
77- 99&900 Turbo	New 5sp Disc	\$46.95
69-75 99	All 30-29110 Brg.	\$30.10
76&on 99&900 All	30-29115 Brg.	\$12.99
82-84 W/ APC	Turbocharger	\$450.00
79-85	Rack & Pinion unit (w/PS)	\$169.00
78-80 99,900	Rebuilt Distributor	\$115.00
69-74 96V4 & 99	Master Cyl	\$99.95
75-84 99 & 900	Master Cyl	\$141.56
75-80 99 & 900	Brake Rotor	\$34.95
81-85 900	Brake Rotor	\$36.95
75-85	Fr Repco MetalMaster Pads	\$21.95
76-85	Rr Repco MetalMaster Pads	\$19.95
69-76 99(8 cog gear)	Water Pump	\$69.13
77-80 99 & 900 All	Water Pump	\$69.95
79-84 900 & Turbo	Wolf Bra	\$77.50
12/76-84	Sachs Rear Lift Shock	\$22.95
Most Saab	Plastic Louvers	\$139.95

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TECHNICAL TALK

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

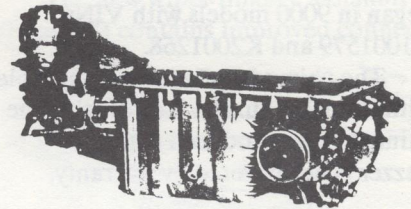
Tranny Trials & Tribulations

As those of us with some years of SAABing behind us know, these favorite machines of ours have their unique qualities, idiosyncrasies, and, unfortunately, shortcomings. Most of the time, hard as we try to understand when, and most importantly, why they screw up, often we are just as baffled after a particular repair has been made as before we popped the hood. It is to this end that I will direct my rambling. Although I am not an expert, I will attempt to draw from my years of experience with these beasts to help you make your own conclusions. This is my first attempt at this sort of thing, so please bear with me.

As most of us drive 99s and 900s, I will start with a topic I feel is most important to all of us. For as long as SAABs have had valves (and to a lesser degree before that) getting engine torque to the front wheels has

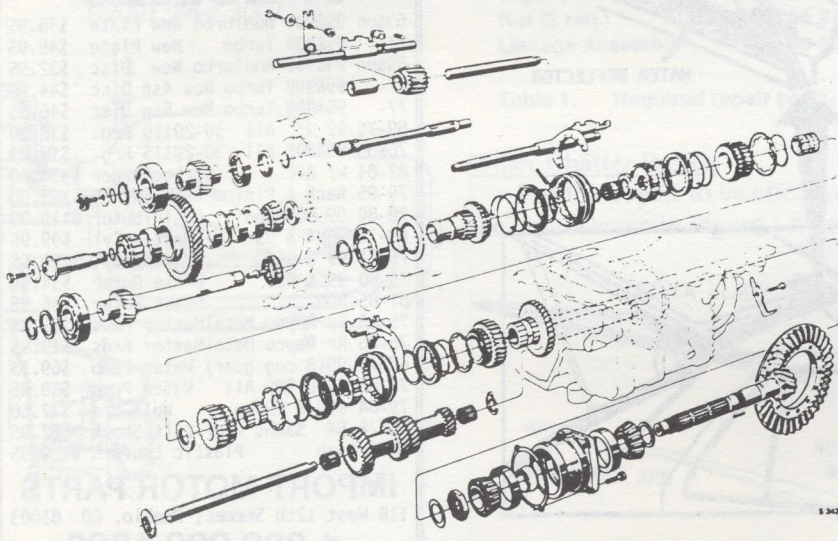
been their downfall. SAAB transmissions have always screwed up, broken down, or just plain worn out well before they should have. This is due to a combination of things, not the least of which being what I politely call *under-engineering*. In the *old days* when things were cheap, this problem did not have quite the impact as in today's high tech (i.e., **high price**) world. Cars are still basically the same as they have been for 75 years or so, they are just buried under miles of wire and hose, numerous micro-processors, and too many pounds of plastic. Okay - enough with the baloney - back to what's wrong with your 99/900 transmission (or what to expect down the road).

The first order of business, as it is the greatest problem area of this breed of gearbox, is the very heart of the transmission itself - the pinion bearing assembly. This subassembly is bolted into the main transmission case and carries the pinion shaft in two tapered



4-Speed Manual Transmission

roller bearings. Two problems arise here, and can lead to extreme damage to almost everything in the unit. The first, and most understandable, is bearing failure due to any or all of the following: insufficient, dirty or contaminated lubricant; bearing overload; or improper set-up during assembly. The second, totally inexcusable and very frustrating in my opinion, is failure of the bearing housing itself. SAAB seems to have finally curbed this trouble with a new design housing, and failure is rare now. These new housings are used on transmissions as of late 1983 models, and unless your vehicle is this new or has had its pinion housing replaced, it **will** break eventually - they all do. Just because the part **looks** perfect does not mean it is - hairline cracks can almost always be found where the flange meets the body of the housing. This flange takes all the stress of the pinion gear and is not up to the job. Be it cast iron (up to 1979), die-cast ('79-'82, the worst) or sand-cast ('82-'83), it should be trash-cast. Late type housings have a shiny aluminum finish and are the one and only replacement. Symptoms of a broken housing are difficult engaging gears (particularly 5th in 5-speeds), excessive drive train play (backlash) and, of course, noise.

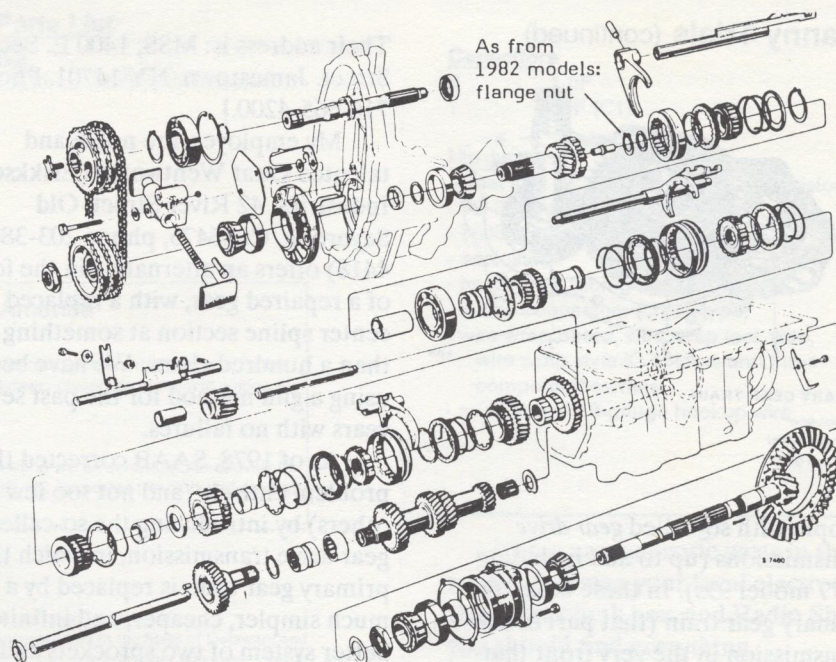


"Gear Drive" 4-Speed Transmission - Exploded View

As for the first problem (bearing failure), causes and symptoms are much harder to determine. Any and all bearings require a sufficient supply of clean lubricant and must be designed and set-up correctly to do their particular job. As we all know, many SAAB transmissions leak and there is no excuse for it, except there are at least 15 places for them to bleed (not counting bolt holes) and if yours leaks you should either fix it or feed it; don't forget it or you'll pay.

Secondly, 99/900 transmissions are harder on their oil than almost every other vehicle around, with the possible exception of the BMC Mini breed which uses the same oil for the engine and transmission (or used to anyway), a most ridiculous concept! In the 99/900 transmission the case forms the engine sump and in so doing holds the extremely hot engine oil in a compartment right next to the tranny oil. This, combined with the casting bolted directly to the engine block (and so not buffered by a clutch bell-housing as in almost all other designs) has a tendency to stress the oil to near its limits and things start to suffer. Synthetic oil (with its great resistance to performance fluctuations due to temperature) would seem to be an obvious solution, though I know little of its record in transmissions. Additives and other chemicals can be tried with some degree of success, but the fact remains that keeping your oil fresh and clean is the best (and cheapest) insurance you can get. I say change it at least once a year. I use multi-grade motor oil (10W30, 10W40) with a little EP gear oil mixed in for the additives it contains. 75W EP gear oil is great if you can get it, but don't use 80/90W as it is just too thick to do the job right. My personal feelings about oil (engine and tranny) are that it is not the oil itself, but how clean it is.

Other causes for bearing failure, as I mentioned before, are overload and improper set-up. The latter is something you have little control over (at least from the start) whereas the



"Chain Drive" 5-Speed Transmission - Exploded View

former is probably the easiest problem to overcome, particularly regarding pinion housing failure. Don't drive your SAAB like Stig Blomqvist or Richard Petty or even like the kid down the street with that Camaro (or is it a Firebird?). Yuppies who like to spin their tires should drive Bmwads or Buicks. Most importantly, don't put the power on hard on loose surfaces such as gravel, mixed ice and drive pavement as this is the fastest way to the dealer for a new transmission. An increasingly more common failure since the advent of the 16-valve engine is total transmission case destruction. Remember, don't drop the clutch!

Onto the next fact of transmission wear out - the cluster gear (or lay gear) bearings. Actually, it is the shaft that wears out rather than the bearings, but this leads to bearing failure. Symptoms for this type of failure are most often very difficult to detect before serious damage has occurred, though shifting difficulty seems to show up first.

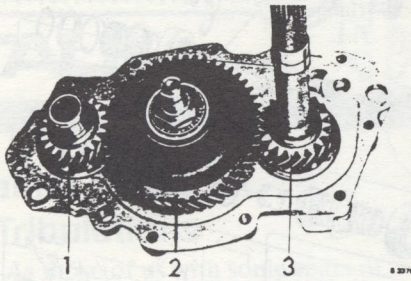
The cluster gear is a large multiple function unit that carries the drive gears for all the indirect ratios, certainly no small task. Unfortunately it

rotates on a relatively small shaft on very small needle bearings. Insufficient, contaminated, and/or dirty oil causes the continuous motion of the needle bearings to wear out their one spot on the clutch shaft (two spots on the 4-speed) as the shaft is fixed in one position in the transmission. Once the shaft begins to wear, the bearings are the next to go and eventually the bearing bore(s) in the end(s) of the cluster gear suffer, which can be very expensive. Finally the cluster thrust washers wear out and the entire gear bangs back and forth on the shaft, destroying the guide rings on the driven gears (part of the synchronizer units) and in turn rendering the synchronizers useless. In extreme cases the shaft becomes so worn it breaks in half or the cluster gear welds itself to it. I think this happens to the hard of hearing or those people with 200-watt stereos and a taste for Iron Maiden. Here again clean oil and proper use are invaluable.

The third and final area I will deal with this time refers only to those

Continued next page

Tranny Trials (continued)



PRIMARY GEAR TRAIN

1. Input gear
2. Center wheel
3. Output gear

people with so-called *gear drive* transmissions (up to and including 1977 model 99s). In these boxes the primary gear train (that part of the transmission in the very front that transfers the torque from the engine clutch shaft down to the gearbox below) is exactly that - gears. It consists of three gears: an upper (input), middle (idler), and lower (output) gear. There are several different combinations of gears but the problem is the same in all cases. The clutch shaft, which is splined to fit into the hub in the clutch disc center, is also splined to fit in the input primary gear. Unfortunately, this arrangement is severely **under-engineered** and it wears out the shaft and gear eventually. Symptoms are a loud screeching noise from the very front of the car and **PRESTO!**, you don't go nowhere!

There are several fixes for this problem (including welding the shaft and gear together) which will work with varying degrees of success, but the best is replacing both parts. The shaft is relatively inexpensive, but the gear is either unavailable or prohibitively expensive, I can't remember which.

[Ed. note: The shaft and gear combination is about \$250 and available only through SAAB dealers. Motor Sport Service has developed a special alignment jig to allow them to weld the old gear and shaft together. The fee for this is \$90 plus shipping.

Their address is: MSS, 1400 E. Second Street. Jamestown, NY 14701. Phone: 716-665-4200.]

My employer, the noble and talented Gnat Wentworth (Eriksson Industries, 42 River Street, Old Saybrook, Ct 06475, phone 203-388-4418) offers an alternative in the form of a repaired gear, with a replaced center spline section at something less than a hundred clams. We have been using a gnu method for the past several years with no failures.

As of 1978, SAAB corrected this problem entirely (and not too few others) by introducing the so-called gear drive transmission, in which the primary gear train is replaced by a much simpler, cheaper, and infinitely better system of two sprockets and three single roller chains. This system uses a different clutch shaft allowing the added benefit of easily changing primary ratios (effectively changing the final drive ratio of the entire transmission). For those of us who feel the older 99s to be the better vehicles, this is the only solution to an inadequate original drive train.

In conclusion, let me point out that these are only a few of the major stumbling blocks of these units and causes and symptoms can be varied, intermixed, and of course, incorrect. Once again, keep the oil clean, keep the wheels on the ground, and speed safely.

Craig Thurston
from *Rally Report #20*
West Mountain SAAB Club

[Ed. note: While I don't agree that all 99 and 900 transmissions will break sooner or later, a fair percentage of them do, and Craig has pointed out the weak areas. At 140k+, the 4-speed box in my '75 doesn't like to shift into 1st or 2nd, particularly when cold. A rebuilt unit is in the works. The chain-drive 4-speed in my '79 99 seems okay, but does have a leak, so I keep topping-up the fluid until I can fix it.]

Inexpensive Modulating Valve Driver Circuit

A failure in a 99 oxygen sensor control system (Bosch #0280-800-004) means big bucks (approximately \$500). After having some welding done on a '78 99, the engine ran weird. For whatever reason, the control system ceased to function. There was no signal to the service outlet, and the control system became ungrounded (terminal 5 and 16 floated). When ground was restored, the unit didn't respond. It had power, ground, 2.5 ohms at terminal 15 (when checking the connection to the modulator itself). The control unit was removed and bench tested. Still no familiar 70 Hz signals on the test terminal or modulator terminal. The modulator snapped open and closed with direct 12V applied across it. It turns out the control system died. The connections to the modulator were double checked for possible grounding.

Here is a way to get modulation at constant 50 percent duty cycle. You can build a replacement circuit for around \$25 in parts and 5 hours of labor. Figure 1 shows the replacement circuit. The main elements are (1) a Pulse-width Modulator, (2) Peripheral Driver, (3) Power Transistor, (4) Voltage Regulator. I used wire-wrap to build the circuit. It is handy to have a modulation meter, but an 8 ohm speaker with 20 ohm resistor in series will work, too. You can get a 60 Hz reference by cranking your home stereo with no input; listen to the speaker and remember the tone.

Test the circuit with a 2.5 ohm 10 watt resistor dummy load first, before installing. Set the duty cycle pot for 1k ohms, which gives the comparator a 6V reference as tested at pin 5 of the comparator. The duty cycle is now set at 50%. Adjust the frequency pot so you get the 70 cycle hum.

Now make a dedicated connector for the modulator, so you can test the circuit with the modulator as a load.

continued on page 19

Modulating Valve Driver

continued from page 10.

Buy a new connector for your auxiliary air valve, using the old for a general purpose test connector. Set up the driver circuit, let it modulate the fuel modulator. Start the car and fine tune the duty cycle using your frequency meter.

Take out the passenger seat, remove the sheet metal and get access to the control box connector. Carefully slit open the harness sheath. This may hurt, but cut off all the wires, leaving enough wire on each end so you can one day re-use the connector and put in-line crimp connectors on the other ends. Identify the yellow (+12V), blue (mod valve), red (throttle valve switch) and brown (ground) wires. If your Saab does not have a throttle valve switch (most don't), use the red wire to run power to the modulation valve. The

Parts List

ICs	
75451	Peripheral Driver
LM339	Low Power Low Offset Voltage Quad Comparator

Other Silicon

7805	+5V Voltage Regulator
2N3055	Power Transistor

Resistors

1	1K Pot
1	10K Pot (R1)
2	1K
3	100K
1	5111 ohm
1	10K
1	100 ohm (R2)
1	300 ohm (or 2 X 150 ohm)

Capacitors

2	.1 uF
1	2 uF (C1)

Hardware

- Heat sink for TO-3 style power transistor
- TO-3 mounting hardware
- 7805 mounting hardware
- enclosure
- heat shrink tubing
- in-line connectors (crimp type)
- wire wrap board, wire wrap tool, wire, wire wrap style IC holders and three component carriers.
- multi-strand 18-gauge hookup wire

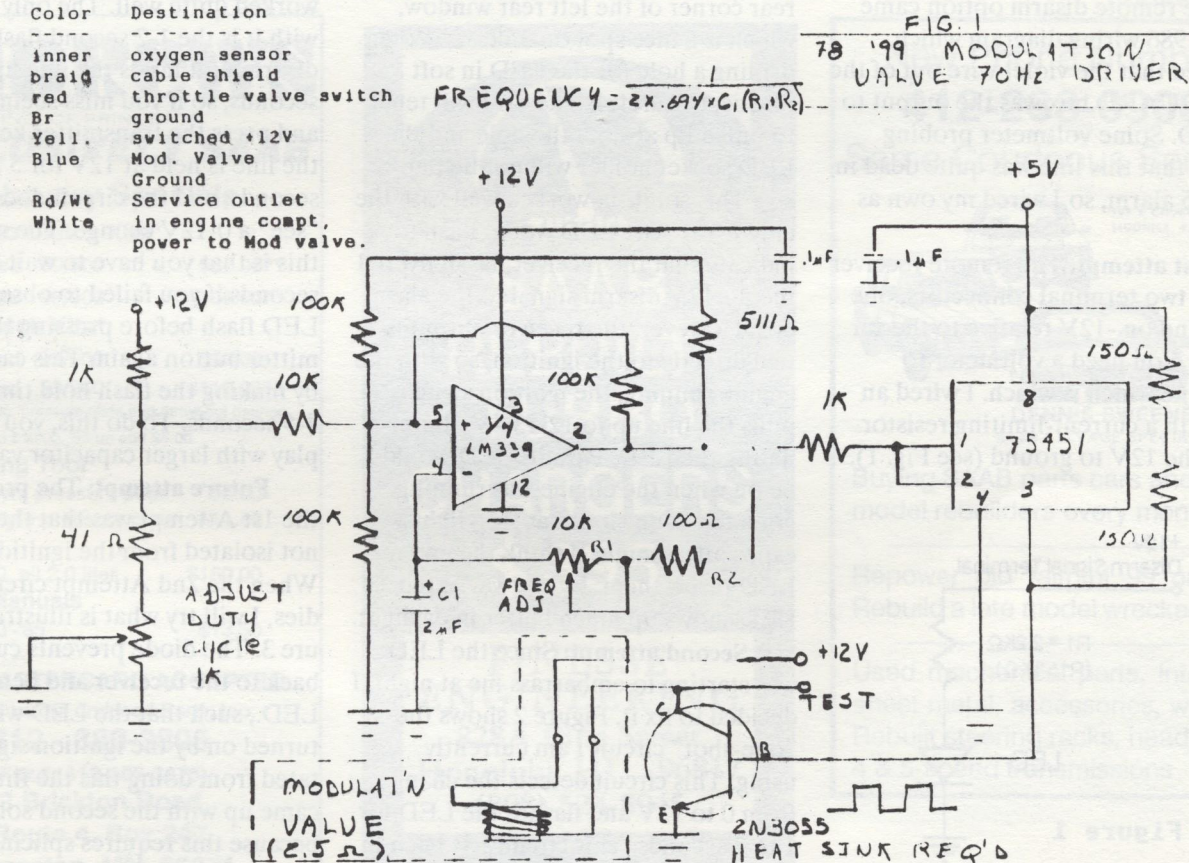
+12V connects to the circuit supply side and to one side of the modulator valve. The ground connects to the circuit ground. The return from the modulator now carries 12V and is connected to your circuit's power transistor collector.

There are no exotic parts in this repair. Between your local electronics shop, your junk box, and Radio Shack, you should find everything.

Greg Heinen
Huntsville, AL

ORIGINAL MODULATION CONTROL BOX PINOUT

Pin	Color	Destination
2	inner	oxygen sensor
4	braid	cable shield
7	red	throttle valve switch
5	Br	ground
8	Yell.	switched +12V
15	Blue	Mod. Valve
16		Ground
17	Rd/Wt	Service outlet in engine compt, power to Mod valve.
--	White	



L.E.D. on Alarm

This is in response to Stewart Bloom's question concerning fitting an LED to 1985 SAABGUARD alarms. I ran across the same problem in my wife's '85 900T soon after I installed the remote disarm system, which consists of a key chain transmitter and a "white box" receiver.

Installation could not be simpler: Velcro the receiver to the floor underneath the left rear seat behind the APC box (if you have one), plug it into the alarm harness, and put the transmitter on your key chain. Done. Now the fun begins.

After spending about a year rushing to stuff the key into the ignition to keep the alarm from triggering, it was difficult to believe that the press of a button ten feet away from the car really disabled the system. To our chagrin, my wife and I were both still hurrying to get the key in the ignition before the alarm "went off." The LED indicator to the rescue!

The remote disarm option came with a 1986 wiring diagram which indicated that the violet wire out of the SAABGUARD box was the output to the LED. Some voltmeter probing verified that this line was quite dead in the 1985 alarm, so I wired my own as follows:

First attempt: The remote receiver box has two terminal connectors, one +12V and one -12V relative to the car ground. You need a voltmeter to determine which is which. I wired an LED with a current-limiting resistor across the 12V to ground (see Fig. 1).

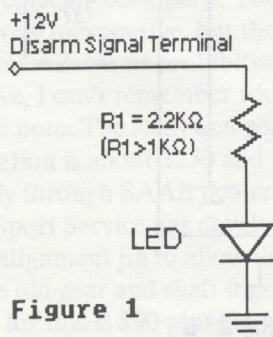


Figure 1

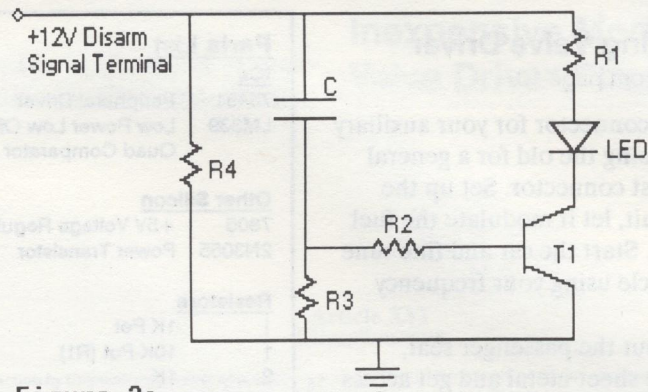


Figure 2:

Steady state input impedance: $\sim R4$
 Transient input impedance: $\sim R4/R3/R1$
 $R1 = 2.2K\ \text{ohms}, 1/2W$ - Controls LED Brightness ($R1 > 1K\ \text{ohm}$)
 $R2 = 2.2K\ \text{ohms}, 1/2W$ - Protects T1 from burnout ($1.5K\ \text{ohm} > R2 > 0$)
 $R3 = 3.3K\ \text{ohms}, 1/2W$ - Bleeds DC leakage as C ages ($R3 > 1K\ \text{ohm}$)
 $R4 = 2.2K\ \text{ohms}, 1/2W$ - Provides discharge path for C ($R4 > 1K\ \text{ohm}$) when circuit is disabled. Large value increases flash duration.
 $C = 100\ \mu F, 35VDC$ - Detects transient pulse and turns T1 on. Large value increases flash duration. ($C > 47\ \mu F$)
 $T1 = NPN\ \text{Transistor}$ - Cheapest Radio Shack one will do, provided you use R2.

The LED was fitted to the bottom rear corner of the left rear window, which is a nice spot on 3-doors. When drilling a hole for the LED in soft plastic, be careful! The drill will tend to pull a lip around the hole and the LED socket holder will not lie flat.

This solution worked well with the engine off. The LED would flash to indicate that the receiver has delivered the +/-12V disarm signal to the alarm box. However, the receiver output is tied directly to the ignition, so with the engine running, the ignition switch pulls the line up to 12-13.6V, illuminating the LED. Result: LED would be on when the engine was running. I got a few funny looks at stop lights, especially at night. I think the green LED threw them. By the way, a red LED shows up much better in daylight.

Second attempt: Since the LED was starting to embarrass me at night, I decided to fix it. Figure 2 shows the "one-shot" circuit I am currently using. This circuit detects the change from 0 to 12V and flashes the LED for 1 to 2 seconds. This circuit has been in

the car for over 20 months and has worked quite well. The only problem with it is the 1-2 second flash time. The disarm unit holds the line up for 4-5 seconds, so if you miss seeing the flash and press the transmitter key again, the line is held at 12V for 5 more seconds, and the circuit does not get to "see" a 0-12V change. The result of this is that you have to wait about 3 seconds if you failed to observe the LED flash before pressing the transmitter button again. This can be fixed by making the flash hold time greater 4-5 seconds. To do this, you need to play with larger capacitor values.

Future attempt: The problem with the 1st Attempt was that the receiver is not isolated from the ignition system. When the 2nd Attempt circuit finally dies, I will try what is illustrated in Figure 3. The diode prevents current flow back to the receiver and hence the LED., such that the LED will not be turned on by the ignition signal. I hesitated from doing this the first time and came up with the second solution because this requires splicing into the

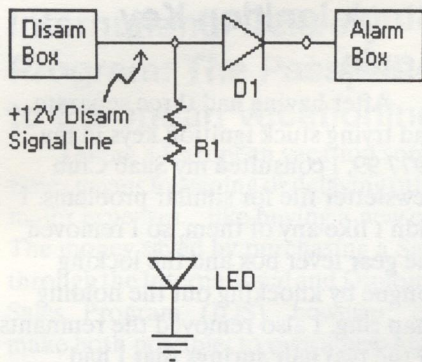


Figure 3: D1 = Silicon Power Diode, Voltage rating must exceed 14V.

+12V signal line, and if the diode dies, the receiver will not disarm the system. The LED will still flash, however. The voltage drop across the diode (0.7V) will also cause the +12V and -12V signal to be asymmetric, and it is not clear what effect this will have on the alarm box. I suspect nothing, but I'm not going to try it until I've got a few years use out of the alarm... maybe this spring.

Tony Gounalis
Endicott, NY

Another Crank Rebuilder

I have had very good luck with cranks rebuilt by:

Edwin Johansson
Route 1, Box 27
Scotts Mills, OR 97375
(503) 873-6228.

Edwin is a retired machinist who knows his 2-stroke cranks well. He's always been able to come up with a bearing (used, oversize, etc.) to repair my cranks, and very reasonable.

Wallace A. Freece
Seattle, WA

A Mind Bogging 99

A year ago I picked up a rust-free 76 99EMS. It drove solidly but had an oozing water pump and an awful sounding engine. The suspected loose timing chain tensioner turned out to be a loose crankshaft pulley and a chewed up crankshaft. After installing a used crankshaft and pulley, new bearings, filters, water pump, shocks, tires, and a valve job, I still had a pretty

reasonably priced solid 99.

It ran well and accelerated briskly, but only after first bogging on takeoff. It acted like a bad accelerator pump on a carbureted engine.

In search of the bog, I went back and rechecked valve clearances, tuneup and timing. I checked proper operation of fuel pump, injectors, cold start valve, auxiliary air valve, and replaced dried out injector seals and a bad warmup regulator.

Finally, I removed the airflow sensor/fuel distributor. Upon disassembly I found about a sixteenth-inch of oily dirt stuck on the bottom side of the sensor plate. (I thought I had cleaned everything during my overhaul, but had only cleaned the top of the airflow sensor.) After cleaning, lubing and reinstalling, the bog was gone. Apparently the extra weight of the dirt had caused the disc to hang up, then release when the vacuum overcame the extra weight.

Terry Anhorn
Rochester, NY

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900 Rattle Cure

My '86 900S, as well as my brother-in-law's '84 900T, 3-door had a very annoying rattle in the rear. After trying every cure that I had read about in NINES, the rattle was still there.

Finally I took a ride in the trunk to see if I could pinpoint the noise. It turned out to be the bushing on the upper link of the right rear suspension.

I had it replaced under warranty. My brother-in-law just tightened the bolt that holds the bushing. The rattle disappeared.

Eric Hansen
Great Lakes SAAB Club
Stanton, MI

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Permanent Odo Repair

I needed to fix an odometer on a '79 99 and found a better fix than that offered in the Dec. '87 newsletter.

After removing the EGR drive gear (permanently) I took the cracked nylon 10-tooth gear to a speedometer shop where they gave me better, stronger ones for \$10.00 each. One of these can then be pressed on the shaft and it's fixed!

I also used one of these gears on an '80 900 GLi odometer, as the gear is identical, but I believe that later model 900s might have a different gear with more teeth. A speedometer shop should be able to match it though.

This whole repair requires no drilling and takes about a half hour once you get the hang of it.

If you're unsure how to do such a repair, I'd be glad to do it for \$20.00 if you ship the speedometer to me.

David Bradburn
25 Pilgrim Rd.
Melrose, MA 02176

Stuck Ignition Key - Again

After having had three separate and trying stuck ignition keys in my 1977 99, I consulted my Saab Club newsletter file for similar problems. I didn't like any of them, so I removed the gear lever box and the locking tongue by knocking out the holding snap ring. I also removed the remnants of the two hair springs that I had installed the last time the key stuck. Experience had taught me that both front seats should be removed to make the job a lot easier. With the locking tongue removed, the key can now be removed when in any gear. Of course this makes the car more vulnerable to theft, but who'd want to steal an 11 year old car when there are plenty of newer ones nearby.

On another topic, I found that in replacing exhaust systems, by raising the front of the car on ramps, one can drop the entire exhaust assembly using blocks and jack stands as necessary to take the strain off the hangers. In this manner, one can inspect the entire system in a much more favorable and comfortable position than on your back. The defective sections can easily be replaced, however, I would recommend the entire system be replaced all at once at a little more cost.

The loosely connected system from the manifold to the muffler can be set in place, fitted and clamped firmly before setting in the tailpipe section. Again, jack stands and blocks should be used for support during fit up.

On another topic, I would like to find out what would cause the two right hand head lamps to burn very dim, while the left lamps light correctly on both high and low beam?

Russell Smith
Oak Ridge, TN

[Ed. note: Check the connector behind the headlight buckets, and also at the headlight relay, for corrosion.]



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International Delivery Program: The Passport to European Vacationing

Taking a European vacation sometimes means foregoing or delaying other major expenses... like buying a new car. The money saved by purchasing a Saab through the International and Diplomat Sales Program (IDS), however, can make both possible: to own a new high-performance luxury car and to tour Europe in it.

Any Saab 900 or 9000 offered in the United States, including the new top-of-the-line 9000 CD, can be delivered in any of 12 major European cities under the IDS plan. The IDS program dramatically reduces the purchase price on Saabs; the cost savings ranging from \$1,870 to more than \$3,620, depending on the model.

According to Charles Jackson, Saab's IDS manager, "The greatest savings of \$3,620 can be realized on Saab's flagship 9000 Turbo CD. Aside from purchase-price savings, Saab also pays to ship the car back home to the States."

IDS customers are also spared marine insurance, ocean freight, and port brokerage fees related to home shipment. All of these services save a buyer approximately \$1,240.

"Picking up a Saab in Europe gives you the comfort and convenience of touring at your own pace," comments Jackson. "Renting a car in Europe can cost about \$3,000 per month and usually involves time, mileage, and drop-off restrictions," he adds.

Taking delivery of a new Saab in Sweden's historic city of Gothenburg offers tourists the bonus of using the International and Diplomat Sales Center's private sleeping rooms, saunas, and showers to relax and freshen up. Customers interested in viewing the state-of-the-art construction of their new Saab can tour the production plant in nearby Trollhattan.

Saab arranges European registration and insurance for touring Europe and can coordinate home shipment

Scania Caravan to Visit U.S. Dealers

The Scania Caravan, a \$1 million traveling road show of Scania trucks and exhibits, will tour the Eastern United States for two months this spring and summer, visiting Scania's U.S. truck dealers.

The caravan includes 16 Scania trucks forming the basis of a demonstration fleet and mobile exhibits at each Scania dealer, providing information and test drive vehicles for each dealer's prospects to learn more about Scania trucks and the technology behind them.

Scania Sales and Marketing Manager Charles Rabbidge explained that the caravan, used by Scania in its European markets, is scheduled to visit 18 Scania dealers from May through July. The Scania dealers are located primarily in the northeastern United States.

According to Rabbidge, the Scania Caravan will include the latest models from its recently announced 113 series of straight trucks and tractors, all of which feature a newly-designed dash with enhanced ergonomics and more driver comfort, two features which set Scania apart from its competitors.

from any of 28 European cities to any of eight U.S. ports. The car arrives in the States four to five weeks later.

Jackson assures owners who worry about needing emergency service in a foreign country that the IDS Program includes a 24-hour hot-line service offering towing, repair, maintenance, lodging, rental cars, and other expedient services; most of which are free to IDS customers. There are 1,417 Saab dealers ready to assist travelers in all parts of western Europe.

Buying a Saab for delivery in Europe is not much different from buying one for delivery in your hometown, explains Jackson. All of Saab's 372 authorized dealers throughout the United States can handle all arrangements.

New Jersey Dealer Tops 1988 Sales List

Ramsey Saab in Ramsey, New Jersey, was the top-selling Saab dealer in 1988, according to William S. Kelly, national sales manager for Saab-Scania of America.

The New Jersey dealership, which also placed first in Saab sales volume in 1985, 1986 and 1987, retailed 647 new Saabs in 1988, according to Kelly.

Nationwide, Saab sales in 1988 reached 37,764.

Second place in the 1988 Saab sales ranking was claimed by Saab of Westport, Westport, Conn., 477 units, while Zumbach Sports Cars, New York, N.Y., with 430 sales placed third. The other top ten were:

4. Lindqvist Motors, Culver City, CA - 384
5. Wigwam Motors, N. Providence, RI - 348
6. Beach Imports, Newport Bch, CA - 347
7. Clews and Strawbridge, Frazer, PA - 342
8. Patrick BMW-Saab, Schaumburg, IL - 317
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10. Gauthier Motors, Inc., Salem MA - 310
10. Troncalli Saab, Decatur, GA - 310

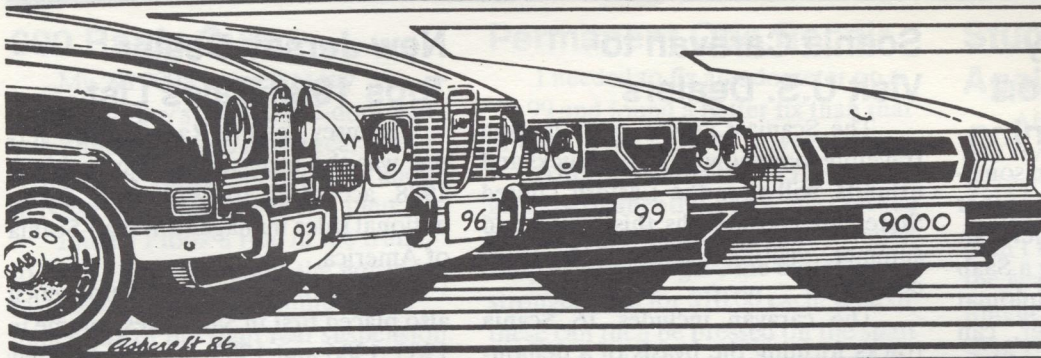
Scania Named Truck of the Year

Scania has been selected the Truck of the Year 1989 in Europe, by a team of 13 European truck editors, representing 13 different countries.

The new Scania truck program "Series 3", was chosen by the editors in tough competition with new products from all of Scania's foremost European competitors.

Characteristics of Scania trucks that were especially noted in the jury's decision were:

Highly developed truck technology in general; superb driver comfort, combined with high safety for both driver and passengers; advanced engine with low fuel consumption and high operational reliability. The award was presented to the management of the Scania Division of Saab-Scania AB at the International Truck Exhibition in Brussels, Belgium, in January.



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:

	Members	Non-members
CARS FOR SALE	\$10.00	\$15.00
PARTS FOR SALE	\$5.00	\$7.50
WANTED ADS.	\$2.00	\$3.00
COMMERCIAL ADS (Parts & Services)	\$10.00	\$15.00

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

'73 Sonett III, 60k mi, Orange with driving lights, shop manual. All original, new battery, freshly rebuilt trans, sport exhaust. Best Offer over \$4000. VHS video tape, \$10. Steve Butler, P.O. Box 10337, Phoenix, AZ 85016.

'73 Sonett III, 50k mi, good engine & trans, Orange, but needs painting. All original - needs TLC. \$3500. Roy Gibbens, Meridian, MS. 601/482-4412.

'72 Sonett III, excellent body & interior, good engine, new gearbox, new floor & rockers, complete parts car + 15-year collection of V4 parts. Present owner 10 years. \$3500. John Belyea, 531 Main Street, W. Boxford, MA 01885. 508/352-2720.

93s, 95s & 96s For Sale

'71 96, good interior, ran when garaged in Fall '87. needs fuel/exhaust work. 3 96 & 1 early 99 seats. Best Offer. Derek Trelstad, 35 Westcott Rd, Princeton, NJ 08540. 718/761-3658 or 609/924-5011 eves.

2 Orphan 96s need a home. Rust-free '65, strong V4, needs trans work. '68 3-cyl, all original, clean. Needs carb, not running. Also some spare 96 parts. \$500 each or best offer, or will trade all for a driveable 96. Tony Kwiatkowski, 31-28 71st, Jackson Hts, NY 11370. 718/446-3548 eves & wknds.

'70 96, little rust, good runner, well cared for by retired doctor. \$875. Also good running '70 & '71 96s & parts cars. Herb Wheeler, PO Box 127, Keene, VA 22946. 804/286-3653.

'68 96-V4 Deluxe. New: brakes, mas/cyl, rotors, rear cylinders, bearings shocks tires. Good body & paint, fair running. \$1400. Edgar Powell, 290 Cascade Dr, Vacaville, CA 95688. 707/448-4348.

'66 2-stroke. New motor mounts, clutch master cylinder. Disc brake conversion. Factory rebuilt engine in '85. Includes parts car with spare engine. \$1500 negotiable. Brian Kenson, 1125 E. Cardinal Dr, West Chester, PA 19782. 215/399-1127

'67 95-V4 wagon. 28k mi on rebuilt engine & trans. No rust, extra body parts. \$1350. Peter Julian, Carrboro, NC. 919/933-1174.

'64 95. Engine not complete, 3-speed gearbox, extra interior panels, side vent windows, bumpers, hood, front fenders. Body straight, no structural rust. Good restoration project. \$800. Jack Ashcraft, 2201 Woodlawn Dr, Medford, OR 97504. 503/770-0731.

'63 96, 3-cylinder, 2-cycle. Runs good. Interior good. Amateur paint job, some rust. \$450 or trade for antique toys. Bill Barquist, Box A, Ogden, IA 50212. 515/275-2712 after 6pm.

2-Stroke & V4 Parts For Sale

'66 2-stroke engine, rebuilt, new 1mm OS pistons, rings, bearings & seals. Has only been test run. \$750. Also many 2-stroke parts & parts cars. Send SASE for list. Herb Wheeler, P.O. Box 127, Keene, VA 22946. 804/286-3653.

750cc Piston Set - NEW - "B", .05 oversize, complete with wrist pin & bearing, probably GT (reinforced crown). \$250. Walt Chapman, 73 Main St, Shelburne Falls, MA 01370. 413/625-6147.

New 5-blade red plastic V4 radiator cooling fan, \$25. Quantity of 93 past Saab Club newsletters, some dating from 1975, \$30, shpg included. Peter Briggs, 1422 Valencia Rd, Schenectady, NY 12309. 518/370-2319.

Factory Parts Manuals: 93, 95, 96, GT-750, MC-850; 2-stroke & V4 '58-'71, 2 vol. set in factory binders (excellent) \$95 ppd. Steve Vories, 310 SE 6th, College Place, WA 99324. 509/529-5334.

4 Michelin zX, 165SR-15, less than 1/2 worn, \$100 incl. shipping. Tim Winker, Duluth, MN. 218/724-1336.

Sonett III windshield, \$30, grille, \$10. 1967 Monte Carlo 96 windshield (narrow style) \$25. All in good condition. Must pick up windshields. W. Noel Einolf, 7519 Tanglewood Rd, Richmond, VA 23225. 804/320-2371 after 6pm.

99s & 900s For Sale

'82 900 Turbo-APC 4-dr, silver, Euro lights, stainless exhaust, skid plate, TRX, extra wheels, well kept, no rust, maintenance log, high miles. \$5000 obo. Stephen Goldberger, 2389 Chestnut Hill St NW, N. Canton, OH 44720. 216/497-0346.

'78 99 Turbo, 87k miles, burgundy. New turbo, tires, battery. 2 snows w/wheels. Sony stereo system. No rust, very good condition. \$4900. Rick LeVasseur, P.O. Box 45, Medway, ME 04460. 207/746-9349.

'78 99 Turbo, 95k miles, dark metallic gray. Excellent mechanical condition with many new parts and new tires; very good body. \$3600. Jack Stevens, Brookline, MA. 617/277-3164.

'74 99-EMS, orange, 80k miles. Factory hitch, AM/FM, air & no rust. \$2995 obo. Call or write for photos. Can deliver. Also, new/used parts for 93, 95, 96, 97, 99, & 900s. Ken Edwards, Route 3 Box 114, Jonesboro, TN 37659. 615/753-3153.

99, 900 & 9000

Parts & Accessories

Parts Liquidation Sale! - New & used, all models. Hundreds of part numbers. Write or call for a free list. French's Foreign Car, 925 Luke St, Irving, TX 75061. 214/399-1222

99 & 900 engines, transmissions, racks, control arms, axle assemblies, rotors, EMS mags, instrument clusters, wiring harnesses, body parts. Installation & parts list available. Henry's Recycled Saab, P.O. Box 16748, Baltimore, MD 21221. 301/686-2446 or 301/391-2747.

Parting out '76 99 hatchback; engine, automatic trans, mags, hood, grille, hatch, passenger door, radiator... Also numerous parts for '66 Monte Carlo 850. Hobie Van Nostrand, 9 Patricia Dr, Commack, NY 11725. 516/462-5456.

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

Parting out '83 900T, 70k mi, black w/ maroon interior. Engine & all mech OK, rebuilt trans, new complete exhaust. Also '84 Turbo motor with 42k mi, \$600. James Moncrief, Flemington, NJ. 201/782-9413.

Factory Parts Manual for 99, '74-'75, w/o binder, good condition, \$25 ppd. Steve Vories, 310 SE 6th, College Place, WA 99324. 509/529-5334.

Pirelli P600 205/55VR15 9000T take-offs, approx 500 miles. \$400/set of 4 plus UPS. 99 rear axle grease seals, pay shipping. Steve Goldberger, 2389 Chestnut Hill St NW, N. Canton, OH 44720. 216/497-0346.

2 Bridgestone 195/60R-15 M&S on late 900 steel wheels, \$150/pr. 2 Gislaved 185/65R-15 M&S on late 900 steel wheels, \$90/pr. 4 195/60HR-15 Goodrich Euro T/As, 4k miles, \$225 set. Pair front carpet mats for 900, maroon, new, \$50. Offers considered. Steve Mello, 74 Tennis Plaza Rd #15, Dracut, MA 01826. 508/957-6404.

4 SAAB OEM 5 1/2 Jx15 steel wheels with Michelin XM+S snow tires (used), \$100 or offer. SAAB trailer hitch for 900, \$60/offer. Front spoiler for 900, \$75. All in gd condition. All plus shipping. Jon Cole, 1319 N. Wakefield St, Arlington, VA 22207. 703/525-8123.

Muffler & tailpipe (plus hangars) for 1988 900 Turbo, 6 months old, like new. New list, \$160, sell for \$105 + shpg. Al Carr, 1850 Sterling Rd, Charlotte, NC 28209. 704/373-2570 work, 704/333-1350 home.

4 Pirelli P6, 205/55VR-15, 6k miles, \$300 firm. Stephen Breyette, 518/563-5627 eves.

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

Chastain Shadow for 900 hatchback, black metal, sold by SAAB. Mint condition except for mounting brackets (need some straightening). Best offer. Tony Bonanno, RR 1 Box 459, Eastham, MA 02642. 508/240-1654.

Radio EQ from '86 900T, with all hardware, \$600. Parting out '70 99 injected. Jeff at TOSA, 800-225-2528.

Wanted, All Models

Rebuildable or new brake master cylinder for '69 96, also need a distributor. W. Noel Einolf, 7519 Tanglewood Rd, Richmond, VA 23225. 804/320-2371 after 6pm.

Set of Black corduroy Sport seat covers for 900 3-dr; "Blue Fox" carpet mat set (#0241893); R/C toy car (#0203018 or #0203026); Saab "Turbo" travel blanket (#0142679). Art Levy, 588 Madison Ave, Albany, NY 12208. 518/449-7077 eves.

2-stroke ring-and-pinion gearset for 4-speed, standard 5.43:1 ratio. Bob Miller, 4061 N Fremont Ave, Tucson, AZ 85719. 602/293-2146.

750 2-stroke engine, any condition. Copies of SAAB Club Newsletter before 12/86. Nick Utteridge, 2 Warne Hill, Bridport, Dorset, DT6-4AQ, England.

1 copy of SAAB "Do-it-Yourself" for '85 900 Turbo, originally sold through dealers, now no longer available. Tony Bonanno, RR1 Box 459, Eastham, MA 02642. 508/240-1654.

SAAB PARTS



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"Base" Doesn't Have to Mean "Boring"

As Bob Sinclair pointed out at last year's National Saab Owners convention, Saab is not in the business of selling cars, but rather high-priced toys. Due to higher costs of production, Saab-Scania cannot compete in the economy car market, so their chosen niche is the mid- to upper-priced brackets. The 16-valve engine in the base model follows that reasoning.

You may recall that my primary transport is a ten-year-old 99GL. Since '79 was the first year of the 900, the 2-door 99GL was the cheapest SAAB you could buy then. The cheapest '89 SAAB is a vast improvement. The engine has plenty of pulling power, almost like a turbocharger the way it comes on. I had a little trouble getting used to the 5-speed gearbox, which seemed notchy after my 135,000 mile 4-speed, but I was getting the hang of it, and loving it after a few days use.

In addition to the 4-valve-per-cylinder powerplant, the '89 base model has the better suspension that previously came on only the S and Turbo models. That means high pressure gas-hydraulic shock absorbers at all corners, and front and rear stabilizer bars. Brakes were upgraded last year to the same as the 9000 - vented discs at the front, solid disks rear, and the handbrake now operates the rear wheels (a feature I particularly like since it is easier to slide the rear end

for rally-style driving).

Other standard features of the "stripped" 900 include an 80-watt Clarion AM/FM stereo/cassette system with an electric antenna, air conditioning, a central locking system, tinted glass, and the famous heated front seats. If you must have cruise control, a sunroof, power windows, a front console, electrically adjustable and heated outside mirrors, alloy wheels and a temperature control dial for the driver's tush-warmer, look to the 900S.

As a Famous Automotive Journalist, Phil Berg (my rally partner in California) gets to drive a different car about every week. It's usually something recent from one of the Japanese manufacturers. He had a new Honda Accord while I was there, a nice car, not as solid as the 900, but it features some nifty amenities like cup holders, coin holders and electric windows. Phil much preferred the Saab to other cars he had driven lately. Quite an endorsement for a model that's been around for ten years, and whose basic design goes back another decade to the 99.

Our example of an '89 SAAB was not perfect, however. The plastic piece behind the driver's door release fell off with 750 miles showing on the odo. The parking brake light didn't work when the brake was on, though it lit up when starting the car. The fan switch was non-functioning also, but the fan

worked at full blast with the selector dial in the MAXIMUM position.

Another problem which was of more concern apparently had to do with the fuel system. It manifested itself as hard-to-start, hot or cold, and an occasional stumble. Ultimately the "Check Engine" light came on for a few miles, then everything seemed to return to normal operation. The hard starting problem was still there, and I'm told that many new Saabs have the same symptom, possibly due to the Climate Adjusted Emissions Control System (see Nov 88 NINES, page 22). It would have been at the top of my list for the 1000-mile checkup.

One item which I did not like at all was (were?) the headlights. I am used to the Cibie H-4s that are on both my 99s, and I expected the aerodynamic "composite" headlights to be slightly below those, yet better than plain old sealed beams. The pattern on low beam is awful, with two slivers of light running a little way ahead of the car. I had expected some flooding of light since the lighting engineers have been given a little more to play with, but this is a step backwards. I didn't get to try the high beams since night driving was limited to L.A. freeways.

All in all, the base 900 package is a wonderful enthusiast's car. It's a reasonable combination of utility and fun, and in the silver 4-door we drove, a real sleeper, a true "stealth" car. Who needs a Turbo? This ordinary looking sedan is a great way to surprise GTI and CRX drivers.

At nearly \$18,000, the bottom-of-the-line 900 is further out of reach of those who bought new 96s, but Saab has not had a big problem selling everything it could make in the past few years. They must have the right product now as there is more demand for SAABs than there was in the 93, 96, and 99 days.

So Back-off Bimmer, Outa-th'-way Audi, Move-over Mercedes. There's a Griffin on your tail!

Tim Winker

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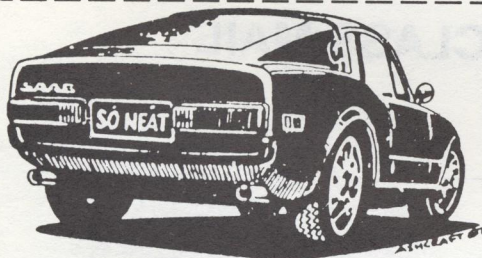
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FROM THE BACKSIDE

Let's get the important stuff out of the way first: "Inaugural", the first event of the SCCA National Touring Rally Championship, was great fun. It ran through the mountains and high desert areas just north of Los Angeles, offering a variety of roads, simple course following, and lots of work for the navigator. I ran with Phil Berg (longtime friend who managed to land a job with AutoWeek some years back) in a 1989 SAAB 900 base model 4-door that we finagled from Saab-Scania. We finished 3rd in class "S", only 8 points out of 2nd, and 14th overall out of 36 cars.

Since this wasn't a speed event and we didn't have to have any special safety equipment, the SAAB was an ideal rally vehicle. The P.R. people at Saab-Scania probably could have arranged for us to drive a fancier model, a 900 Turbo or any 9000, since a mention in a national weekly auto magazine is good publicity. I fumed about it a little, but once I drove the 16-valve, I was highly impressed, as you can read elsewhere in this puny

monthly mag. Thanks, Len and Jim!

You can't visit a major metropolitan area like L.A. in just a weekend, so I spent a few days collecting stuff for future issues of NINES. One morning was spent cruising Mulholland Highway, that renowned ribbon through the Santa Monica Mountains. The 900 performed admirably. Try as I might, I couldn't get the OE Michelins to squeal, and body roll was much less than you'd expect in a heavy sedan.

Side trips were made to Swedish Service, Swedish Advanced Auto Bay, Vasek Polak Saab, Turbo City and J&B Imports. There were some shops I missed, including Masada Motors up in Sepulveda. Maybe next time.

J&B was particularly interesting. There were two turbocharged, fuel-injected Sonetts in the shop the day I was there, a '73 Sonett III belonging to co-owner Bud Clarke, and a Sonett V4 built by, and formerly owned by his partner Jay Arruda. Bud recently completed a 9000 Turbo that had been wrecked; it now sports the full aerodynamic body kit and a metallic monochrome paint job. Very nice!

Jay is working on another project, a mid-engined Sonett. It began as a 2-stroke chassis, #189, that wasn't restorable. The new chassis carries the drivetrain from a 9000 Turbo, with a 5-speed gearbox, and will have all the creature comforts of the 9000. The body has been widened and flared to fit all the goodies. Projected weight is 2000 pounds, so expect it to be a screamer.

As I mentioned in last month's issue, they also have two SAAB Quantum IIIs, a prototype 2-stroke SAAB sports car from the early-'60s. Can you see a feature story on the way? Keep watching.

Seal Beach was another stop, home of the celebrated Paul Florance. Word from Paul is that the 1989 National Saab Owners Convention will be at the Imperial Palace hotel in Las Vegas, Nevada in October. The Imperial Palace has a car museum, covered parking, and is more family oriented than other Las Vegas casinos.

October was chosen as it is the off-season, yet the weather is decent. The Barber/SAAB race at Del Mar (San Diego), California, is only one week away, so there's another SAAB activity for you. In between you should be able to find plenty to do.

Worth the wait: The video on the 50th Anniversary Jubileumdagen in Trollhattan is finally available. It features the concours staged by the Swedish SAAB clubs, a tour of the factory and displays set up for the Jubilee Day, the Saab Museum, close ups and underhood looks of many famous Saabs, and rummaging through a Swedish auto salvage yard. You may want to watch this on a portable TV, as the last part of the tape, called "Scandinavia Vertically" is presented sideways. Thanks to Steve and Margot Datkowitz (and Livingstone) for this excellent work!

Tim Winker, Editor

NINES

The SAAB Club Newsletter
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