



NINES

THE SAAB CLUB NEWSLETTER

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March
1989
no. 179



70,000 '87 and '88 900s Recalled For Wiring Repair

Value Retention Program for '86 and '87 9000s

New Saab Passenger Aircraft Announced

Gripen Prototype Crashes on Test Flight

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REGIONAL CLUB NEWS

Meetings & Events

Appalachian SAAB Club

New contact:

Aline and Steve Phipps
104 Ontario Lane
Oak Ridge, TN 37830

Central Illiana SAAB Club

Mar. ?? - Tech session at JMK Tire and Alignment, Urbana, IL.

Apr. ?? - SAAB Film Festival
Margrit Adler, 217/356-9244.

Great Lakes SAAB Club

Apr. 8 - Afternoon meeting/dinner at Cy and MaryJo Hansen's in Stanton, 1pm.
Nick Kohn, 616/794-1389.

New England Sonett Club

Mar. 11 - Guided tour of the exhibit, "Racing Across New York: Competition Automobiles, 1903-1985" at the New York State Museum in Albany. The exhibit includes a Sonett III ice racer. 1pm-3pm.
Scott Prentice, 603/679-1222.

SAAB Owners Club of Canada

Mar. 15 - Annual General Meeting & elections. Hillcrest Branch Public Library, Toronto.
Lick'n'Stick, 416/737-5827.

Toll-Free Consumer Line

Saab-Scania of America, Inc., now has a toll-free number for its Consumer Relations Department.

In most states, the number is:

1-800-255-9007.

The number for Connecticut is:

1-800-548-1156.

2-Wheeled SAABs?

There have been rumors for several months regarding a possible SAAB motorcycle. There have been no details, other than a brief mention in a German magazine.

Since NINES is not above rumor or speculation (see Sonett IV article in June of '88) let's speculate. Is Saab-Scania planning on purchasing Husqvarna? Could they be trying to develop their own bike, possibly with an eye toward the BMW class touring machine? Or has Bob Sinclair's SAABSA (a BSA with an 850cc SAAB 2-stroke powerplant) set someone's imagination into overdrive?

from Bill Jenkins & Paul Florance

Superchip for Brit 900s

Pete Rechnitzer sent a copy of an ad for "Superchips" from a British magazine. The manufacturer, Detection Techniques Ltd, claims 238 bhp (up from 175 hp) for the 900 Turbo 16-valve, 0-60 in 7.3 secs. (down from 8.5 secs.), and the 50-70 mph time drops from 4.5 seconds to 2.9 seconds. Pete comments:

"For a comparison I checked on two super high-performance cars, the Mercedes AMG Hammer (non-turbo) and the Buick GNX (turbo). Both are automatics, normally much quicker in this speed range than a 5-speed turbo. The times are virtually identical. I, too, would have a new 900 SPG in a minute if I could purchase a superchip for about \$400 to give me 238 bhp. But alas, only Europe has such a package."

Europe also has different laws regarding emissions, so tuning is different.



SAAB Pickup, built by Mike Billing at Clyde Billing SAAB in Augusta, Maine. The front is from a '78 99, the rear an '86 900. 6" was added to the wheelbase. The bed frame is made of 2"x4" steel. This is the second SAAB truck constructed at Billing SAAB (the first one is for sale).
photo by Tim Winker.

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

Upgrade Turbos? Super Idea!

In response to the complaints of high prices on SAABs today, I see both sides of the issue. SAAB is in business to make a profit. The problem is that the sticker price does not reflect the best available equipment for their cars, in particular the turbos. They sell the most expensive turbo production cars without the best available turbos.

Every article on SAAB Turbos in the auto magazines complains about "turbo lag". I would like to see SAABs in the future use ceramic or variable vane turbos, both of which are in production stages at Garrett. These turbos effectively eliminate turbo lag and should be part of the price of new SAAB Turbos. It seems that Toyota and Chrysler are both beating SAAB at the game SAAB began, not to mention on the streets with their own 4-cylinder turbos. I would find it to be very embarrassing if I owned an SPG (assuming I owned the best turbo car on the market), only to get blown away (literally) by an all-trac Celica or one of Shelby's nightmares.

SAAB should consider dropping the turbo altogether and switch to supercharging. VW and Ford have been getting great reviews on their "supers". No back pressure in the exhaust and instantaneous, no-lag response!

Hopefully SAAB will not drag its heels and will again become the leader in the turbo market and, better yet, an entry in the supercharged market. Hmm... a SAAB Super Performance Group (new SPG?) I want one already!

David Barbour
Roanoke, VA

Wise Choice

I own an '87 9000S. Since this is my first SAAB, and since I didn't have the benefit of NINES before purchasing it, I had no idea that I was walking into such a controversy. What I was looking for was a relatively large, but tight handling car. I settled on the SAAB because of superior design features (such as the hatchback and excellent ergonomics) excellent dealer reputation, and the fact that SAAB seems committed to building safe, solid cars. Also, it is very unusual that the president of a car company would take such an obvious interest in the product. Imagine for a moment the Chairman of General Motors attending a convention of Corvette enthusiasts! In addition, the fact that SAAB was willing to pull five new 9000s off the assembly line and crash them trying to demonstrate that the results of our own government's crash tests were questionable, was both reassuring and impressive.

I enjoy NINES very much, especially the technical articles and most especially, the factory service bulletins, which were very useful in curing permanently and promptly, the few minor things that have needed fixing.

As for the car, I'm sure now (20,000+ miles) that I made the right choice, most noticeably whenever I take a long trip. Comfort is excellent and gas mileage is usually in the 30's with highway driving.

Jim Bartlett
Hummelstown, PA

Non-SAAB Parts

Ask Bob in the January issue had a letter from P.W. of New York about oil leaking from the reservoir on the power steering pump. Here are a couple of solutions:

1) Leak at the pump itself -- Replace it with a rebuilt unit from your local auto supply. The pump for an '85 Chevy has the same metric threads and will fit.

2) Leak between the pump and reservoir -- A seal kit from your local parts house for an '85 Chevy also. I have not found an aftermarket replacement for the reservoir unit.

In response to John W. Davidge III of New York: I found his letter somewhat disturbing. I have been telling SAAB owners for the last twenty years that in a standard shift SAAB, always put the transmission in a forward gear before putting the lever into reverse. The reverse gear does not have a synchro ring to stop the gear before engaging. When the clutch is disengaged, it is still turning.

Furthermore, authorized SAAB distributors are not the only ones that have or know how to use microfiche. These so-called "order takers" carry some parts that can be superior to SAAB. Aftermarket does not mean poor quality. We find some of these parts are better and would most definitely recommend them. As with anything else, there is good and bad. Not all places are reputable, but that is not unique to this or any other industry. If you can find someone that you trust, the products speak for themselves.

Tom French
French's Foreign Car
Dallas, TX

Tranny Terrific

My first SAAB was a '69, so I could really appreciate Craig Thurston's article on "Tranny Trials and Tribulations" (Feb 89 NINES). I became compulsive about using EP75 wt. oil in my transaxle and changing it every 10,000 miles while I had the '69. The '78 I have now seems to have benefitted from frequent oil changes, too. It has 187,000 miles on the clock with no transmission problems.

Jesse Strack
Ft. Collins, CO

Mechanical Logic

I'd like to initiate some discussion of the psychology of working on one's own car. I bring this up because although I'm intelligent, have some education in science and mathematics, do a little computer programming for fun, and therefore should be good at analytical thinking, I haven't had a great deal of success in working on my '68 96 V4, except for basic things like tuneups and oil changes. I have a lot of difficulty with diagnosis, except for very straightforward things, like the time the car died in traffic and I lifted the hood and found that a wire had come adrift from the coil. Often I wind up getting frustrated and taking the car to a mechanic anyway. I can often understand the mechanic's explanation of what was wrong after the fact, and I wonder why I couldn't figure it out. It should theoretically be possible to progress from easy repairs to more difficult ones, but this just doesn't seem to happen for me. I live in an apartment and have an uncovered off-street parking space which I can be 95% but not 100% sure of getting when I come home--not ideal for working on a car. But I had difficulty even when I lived in a single-family house with a garage. Perhaps an aptitude for working on cars is an entity in its own right that isn't necessarily packaged along with general intelligence?

I think two possible reasons for the difficulty may be: 1) lack of basic knowledge (and there are a lot of things to know about on a car), without which analytical ability isn't much good; and 2) psychological pressure: I start work at 7 a.m. 20 miles from home, so taking the bus to work would be impractical even though there's bus service between the two points, and I have only one car. As you can probably imagine, these two factors feed on each other. Another Saab Club member has suggested that I buy a second car to remove some of

the pressure, and while I haven't ruled out this option, I haven't yet made a decision. I'm writing this because I'd like to resolve the matter: either acquire more mechanical savvy, or hire the work out and have done with it. I'm also feeling some trepidation about the day it becomes impossible to run an old 96 and I have to go to a 99 or 900. Anyone care to contribute their two cents?

Andy Buc
Seattle, WA

Replacement Radiator

Back in 1982, I drove my 900 Turbo over a block of wood on the freeway, bent a mag wheel and caused a lot of holes in my radiator. When I went to the dealer's parts department to buy a new radiator I was told that new radiators were too expensive and they recommended I have the radiator recored at a radiator shop. I did so and my overheating problems started. It is my understanding that the radiator on early 900 Turbos with air and USA smog were marginal. My recore was submarginal.

In 1984, SAAB cut their radiator prices in half and started selling a new design radiator for about the same price as a recore. The new radiator has rubber grommets at the upper mounting screws and 30% more cooling capacity (16 fins to the inch rather than 12). SAAB requires the old radiator be turned in and destroyed in front of a SAAB representative. After I replaced my radiator, my cooling problems decreased.

This letter is to inform club members to buy a new radiator rather than recore if your radiator has no rubber grommets at the upper mounting screws and you have cooling problems. There must be a good reason why SAAB wants those old radiators destroyed.

Charles Sayle
San Mateo, CA

Something for Everyone

This is another support-your-local-editor letter. I am a SAAB enthusiast by marriage. Up front, let me admit that the first thing that I read in its entirety is the Wanted, All Models classifieds (somebody must need some of the stuff in the basement!), then the letters, then "From The Backside". I skip the technical stuff unless my coffee is not finished yet. The newsletter gives me "jumping off" points of discussion with my '64 96 Monte Carlo owner, a topic which is usually limited to what parts we need.

I am in my sixth year of researching, writing and publishing a local school newsletter, and it is time consuming, to say the least. You wonder if anyone is reading it, until you notice that someone is. Hang in there, keep up the good work, and know that once a month I have a positive answer to the question, "Did anything good come in the mail today?"

Diana Hatfield
North East, PA

Many thanks for your continued hard work to make the newsletter the excellent publication it is. Although I care very little about the mechanics of cars, I still fight my husband to read it before he gets ahold of it... there's something for everyone within its covers!

Julie Peterson
Maple Grove, MN

I'm delighted with your newsletter, especially with regard to the fact that you publish SAAB's service bulletins. NINES is high in substance, a welcome change from the publications I've received as a member of other marque clubs (most notably the RX-7 Club of America, whose magazines are only high in gloss). NINES is also literate, and has a nice, friendly "feel" to it.

Thanks sincerely for providing such a valuable, enjoyable service.

Art Dudley
White Plains, NY

Doktor Nio's SAAB Klinik

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. No requests for personal replies please. Questions which would require modification of, or would defeat Federally required emissions systems will not be answered. For a proper diagnosis, it is recommended that you contact an authorized SAAB dealer or repair shop.

Send your questions to:

Dr. Nio's Klinik
c/o The SAAB Club
2416 London Road, Unit 900
Duluth, MN 55812-2221

Three cheers to Bob Sinclair: Hip, Hip Hooray! Hip, Hip, Hooray! Hip, Hip, Hooray!

The SAAB Klinik would like to congratulate Saab-Scania of America for offering the 9000 "Value Retention Program". This free updating of all early 9000s is a comprehensive inspection and repair/replacement of a variety of substandard components, from gearboxes to wiper arms. This is quite a showing of goodwill and continuing SAAB owner dedication. Be sure your early 9000 receives the attention Saab-Scania of America is so generously offering.

I have two questions relating to my 1987 900S 16-valve:

1. Is there a misprint in the owners manual? It says the oil capacity for a 16-valve is 2.4 U.S. quarts, while for an 8-valve it's 4 U.S. quarts.

2. The cruise control does not engage (i.e. it doesn't work at all). Are there any items I can check (the fuse is okay) before I take it to the dealer?

Tom Krakowiak
Arlington Hts, IL

I'm sure by now you've realized that the oil capacity after draining the sump and changing the filter is approximately 4.4 U.S. quarts. Yes it's an obvious misprint. With all 16-valve engines, be sure you allow ten minutes or so for the oil to drain down before checking the sump level.

The two most common problems we've seen with the Hella cruise control have been cracked vacuum hoses at the pump in the left front fender, and poor contact at the speed pick-up which plugs into the speedometer and is accessible after removing the left radio speaker.

My '85 900 Turbo has always experienced part throttle roughness. It is especially noticeable when the engine is cold, but it's there even when warm. Also, the car frequently coughs once when the throttle is floored. The injectors and plugs are clean, I've changed gas brands and visited two SAAB dealers; no luck.

Bill Dutcher
Glens Falls, NY

We have been experiencing various vacuum and intake leaks in 16-valve cars that induce driveability faults similar to yours. Every vacuum hose should be checked not only for proper connections, but also for collapsed or pinched lines. One very critical line introduces vacuum to the fuel pressure regulator at the fuel rail. Secondly, remove all intake pipes and boots and inspect the pipe seams for splits and insure the boots are leak free.

My '81 900T needs a new timing chain. Is there a way to remove the timing chain cover without pulling the entire power unit? The major obstacle would seem to be getting a wrench on the crankshaft pulley nut.

Dan Thompson
Dallas, TX

You certainly can remove the timing chain cover without pulling the power plant. Be sure to drain all the coolant from the engine block. SAAB has a special wrench that's thin enough for ample clearance at the crank pulley bolt. If you can't beg, borrow or steal one, you'll have to slice a 30mm socket so it fits with a breaker bar. Do not reuse the early style mechanical chain tensioner, but install the new ratcheting one that SAAB offers.

I have a 1985 900T-16V with about 75,000 miles. I do all my own maintenance on it except major stuff. Several questions:

1. Twice now I have hit a bump (such as a pavement transition) that has knocked it out of gear. I lost 5th gear the first time and "fixed" it by removing all the plastic around the shifter and putting it all back together. The second time, I lost 1st, 3rd and 5th. An independent SAAB mechanic in Las Vegas made an adjustment to something in front of the shifter base and all was solved. Is this a common problem?

2. Are there any better brake pads than SAAB's OEM? I smoked mine in a big way on a downhill section of a rally in California. They came back quickly and seem okay now, but I would like to prevent this in the future.

3. Is there any slick procedure for removing the headliner without tearing it up? I lubricated the sunroof (manual) skids and now it sounds like the track is loose in the roof. I don't recommend lubricating the tracks as this has caused the roof to zoom back and forth when released, which may have led to the loose stops.

4. What are the part numbers for the engine and chassis shop manuals from SAAB? Is there a "do-it-yourself" manual that SAAB publishes?

Jeff Haught
New Orleans, LA

Since the shifter is always forward in 1st, 3rd and 5th, it seems you should shorten the shift rod. Just above the steering rack, the shift rod has a "pinch clamp". In 1st, 3rd and 5th gears, the selector rod is pulled out of the gearbox,

continued on page 18

SERVICE SUBJECTS



FROM SAAB

	Recall	Wiring Harness Safety-related
	273	All 1987-88 900s

RECALL 273, 900 Wiring Harness Chafing

S.I. 01/98-1106

Saab-Scania of America has notified the National Highway Traffic Safety Administration (NHTSA) that a defect which relates to motor vehicle safety may exist in 1987 and 1988 900 models. Approximately 70,000 vehicles are affected.

These cars are being recalled to install protection for electrical wires to prevent the possibility of chafing at critical locations in the dashboard and under the rear seat. Additionally, the recirculation switch wiring is to be modified. A short circuit could develop if chafing occurs to the wiring harness at these specific locations, resulting in smoke or possibly a fire in the passenger compartment.

Owners are being advised to stop driving, switch off the ignition and get out of the car should they notice smoke from the dashboard area.

Repairs will be made at no cost to the owners.

Vehicles Affected By This Recall

- All 1987 900 Models
- All 1988 900 Models

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.

Correcting A Latching Complaint

Application: All 900 3-door models
S.I. 01/89-1105, A-8.P.110

Proper operation of the rear hatch latch on 900 models depends upon correct adjustments of the latch and striker plate. The procedure detailed in this Service Information bulletin uses shim washers to improve the operation of the rear hatch latch.

Parts Required:

- | | |
|-----------------|-----------|
| Washer (2 req.) | 94-93-743 |
| Hex nut, 4mm | 80-74-098 |

Rear Hatch Adjustment Procedure:

1. Inspect the fit of the rear hatch to the body. If necessary, adjust the hatch position at the hinges per S.I. 05/88-1005 (A-8, p.107) [see NINES, July 1988].
2. Remove the parcel shelf.
3. Remove the rear hatch trim panel to gain access to the latch mechanism. If applicable, remove the cover over the latch.
4. Mark the position of the striker plate and remove it. (Figure 1.)

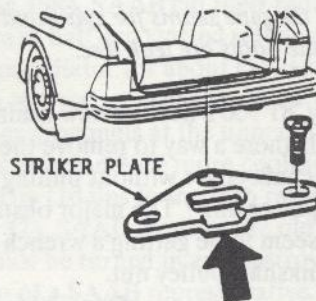


Figure 1. Inspect the striker plate edge.

5. Inspect the edge of the striker plate as shown in Figure 1. If the edge has a chamfer or has been damaged, install a new striker plate.
6. Reinstall the striker plate.
7. Mark the position of the latch mechanism.
8. Remove the latch screws. Install a washer (P/N 94-93-743) on each screw between the hatch and the

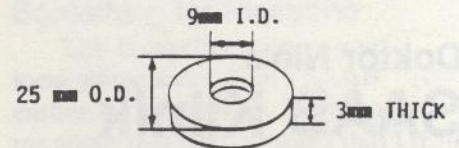


Figure 2. The dimensions of washer P/N 94 93 743.

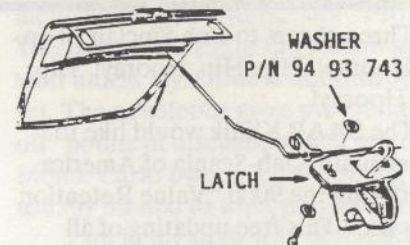


Figure 3. The new washer location.

9. Reinstall the latch.
10. Close the rear hatch. From inside the trunk, check the following:
 - The latch is fully engaged against the striker plate (Figure 4).
 - The latch is centered relative to the striker plate (Figure 5).
 - Be sure there is clearance at the locations indicated in Figure 5.

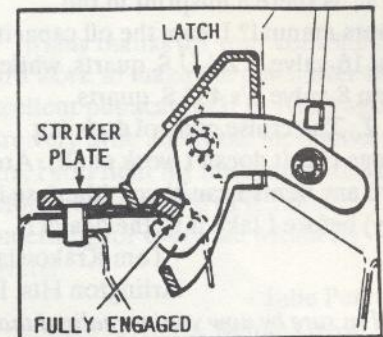


Figure 4. The latch in the locked position.

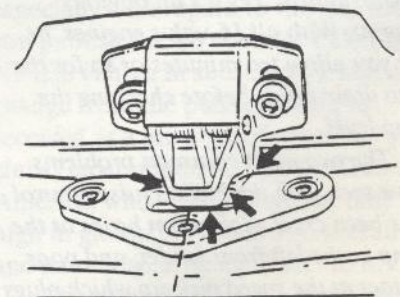


Figure 5. Center the striker plate and latch (shown from inside the trunk).

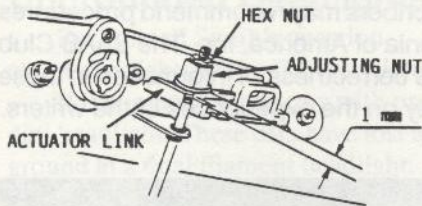


Figure 6. The actuator link-to-adjusting nut clearance is 1 mm.

11. If necessary, adjust the rear hatch as shown in S.I. 05/88-1055.
12. Open the rear hatch. Check that the clearance between the actuator link and adjusting nut is 1 mm (Figure 6). Adjust as necessary. Lock the adjusting nut in position with a 4mm hex nut (#80-74-098).
13. Reinstall the rear hatch latch mechanism cover (if applicable) and hatch trim panel.
14. Reinstall the parcel shelf.

Correcting Oil Leaks

Application: '86 to mid-88 9000 models
S.I. 01.89-1107, B-2/p.15

Several running changes have taken place during the 1988 model year which help reduce the likelihood of engine oil leaks in 9000 cars. These changes include new components at the engine oil dipstick, the timing cover and the oil level sender. Installing these new parts on 1986 to mid-88 9000's as described below will be effective in correcting and preventing oil leaks.

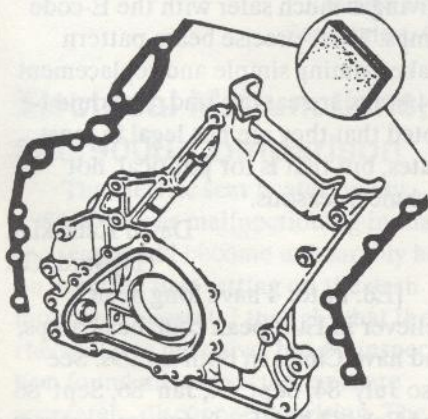


Figure 1. The new rubber-coated steel timing cover gaskets.

Timing Cover Gaskets

Beginning with Engine No. K025250, the fiber gaskets used to seal the timing cover have been replaced by rubber-coated steel gaskets (Figure 1).

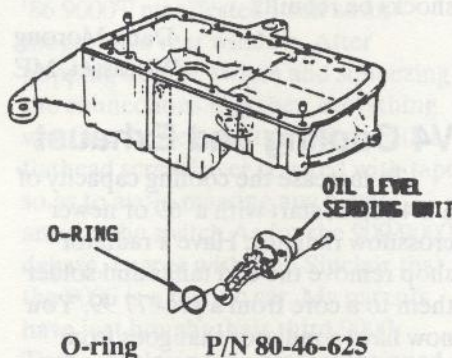
Timing cover gasket #91-17-847

Timing cover gasket #91-17-839

Use the gaskets listed above for all work required to repair oil leaks at the timing cover.

Oil Level Sender

An improved O-ring is available for sealing the oil level sender in the oil sump.



After removing the level sending unit, clean off any metal shavings and inspect the sealing surfaces for damage. Apply a light coat of grease to the new O-ring and install the sender in the oil pan.

New Oil Sump-to-Engine Sealant

A new high-performance silicone sealant, Permatex Ultra Blue, has been introduced into production to seal the joint between the engine and the oil sump.



The sealant is available from parts suppliers and should be used for repairs any time the oil sump is removed from the engine.

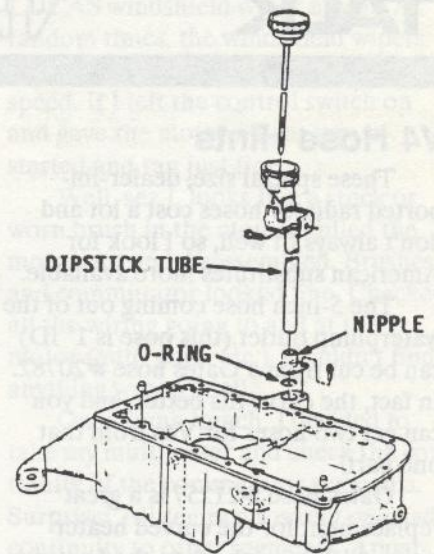


Figure 3. The improved nipple for the dipstick tube.

Engine Oil Dipstick Tube

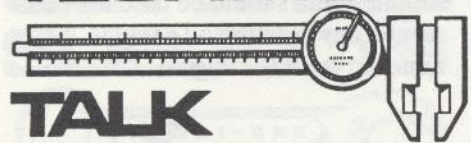
An improved dipstick tube nipple is available (Figure 3).

Dipstick tube nipple #91-12-475

A new dipstick tube (P/N 93-88-794) should be used in conjunction with the new nipple. Attempts to remove the old tube usually result in damage to the tube, making it unusable in any case.

Apply a soft sealer, such as Permatex Ultra Blue, between the dipstick tube and the nipple, and push the tube over the nipple. Install a new O-ring (P/N 21-96-772) into the groove on the nipple. Apply a light coat of grease to the O-ring and install the nipple into the oil pan.

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.

V4 Hose Hints

These special size, dealer-imported radiator hoses cost a lot and don't always fit well, so I look for American substitutes more available.

The 5-inch hose coming out of the waterpump outlet (this hose is 1" ID) can be cut from a Gates hose #20782. In fact, the curve fits better, and you can get two hoses for V4s from that one part!

Gates hose #21257 is a great replacement for the curved heater hose which loops back to the heater from itself. It fits perfectly if you cut off part of the Gates hose. This piece of excess can be used to replace a very nearby hose perfectly.

The top hose on the radiator can be replaced by Gates #26403. I've heard that the U-shaped one under the radiator can be replaced by John Bull hose #913, but I haven't verified this.

Doorman MIS>118025 may work as substitute throttle linkage clips. As for the tiny "washer" holding linkage to the stepped cam, you can use J&T 0705 if you have to.

Every April, I remove the rugs and let the floor dry out. Also hose down the wheel wells real good until the water runs clear.

I keep things like brake fluid and an extra can of oil handy in the engine compartment by attaching holders to the firewall. I used a plastic coffee cup holder for the brake fluid container. Foam helps keep things from rattling. Make sure you mount the holders so stuff won't slide out when you have to stop quickly.

I like to store junk (gloves, workshop manual, etc.) out of sight under the front seats. Cut off lengths of wide wood moulding, jammed each

into the seat-to-floor support (just fits) so things don't slide out in a quick stop. I've also found that the flat bar underneath the seat (part of the seat unit) is great for securely attaching a shelf of sheetmetal with inch high sides. Great for gloves or the workshop manual.

Finally, a question: can 95 lever shocks be rebuilt?

Dana Morong
Wiscasset, ME

V4 Cooling and Exhaust

To increase the cooling capacity of a V4 95/96, start with a '69 or newer crossflow radiator. Have a radiator shop remove the end tanks and solder them to a core from a pre-'77 99. You now have a radiator that goes from headlight to headlight.

Also have the radiator shop install a fitting for a fan thermal switch in the right hand tank just below the filler neck. Install an electric cooling fan (900T unit works great) on the left side of the radiator and kiss the silly fan bearing/shaft goodbye.

There is really only one approach to V4 exhaust systems... Motor Sport Service. Their systems may seem a bit expensive, but you get what you pay for. On a V4, nothing reasonable is available from SAAB; their current front muffler is an inferior copy of the original, it produces severe resonance at about 3800 rpm, and is not as durable. MSS's system is almost indestructible and very efficient. Also, their rear muffler sections for 900s add a lot of power, especially on earlier Turbos.

Jim Smart
Smart Motors
Santa Fe, NM

Alternative Headlights

In the December issue of NINES, Pat Bolmeyer was lamenting the high cost of European headlamps for his 900. The Hella headlamp SAAB uses for Europe is quite expensive, but there is an alternative.

You can install Hella (or Cibie or Marchal) 200mm European-style headlamp replacements (thru '86 model 900s). The Hella 72206 will fit where the current sealed beams are now mounted. No modifications are necessary. The Hella unit has the European code pattern and an H4 bulb. It sells for about \$40 per unit at most import auto stores. One can call Hella at 201/272-1400 for a catalog and the name of the nearest dealer.

Owners of SAAB 99s, 97s, 96s, 95s, and 93s have not been left out in the dark. For the 99, the high/low unit can be replaced by Hella 71456 and the high beam unit by 71156. For 96 and other models with 7-inch round lamps, the Hella unit is 70476.

European code headlamps are far superior to American sealed beam units. Because of this, nighttime driving is much safer with the E-code lamps. Their precise beam pattern makes aiming simple and replacement H4 bulbs are easy to find. It should be noted that they are not legal in most states, but that is for political, not technical reasons.

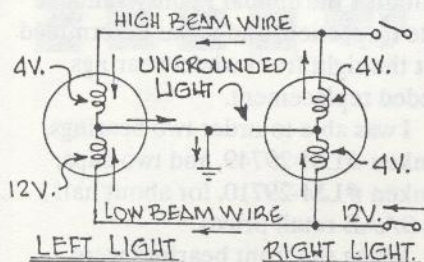
David Katzakian
Hayward, CA

[Ed. note: I have long been a believer in European code headlamps, and have Cibies in both my 99s. See also July '84, Sept '84, Jan '86, Sept '86 and Feb '87 NINES for various articles on automotive lighting. TW]

Ungrounded Headlights

Re: Russell Smith's question about dim lights in the February issue.

It is common to see cars with one dim headlight. These cars have lost a ground at a dual filament headlight. The current goes through three filaments seeking a ground so each filament sees about a third of its normal voltage (see sketch). Repair is easy. Re-establish the ground, which is usually a black wire.



If you have four headlights, the above still applies, except there are five filaments on very dim and one on bright on low beam. On high beam, two will be bright and four will be dim.

You can have the same problem with tail lights on older cars, but they are not so noticeable. If you have an ungrounded double filament tail/stop/turn signal, the tail light will go out when you touch the brakes or turn on the turn signals. The ground path on many older cars was via an aluminum reflector which can corrode at its joints with dissimilar metals.

Charles Sayle
San Mateo, CA

Electrical Malfunctions, 900/9000 Comparison

The electric seat heater on my 1988 900T was malfunctioning in that the seat would become unbearably hot on even the first setting on the dash mounted rheostat. I thought that the rheostat was defective, but on inspection found misconnected, or more accurately, disconnected wiring. The plug under the seat contains about

seven male-female connections. One of the male connectors was not making contact with the female connectors. Using a long-nosed pliers, I gently pulled the male connector into place. Reconnected the connections and viola! Now the rheostat switches on and off as it should, and my rear is much more comfortable now.

The same type of misconnection manifested itself as defective turn signals. What seemed like a failed relay was actually the emergency flasher switch not making proper contact with the connection coming out of the dashboard.

A similar problem on my father's '86 9000T manifested itself as an inoperative rear window. After popping out the switch and squeezing the connections together, everything was fine. I pried out the switch with a flathead screwdriver covered with tape so as to avoid marring any plastic around the switch. As for the 900/9000 debate, I agree with Bob Sinclair that the 9000 is a terrific car. My parents have just bought their third 9000 Turbo, replacing the aforementioned '86 and their '85 Mercedes 300 Turbodiesel. The 9000 is much more refined than my '88 900T, and it shares all the attributes of SAAB safety, utility and comfort. As for the '86, they put on 65,000 trouble-free miles, save for the usual ECU niggles shared by all and corrected under warranty. I love the 900 (my third one) but the 9000 is overall a superior car, and it should be, it's a generation newer.

However, I do hope the 900 carries on for a long time to come. I've read in CAR, the English motoring magazine, that future plans for the 900 include ABS and a 4-speed automatic. All indications are that the 900's days are far from numbered. Now if only the 5-door 900 were reintroduced to the American market!

Kurt W. Krauss
Boonton Twp., NJ

Fixing a 99 Wiper Motor

I had one problem on my 1980 99 which was never described in the newsletter. It involved the (shudder) LUCAS windshield wiper motor. At random times, the windshield wipers would not start, either low or high speed. If I left the control switch on and gave the motor a light tap, it started and ran just fine.

Well, sez I, looks like a stuck or worn brush in the motor. Pulled the motor out and disassembled. Brushes and commutator looked fine. Checked all the wiring going to and at the motor (auto park, etc.). Couldn't find anything wrong at all.

On a dumb hunch, I decided to take my multimeter and check the continuity of the commutator segments. Surprise! All segments *except one* had continuity to other segments. Apparently, as the motor coasted to a stop after turnoff, this open segment randomly landed under the ground return brush, effectively killing the motor on both speeds.

Why was this segment open? Lucas, in their infinite design wisdom, did *not* solder the armature windings to the commutator as an ordinary manufacturer would do. Instead, they hooked the *enamel insulated* armature wire under a small tab at the commutator segments and pressed the tab on top of the wire to cut through the insulation and make electrical contact.

Sure enough, on the open segment the tab was not pressed in far enough and was not making contact to the wire. A gentle rap on the tab with a small hammer fixed it, and the motor has been trouble free since that time.

I thought briefly about soldering all the tabs, but the presence of the enamel insulation and the potential for more damage ruled it out.

John Alfieri
W. Henrietta, NY

Loose Timing Chain Guide

While doing a tune up on my '81 Turbo 900, I took the valve cover off to check the valve clearances. I happened to notice that the lower timing chain guide (the straight one opposite the tensioner) had come unbolted from the block and was sitting cockeyed.

Unfortunately, replacement of this \$15.00 item required pulling the power unit and taking the cylinder head off, as the timing chain cover (as far as I can tell) is not removable with the power unit in the car. [Ed. note: It can be done in the car on a 900, not on a 99. See this month's SAAB KLINIK.]

I have heard that it is actually rather common for the bolts which hold the timing chain guides to come loose due to vibration. Saab should have used Loctite or tabbed washers on these bolts when the engine was originally assembled.

In my situation, the problem was found just in time, as the "unguided" portion of the chain had been gouging through a threaded boss in the timing chain cover. The boss is for a bolt that holds the oil pump cover from the

other side, but luckily the gouge was still in just the aluminum of the boss. The soft aluminum of the cover had not hurt the chain, but had the chain cut all the way through the boss to the body of the hardened steel bolt it should have destroyed the timing chain in short order. Then the clatter of piston tops hitting open valves would have ruined my day.

I would recommend that the timing chain and guides be checked for looseness whenever the valve cover is off. The very top of it is accessible and can be wiggled to see if it is still tightly fastened.

As long as the engine was out with the head off, I went ahead and removed the block and disassembled the bottom end to mike the crank and cylinder walls for wear. SAAB's reputation for sturdiness in this department is well deserved, as the hone marks were still visible on the cylinder walls, and I rebuilt the block with standard size bearings and piston rings even after 100,000 miles on a turbo engine.

Dan Thompson
Dallas, TX

Front Wheel Bearings

In the Ask Bob column of the May '88 issue of NINES, J.S. of Canada inquires about maintenance of front wheel bearings on a '77 99. Bob replies that no maintenance is needed, so long as the CV boots remain intact, thereby retaining all of the lubricant.

The right outer boot on my '74 99 was replaced in April, 1987 at 57,819 miles. In September of '88 (61,750 mi.) I had the car into my local SAAB dealer for the annual Pennsylvania state inspection, and it was determined that the right front wheel bearings needed replacement.

I was able to order two bearings, Timken #LM-29749, and two cups, Timken #LM-29710, for about half the SAAB retail prices.

When the front bearings were replaced, I had the others checked out. The rear bearings were repacked as the original lubricant had the consistency of hardened wax.

James Oliver
Butler, PA

Wind Noise in a 900

With reference to annoying air leaks at the top of the door on a 900 3-door (Ask Bob, Oct '88), I had a leak that drove me nuts until I realized that it was the felt weather stripping inside the window channel.

It had slid down about an inch from the top of the channel. The difficulty in finding it was because it moved up and down with the window intermittently. Whenever I was seriously moved to find the problem, the weather stripping was back in its proper place. It only slipped down when I wasn't looking.

Once discovered, a spot of Crazy Glue at the top of the channel cured the problem.

Vince Athey
Edmonton, Alberta

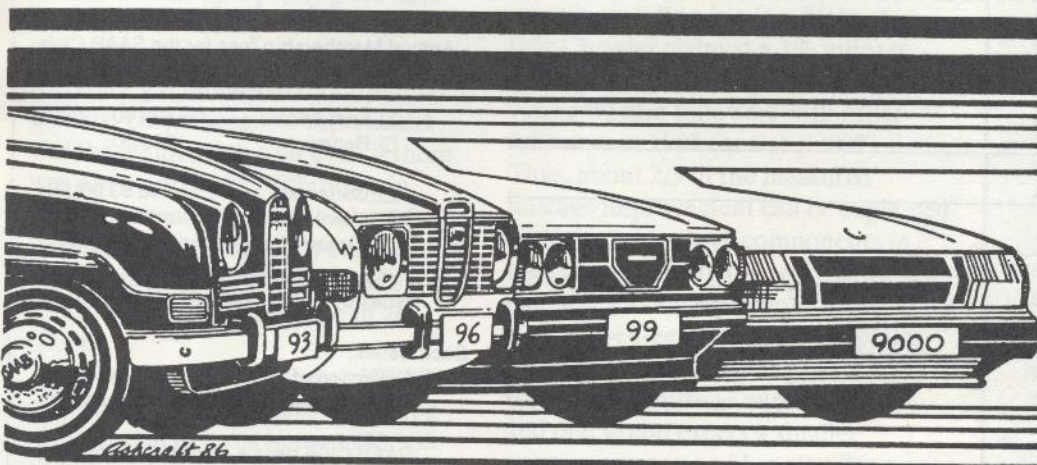


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Membership in the SAAB Club of North America doesn't cost, it pays! Each issue of our monthly newsletter, NINES, can save you hundreds of dollars. The SAAB Club can show you how to save money on your SAAB by doing simple maintenance yourself. You'll also find ways to buy parts or accessories at a discount.

NINES covers information on all SAAB cars, from the two-stroke powered machines of the '50s and '60s, through the 16-valve turbocharged models of today. There are technical tips from the readers, Service Information from Saab-Scania of America, the latest SAAB news, regional club updates, a question-and-answer column, reviews on new products, a classified ad section featuring SAABs and parts for sale, and ads from businesses who offer products or services specifically for SAABs, often at special prices.

Who should join the SAAB Club? Owners of older SAABs, the three-cylinder and V-4 models, will find helpful tips on repair, and a steady supply of new and used parts. For those who drive newer SAABs there is information on performance parts, useful technical articles, and reader opinions on tires, oil, shocks, and other regular maintenance items. We also keep you up to date on the latest service procedures, whether you work on your own car, or have it serviced at a SAAB dealership or independent repair facility.

The name of the newsletter, NINES, comes from the model designation of SAAB's automobile production; they all start with "9", from the 92 to the 9000. The club now has over 3500 members and many local chapters nationwide. SAAB's recent sales success means that the SAAB Club and NINES will continue to grow as more new SAAB owners discover the advantages of membership.

The National SAAB Owners Convention has been held each summer since 1983, and there are several annual regional gatherings as well. Local SAAB Club functions and meeting places are listed in each issue of NINES. These consist of picnics, rallies, technical sessions or social gatherings, with SAAB as the common language.

The SAAB Club is independent of Saab-Scania of America, but does have their support. The Club does not get involved in disputes between owners and dealers, nor does it seek discounts on parts or services, though several companies voluntarily offer a discount to SAAB Club members.

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Tufoil in the Engine

For some time I have been interested in experimenting with a Teflon oil treatment. This all goes back to Dave Skinner, who successfully used such an additive about 10 years ago. His brother was a printer, and a Teflon oil treatment intended to be used to quiet printing presses was the product he used. Dave ran a VW Rabbit for 220,000 miles, all the while displaying generally better overall performance and economy than most Rabbit users were experiencing.

By the time I became convinced that the Teflon was causing no harm, products such as Slick-50 were commonly available. Being a commercially available product eliminated the need to have a relative in the printing business, but the \$40.00 price tag for an experiment which, I assumed, would be inconclusive at best stopped me.

More recently, other Teflon bearing products have appeared in the sports car magazines, including one at \$50.00 per shot, and another at \$20.00. The \$20.00 one was looking attractive, but then I saw a display of "Tufoil" in a local auto parts store. I vaguely recalled seeing a reference to such a compound in a recent newsletter, although it was in the context of a transmission article. The price for a bottle was \$10.50, and the recommended dose was half a bottle!

I have been working temporarily in the Cleveland area since late spring, and have built up a pretty good data base as far as mileage is concerned. The 120 mile daily commute allows me to gather gas mileage data rather quickly. Underlying the experiment was the assumption that even if there was not a noticeable difference in gasoline economy, the promise of reduced engine wear for a cost of \$5.00 per oil change would make using the Tufoil a reasonable practice in any event.

Was I surprised! In over 100,000 miles, I have never exceeded 30 mpg on a consistent basis in my 1980 900.

All summer long I have been getting in the 29-30 range with minimal variance. I reset the mileage pointer at the half-full point, and thus I eliminate the degree-of-fullness-at-fillup variable. I find that the tilt of the car has some effect on the reading at the half-full point, but fortunately I am almost always in the left lane, so that variable is also cancelled. I estimate that I am consistent to within ± 5 miles of picking the half full point.

Within one tankful after treating the engine with Tufoil, my mileage improved to 33-34 mpg! (I used a half-bottle dose because my oil level was right up to the full point before adding the stuff; they recommend a full bottle for the first dose and a half-bottle at each oil change.) The average held over 3 consecutive tanks full.

Being a scientific type, I feel compelled to understand both the phenomenon itself and its magnitude. Note that a 10%+ mileage improvement is at the high end of the manufacturer's claims, and it exceeds any of the "testimonials" in his literature. The source of mileage increase is obviously reduced friction; that is the whole point of the Teflon bearing additive. As far as the benefit in the 1980 SAAB, note that the B engine has a crossed helical gear drive for the water pump and oil pump, as well as the distributor. SAAB themselves claimed a 3% mileage gain with the H engine, which essentially eliminates these three crossed-gear drives with their attendant sliding friction. Note also that Chrysler claimed a 3% mileage increase when they replaced their conventional cam followers with roller-followers in 1987 (or was it '88?). Thus, about 2/3 of the measured mileage improvement can be explained with just a couple of components in the engine, leaving the rest to be a distributed friction reduction throughout. The crossed-gear drives also explains why the B engine SAAB gives a more-than-typical mileage improvement, and one would expect a smaller improvement to an H engine.

In terms of economy, the measured mileage increase shows a slight overall benefit. At the measured mileage increase, the friction reducer is saving about .003 gallons per mile. One would expect this to be relatively constant, as the actual mileage (as they say) will vary with driving habits, but the amount of friction saved per mile should be relatively constant. With an oil change interval of 4000 miles, one is saving 12 gallons of gasoline, and as previously stated the cost of treating the oil is \$5.00. Thus, there is no net cost in the long run for using the Tufoil. Secondly, there is not a delayed break even point, as there is with the \$40 Slick-50. Of course, the reason for using the Teflon is to extend engine life. With SAAB engines clearly lasting well in excess of 100,000 miles given nothing more than regular oil changes (I have 2 with over 100K) there is an excellent chance that the vehicle will be slain in mortal combat (or the owner dying of natural causes) before the point at which the Teflon-induced life extension (if any) is reached. Thus, it is comforting to have measured sufficient fuel saving to render the use of the Teflon to be cost-free within the first oil change interval.

I have now purchased a case of Tufoil.

Stephen Goldberger
North Canton, OH

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Another Turbo Rebuild

My wife's black '82 900 APC Turbo 3-door, 5-spd, began to display oil smoke in the exhaust at about 80,000 miles, and I began to think about repair versus sell options. It needs a turbo, a warm-up regulator, a steering rack, a windshield and tires. DIY cost about \$1500, on a retail book of \$5000. Is it worth it? I looked at other cars, even vans, but my wife wouldn't hear of getting anything else. She likes the compliments she gets driving it everyday, and the feeling of safety and security. Instead of selling it, I bought a matching black 3-door; an '85 16V Turbo 5-spd with 49,000 miles. While the engine is definitely stronger, it came with about the same dollar amount of problems needing repair. Moral: Better the SAAB you know than the SAAB you don't. Or: A SAAB is a SAAB is a SAAB, and they will need TLC.

About the '82 turbo problem: My local diesel shop (a Garrett-Airesearch

distributor) first quoted a \$175 figure for a "center section rebuild." Naturally, 5,000 miles later, when I finally got mine off and in to them, "too far gone; go with a factory exchange unit for \$400." They say that by the time it starts smoking really badly, it is usually too far gone for a simple rebuild.

The mechanical part of a turbo R&R is not really much more complicated than changing spark plugs. A screwdriver, a 13mm and a 17mm wrench, are all the tools absolutely required. Hint: My oil return line had one bolt (toward the front - most easily reached from below with a 13mm flex socket and extension) and one stud and nut (toward the back, or inner side - most easily reached with an open end wrench after the turbo is completely detached from the exhaust manifold and pivoted down and forward.

Does anyone know why SAAB uses killer locknuts on the 8mm studs, and no locknuts or lockwashers on the 10mm bolts which hold the turbo to the exhaust manifold? Three of the four 10mm bolt/nuts were relatively loose, and one was flat gone. I plan to check them at oil change time to see if they loosen in the future.

My factory rebuild unit came complete with gaskets and instructions. Order from your favorite SAAB source the three studs and locknuts which attach the cast elbow to the header pipe flange, and the three studs and locknuts which attach the cast exhaust elbow to the turbo wastegate.

The only nasty part of getting it all back together is being prepared to drill out and re-tap one or more broken 8mm x 1.25 studs in the exhaust header pipe flange. Drill, ream and tap carefully, or be prepared to go to the next oversize if you get off center.

Jack Vines
Spokane, WA

Easier Heater Valve Replacement

In response to Tim Brown's article on Heater Valve Replacement (NINES, Dec 88, page 11), there is a much simpler method for replacing this valve. His method is good if repairing the core, too, but why disturb the core if only the valve is at fault.

Replacement is explained in SAAB Service Information 07/83-636 (Supp. #4, Sec. 8, p. 71). [For '84-'85 900s, see S.I. 01.87-915, Supp #6A, Sec. 8, p. 101 (NINES, March '87).] Basically, it involves the use of a 4mm hex ball-form driver with a length of 190mm (Tool No. 87-71-054). All you need to do is unhook the heater hoses at the firewall, have the heater turned on, put an air nozzle with 20 psi maximum in the top heater valve port and blow out any coolant still in the heater core.

Next, remove the LH speaker grille and the foam-cardboard insulation under the left side of the dash (if it is still there). Also, remove the LH screw from the plastic heater duct and flex the left side down towards the floor of the car. Use the ball-driver tool to remove the 4 allen-type bolts holding the valve in place. Remove the valve by lifting it slightly, moving it forward while holding the control rod from slipping off the knob, then pulling it out of the speaker opening.

When installing the new plastic valve, glue the O-rings to the heater core flange with silicone, install the valve (make sure to hook up the control rod), hook up the hoses and fill and pressure test the system for any leaks. If corrosion is present, flush the system and replace coolant. Put everything back together and you are done.

Jim Smart
Smart Motors
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Sonett Champ

I have a 17-year-old Sonett that I use for autocross. For those of you not familiar with the sport, it is an SCCA-sanctioned race that usually takes place in large parking lots on a course designated by pylons. You race against the clock, and against other competitors in your class, and the best run of the day determines the winner. In many ways it's like downhill skiing, since you race through gates. Cars can reach speeds of 60-70 mph on the open sections of the course, and any car is eligible to participate. There are different classes based on what type of car you have and its level of modification.

Older 2-seater sports cars are competitive in modified and prepared classes, but rarely in the stock classes against today's high-tech, turbo-charged cars. I had to compete against cars like the Nissan 200-SX Turbo and 300-SX, Chrysler Conquest (a.k.a. Mitsubishi Starion) intercooled turbo, Chrysler Lazer and Daytona Turbo, Merkur XR4Ti, Triumph TRs, Pontiac Fiero, Porsche 924 Turbo, Maserati Biturbo, etc. My winning percentage was not as good on the large, wide-open courses (like Pro-Solo events), but on the tighter tracks the car couldn't be beat. Overall, I racked up 11 first place finishes in 14 events during 1988, as well as the Ross Harris trophy for most improved Solo driver.

A photo of my Sonett and a brief article appeared in BFGoodrich's national Team T/A newsletter. They got a kick out of the fact that my old Sonnet fought off the turbos in G-stock to win a regional SCCA Solo-II class championship.

Of course I have more than one Sonett (3 -- that's the answer to the question "How many Sonetts does it take to keep one on the road?") My '71 is the one I race, and all I've added was BFGoodrich 195VR50-R1 shaved racing tires on stock steel 15x4.5" wheels (these tires won't fit the alloys), a Supertrapp exhaust, solid core ignition wires, a super coil, gas shocks, and new engine mounts.

The car spends a lot of time on three wheels (that keeps the rear tires from wearing out). The Sonett is a very forgiving car to autocross, making it great for the beginning racer. I even managed to induce some oversteer by manipulating tire pressures (high-front, low-rear), stiffening up the rear end, and dialing in some front-end negative camber. The rear end can get a little loose this way, and towards the end of the year I was routinely performing at least one "180" a day for the grateful onlookers. Once I spun out right in front of a gate, threw the car into reverse, backed through the gate, brought the front end around again, and still beat the best time of one of my competitors.

I think SAABs were meant to race, and autocrossing is a fun, and safe way to test your car as well as your driving ability. For more information, contact your local SCCA region, or call SCCA National at 303/694-7222 and ask for the number of the nearest region.

Mike Ancas
Pittsburgh, PA

[Mike has also written a story on autocrossing a Sonett which will appear soon in *Auto-X* (Auto-Cross) magazine.]

Emissions Legal Power Boost - Part II

Time for an update on our tests with the Monolith-1 catalytic converter (NINES, Oct '88, page 16) on an '86 900 SPG.

We have now installed the factory APC "Hot Box". With the stock converter in place, we made several runs from 50 to 80 mph in 4th gear timing them with a hand-held stopwatch. With the Monolith-1 converter, we recorded a distinct 3+ seconds drop in times!

The owner also reports he has run against a 911 Carrera in a dead heat up to 90 mph, and against a new Mustang SVO V8 (?) up to 110 mph, before traffic interfered in both cases.

From a practical side, docility is the same, fuel consumption dropped about 3 MPG.

We also ran the SPG on a chassis dynamometer. This proved of little practical value due to the simulated speed limitations on the dyno, so only 4th gear was used. The peak reading was 110 hp, due to 45-4800 rpm limit and tire slip at 70-75% boost. This was disheartening until the dyno operator said big block V8s peak at 75-80 hp.

It is impractical to use full throttle in 1st gear due to tire spin; full power shifts into 2nd result in more tire spin. Tires are stock P6s. Perhaps other gummies might help, but I feel that for all practical purposes these modifications put the car at its limit unless you are building a non-everyday toy.

Total expense on this project is less than \$900 (SAAB's 175 hp APC box, plus the Monolith-1 converter). A new SPG costs approximately \$30K, a new BMW M3 costs \$46K. Take the excess \$15K and buy a summer cabin. After you have sucked the BMW up your tailpipe, invite the owner to your cabin, or offer to cart his couch or refrigerator in your SAAB.

Marshall Pruett
Park Road SAAB Service
Burlingame, CA

Value Retention Program for '86-'87 9000s

Owners of 1986 and '87 SAAB 9000s can have the cars updated to later specifications at no charge, thanks to the "Value Retention Program" offered by Saab-Scania of America.

Among the items to be updated are: fault pictogram indicator, windshield wiper chatter and/or premature linkage wear, failure of door stop link, binding of the ignition switch, breakage of inside rear view mirror, glovebox door misalignment and/or separation of inner and outer doors. These repairs will be made by Saab dealers at no charge through January 31, 1990.

Saab is also extending, at no charge, the warranty on both automatic and manual transmissions in those 9000s to 60 months or 70,000 miles.

The Value Retention Program covers all 1986 and '87 9000s, including those in the hands of second or subsequent owners.

Traction Control Under Development

Saab is developing an electronic Traction Control System integrated into the Saab 9000's anti-lock brake system. Saab previewed the system in Sweden recently to members of the European motoring press. The TCS provides a less complicated, less expensive and lighter alternative to a 4-wheel drive system. Saab has given no date for the system to be available.

The system uses a select-high/select-low principal. When the system senses a traction loss below speeds of 25 mph it will apply slight pressure to the brake or brakes at those wheels which are slipping.

Above speeds of 25 mph, an "electronic throttle control" controls the system. Despite the fact that a driver might push the accelerator pedal to the floor, the electronic throttle control prohibits wheelspin until the wheel sensors no longer detect wheel slippage.

The electronic throttle control also uses a throttle cable to back up the electronic system. The TCS uses the anti-lock brake sensors at each wheel to detect when wheels begin to lose traction.

Other ABS components the TCS uses are the electronic control unit, and central unit with high pressure pump and valve units. Aside from the two control valves, other new components for TCS are the electronic throttle control system, a relay, and instrument panel warning lights. The system differs from other traction control systems because it uses the throttle control and the brakes to control wheel slippage.

Saab says the system is well adapted to high performance driving. As an example, Saab says, if the car is accelerating on a slippery road while cornering the traction control acts to reduce wheel spin and promotes a more stable response. In split friction situations, if friction under each of the driven wheels is different, the brake is applied to reduce the speed of the wheel which loses its grip first. This permits additional

torque to be applied to the wheel still gripping the road. This approach insures good steerability when the car is traveling on a slippery road surface since no additional torque is applied to the outer wheel in a curve.

Meanwhile, rumors of all-wheel drive persist. According to the Jan '89 issue of *Performance Car*, Saab will be able to offer four-wheel drive in three years time. The system is said to be similar to that used by Audi. The article says:

"Saab chassis engineer Magnus Roland, vehicle test and development manger, confirmed that they had all-wheel-drive prototypes running. He said that Saab were not the first with turbos, but he felt that when they introduced them they had got it right, and they planned to do the same with four-wheel drive.

"He added that they felt the drawback of four-wheel drive was its variation in on- and off-throttle response. Roland told us: 'It is very important to handle torque transfer in four-wheel drive.' He did not feel that a viscous coupling was the right answer. 'It is important that the car must always respond quickly to the demands of the driver. And the viscous coupling's response is a little slow. It's a competent solution but not the best one,' he said.

"Saab are looking at several mechanical differential systems, including the Torsen diff as used in Audi quattros. Roland added, with a smile: 'Audi have got it right but I would like to retune their rear suspension.'"

submitted by Pete Rechnitzer

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Special Edition 9000s Available in Europe

Limited editions of the Saab 9000 Turbo have been introduced in the Swedish and British markets. The Swedish version is called the "Talladega", in honor of the 9000's world record setting performance at Alabama International Raceway in Talladega. In Britain, it's the "Carlsson", named after the great SAAB rally driver of the '60s, Erik Carlsson. Erik "On the Roof" helped to do the development work on the special editions.

SAAB DRIVER, newsletter of the SAAB Owners Club of Great Britain, states: "The new 9000 Carlsson is introduced at a price of £24,995 (roughly \$40,000US). This new 204 bhp model incorporates discreet additional body styling and is finished in black with a fine red stripe. It is also equipped with twin sports exhaust, a special rear bridge spoiler (incorporating an integral brake light), a leather sports steering wheel and gear lever gaiter, long range driving lights, special cross-spoke wheels and rear screen wash/wipe. The top speed is boosted to 145 mph, whilst the 0-60 acceleration time is given at 7.4 secs."

Performance Car magazine recorded a 0-60 time of 7.2 seconds on the Carlsson, while Saab claims 6.9 seconds to 60 mph.

Advertising for the Carlsson in British magazines show it on a runway next to a Saab Viggen. The text details a quarter-mile drag race between the two Saabs. Result: Viggen, 14.0secs.; Carlsson, 15.3secs. At that point the jet lifted into the air, while "...inside the Carlsson, downforce from the spoilers still held the speeding car firmly to the ground."

Saab Consolidates Ports of Entry

Saab-Scania of America, Inc., has consolidated to three from five, the ports of entry for its passenger cars to improve distribution to its U.S. dealer network.

In the consolidation, cars destined for Saab's eastern region will continue to be imported through Davisville, Rhode Island. Brunswick, Georgia will continue to serve as port of entry for Saab's southern and central regions. Los Angeles remains as the sole port of entry for the western region.

Shipments through Houston, Texas, and Portland, Oregon, have been discontinued.

"The consolidation will result in an increased number of shipments into the three remaining ports with a larger volume and model mix at each port," said Sten Helling, executive vice-president for Saab's U.S. car division.

"The consolidation provides more flexibility in selection and allocation of cars to our dealers. It also reduces transit time and offers us a better possibility of having the right car in the right place at the right time when our dealers need it," Helling added.

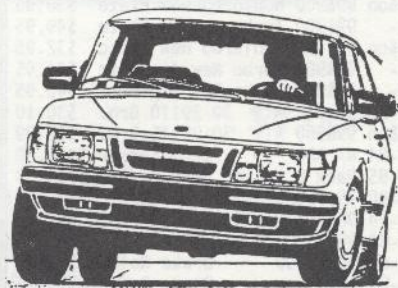
\$60,000 for Winning Saab Racers

Once again, Saab is offering performance awards to SAAB drivers participating in selected Sports Car Club of America and International Motor Sports Association events during 1989. The awards are available to racers in the SCCA's regular Showroom Stock races, the SCCA Escort Endurance Cup, SCCA National PRO Rallies and in IMSA's Firehawk Endurance races.

"The sales success of Saab cars in the United States and in Europe owes a lot to the cars' success on race tracks and rally roads," said Robert J. Sinclair, president of Saab-Scania of America, Inc. "Many of these wins are the result of the enthusiasm of individual Saab fans who have been willing to spend much of their time and money in their Saabs. Our performance awards program is designed to support these enthusiasts."

Complete details of the 1989 Saab performance awards program are available from the Public Relations Department of Saab-Scania of America, Inc., Saab Drive, Orange, Connecticut 06477.

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78-81 99, 900 Turbo	Fuel Dist	\$231.53
78-81 99, 900 NonTurbo	Fuel Dist	\$209.04
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81-83 All 0438140084	Warmup Reg	\$146.39
75-80 All 0437502004	Injectors	\$20.32
81-86 All 0437502012	Injectors	\$21.22
77-86 All	Lambda Sensor	\$48.50
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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79-80 900 NonTurbo	Alternator	\$97.95
75-84 99, 900 All SR78X	Starter	\$84.95

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

OEM PARTS

Saab #	Description	Price
75 40 487	Radiator 900 NoTurbo	\$169.95
75 40 503	Radiator 77-80 99 NT	\$169.95
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 Plate	\$38.95
77- 99&900 Turbo	New Plate	\$49.95
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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SAAB Klinik - continued

so carefully loosen the clamp and shorten the shift rod no more than 1/8 of an inch, tighten the clamp and test shifter feel. Be very careful to "tune" your shifter in very small stages.

SAAB has always supplied high quality brake pad compounds and strongly recommends their own materials, but we are very happy with a dual compound pad under the RPG brand from Canada. Each individual pad has two distinct compounds.

Your three-door headliner is a piece of cake to remove. Open the sunroof, remove the welting around the opening of the headliner, then remove the inside mirror, the visors, handles, pillar padding and coat hooks. The headliner should now be on your head; get someone to slide it out through the hatch.

The 16-valve engine manual ordering number is 325332. Suspension and wheels ordering number is 326967.

I have a 1983 900 Turbo 4-door with APC. I also have many questions.

Can I increase the turbo boost? If so, how, and what are the advantages and disadvantages? How much extra boost is recommended? Is more boost allowed if I add an intercooler? If I add an intercooler, should I change the APC?

I have ordered the SAAB anti-sway bars for my car. Without sacrificing too much ride comfort, what else is recommended to increase the handling besides good tires? One mechanic suggested Koni adjustable shocks over Bilsteins, with the front shocks set to extra hard and the rear to hard. Also, what are the largest tires that fit safely on the SAAB 5 1/2" x 15" rims (205/60, 205/55, larger?).

David Trulli
Los Angeles, CA

In asking about boosting the APC, you have given us a chance to offer our opinion of "tuning" APC turbos.

There are new and "modified" APC control units available from SAAB and

various firms specializing in turbo tuning. We do not feel this is the best and least expensive route. During our testing and research, we've found every engine has its own levels of vibration and detonation threshold. The "microphone" on the engine block is your APC saviour. If it hears more than normal murmurs from your turbo engine, the boost will be bled off through the mechanical wastegate via the radiator mounted solenoid. This microphone is so sensitive that changing engine mounts can change the APC control range.

Now that we know that no two engines have exactly the same levels of noise and vibration, our best approach is to fine tune the APC control unit to the engine it controls. This allows greater boost "peaks", but still insures that detonation levels will not build up and destroy the engine. We have APC cars producing over 16psi in bursts that have over 90,000 miles and are strong as ever.

The degree of increased boost utilizing an intercooler may not be worth your investment unless you want to get from 80mph to 120 faster.

As for chassis tuning, keep one thing in mind. Increasing front roll stiffness will increase understeer, the plowing into the bushes syndrome. Increasing rear roll stiffness increases oversteer, that is the rear wheels will slide out and you'd better grab it or you're on your head.

For tires, try some 205/60s in the Yokohama 008 line.

My 1974 99LE (injected) with 185,000 miles has been giving me problems. Intermittent missing led to replacement of coil, plugs and wires, points, condenser, distributor cap and rotor. The car runs great, except that about once a week the #3 spark plug fouls out. Removal finds a wet (presumably fuel) plug and replacement with a dry one cures the problem. What does one do, considering the car is only worth about \$400?

Jim Laman
Holland, MI

Your 99 could have a variety of maladies and I'll try to cover what we

SAAB Klinik - continued

know from experience:

1) The plug is drowning in coolant. Cylinder heads erode under the valve seats and allow steam and coolant to enter the combustion chamber, especially at the #3 cylinder.

2) Piston rings or valve guides are so worn that the plug is oil fouled.

3) A worn injector (likely the problem) allowing a much greater quantity of fuel to be sprayed than the others. A simple test of this is to switch the #3 injector with one of the other three and check the plugs after driving.

I drive two SAABs, a '76 99 and a '79 900. Both cars suffer from sagging roof liners. The 900 also has a sealing problem on one TRX wheel.

Louis Kelsch

Headliners are easily removed. See our other inquiry in this regard. Once out, peel the fabric and foam off the fiberglass, then scrape and vacuum the mat until a uniform surface is prepared. Pick up some foam backed upholstery, spray both surfaces with vinyl roof adhesive, press into place, trim and reinstall.

With any bead leakage, the rim and tires must be scrupulously clean. If leaks persist, use a bead-to-rim sealant to insure a permanent seal.

I just got an '88 Turbo to replace my '83 Turbo. How can I disconnect the dash lights so they only come on when the outside lights are on? There is no reason for them to always be on.

My '83 had studs and needed wheel nuts. The '88 uses a long bolt to secure the road wheels. The locking bolts they use for wheel locks are problems. The dealer does not recommend them; he says they break off easily. How can I install wheel studs in order to use locking nuts?

Harris Horwitz, DDS
Philadelphia, PA

For many markets that SAABs are sold in, there are requirements for constant-on marker lights. This change in the controls lighting is a precursor of an-

anticipated adaptation of similar requirements in this country. What we call parking lights could soon be required as always-on marker or running lights.

To return your controls lighting to being switched with the exterior lights, you need to remove the feed wire (green wire, pin #3 in the red connector inside the car at the fusebox/interior connectors) and run a wire from the park light hot wire (green and red wire) at the light switch to this feed wire. Using adequate gauge wire, splice into the green and red wire, make a good soldered connection and run that wire down to the removed green feed wire. Solder and insulate.

As for the wheel locks, our favorite is the McGard style with a "key pattern" and wrench key. Unfortunately, they are not offered as yet for the 9000. Try the SAAB locks, use anti-seize compound on the threads and on the wheel where the bolt seats. Properly torqued, breakage shouldn't be a problem.

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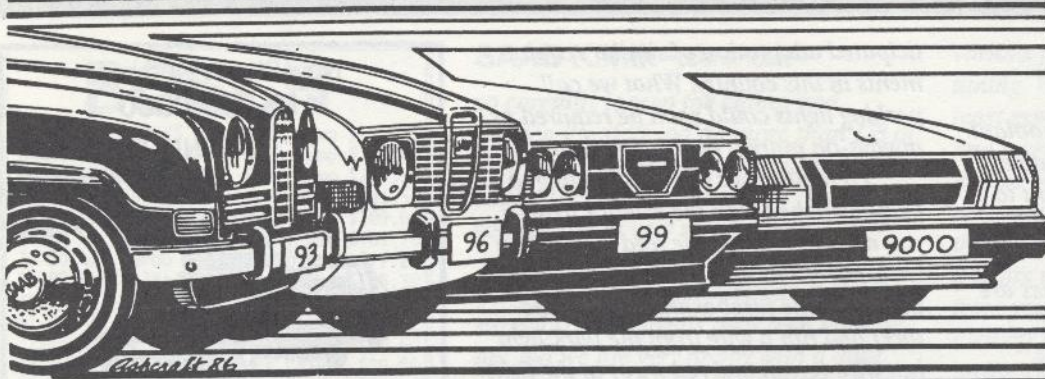
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	Members	Non-members
CARS FOR SALE	\$10.00	\$15.00
PARTS FOR SALE	\$5.00	\$7.50
WANTED ADS.	\$2.00	\$3.00
COMMERCIAL ADS (Parts & Services)	\$10.00	\$15.00

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

'74 Sonett III, excellent condition, 68k miles, new paint, garage stored, no rust, never driven in salt. \$3500. Raymond Jenkins, 9469 Steiner Rd, Rittman, OH 44270. 927-5231.

'74 Sonett III, fair condition, reliable, alloys. \$1750 obo. Seattle area. 206/842-2958.

2 Sonett IIIs (to settle estate): Green '74, engine does not run, rewired by person unknown, no title. Gold '72, recent clutch, but never put back together. Also, engine block & misc parts. Make offer. J. Sue Carroll, 1307 E Fordyce, Kingsville, TX 78363. 512/595-5203.

'72 Sonett III, good mechanical, good body, monochromatic red. Spare trans w/bad R&P. New Kleber V-12s on alloys, extractor exhaust. Autocross alignment. Trophied 4 autocrosses in a row in '88. Phil Ethier, 672 Orleans St, St Paul, MN 55107. 612/224-3105 or 292-6024.

'68 Sonett V4, running, needs cosmetics. \$3000. Also, '60 Bugeye Sprite project car, rare 948cc engine. \$1500. Ugo Piccagli, Dallas, TX. 214/247-6767

93s, 95s & 96s For Sale

'71 95, new MSS exhaust, solid pan, body & interior very good, runs fine, asking \$850. Mark Palmer, 45 Calvin St, Rochester, NY 14612. 716/724-2772 days, 663-6008 aft 8pm.

'71 96, rust free, new body restoration, no bondo, mint interior, runs great. Clear coated Silver Mink Grey. asking \$2700. Mark Palmer, 45 Calvin St, Rochester, NY 14612. 716/724-2772 days, 716/663-6008 after 8pm.

'70 95, 118k mi, light blue, excellent body & interior. Needs clutch work. \$700. Jim Smart, Santa Fe, NM. 505/989-8732.

'67 Monte Carlo GT, rare, 3-cyl, original unrestored, not running. \$4500. '67 96 GT, race ready, 3-cyl, roll bar, fiberglass buckets, headers, triple carbs, stainless steel expansion chamber. \$5000. Many engine parts for 3-cylinder, also 2 extra bodies. Ugo Piccagli, Dallas, TX. 214/247-6767.

Several 96s: '67 2-stroke, 43K mi, runs, no title, original paint, needs restoring. \$600. '70 V4, driving now. \$1100. '71 V4, good car, drivable, \$600. '70 V4, not assembled, \$1200. 5 parts cars, \$100 ea. pending sale of others. David W. Caldwell, P.O. Box 91, Roaring Gap, NC 28668. 919/363-2048.

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.

'69 95, low mileage, strong engine, needs body work. \$800, negotiable. Judith Sheldon, Mont Clare, PA. 215/935-0624 after 6pm.

'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

2-Stroke & V4 Parts For Sale

'63 95 body shell, FREE if you haul it away. Good doors and side glass, no windshield, engine, trans or suspension. Various chrome, interior parts; cheap. Must go ASAP. Nick Wilson, 520 North Hancock, Colorado Springs, CO 80903. 719/473-6935.

97 Racing Closeout: Rebuilt close ratio 97 gearbox with SAAB limited slip, \$1200. 5 6x15 alloy wheels (97 bolt pattern), \$250. New front rotors, many other parts. Mike Tucker, Hartsville, SC. 803/383-5443.

Parts from '73 Sonett: Valve springs, \$20, starter, \$25. Fan motor, \$25. Glass, front & back, \$75 ea. Steering rack, \$25. Many other parts except wheels. Also, 96 clock, \$30. Rear lens, \$6 ea. Mike D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

Sonett air conditioner, complete with all parts for installation. 4 alloy wheels with used tires. Make offer. Jim Thiele, 18908 13th Pl S. Seattle, WA 98166. 206/241-7422 days, 206/683-3288 eves.

99s, 900s & 9000s For Sale

'86 9000 Turbo, 5-spd, light blue metallic with blue/grey cloth interior, immaculate shape, dashmat, custom cover, 30k miles, balance of factory warranty. \$16,900. Dave Marsh, Phoenix, AZ 602/759-0194.

'78 99EMS, burgundy metallic, 108k mi, good running condition, no rust. Includes service records, factory service manual, and newsletters since 1980. \$2500 obo. Sam Bullard, P.O. Box 42391, Lafayette, LA 70504. 318/981-0192.

'78 99 Turbo, 111k mi, Silver w/black Incas, Burgundy velour, Pioneer cassette w/equalizer & 4 spkrs. \$1000 in recent repairs, extra snows. Runs strong. Must sell. \$2500. Walter Meyle, 172 Smith Ave, Walden, NY 12586. 914/564-5962.

'77 99GL 5dr, 4spd, 140k mi, strong engine, weka body & interior. Was driven daily, replaced by 900. \$600. T.T. Chuhay, 3743 Greentree Pl, Panama City, FL 32405. 904/769-0842 5-9pm.

'73 99LE, 4dr, 4spd, 90k mi, dark brown, original owner. Extra parts. \$2250. Ray Young, 1313 Hillcrest Rd, Rockford, IL 61108. 815/226-0901 eves & wknds.

For barter to a good home! '72 99 2-door, manual, good body, many new parts. Needs tranny & engine work. Will exchange for mountain bike. Rich Sweitzer, P.O. Box 286, Shelburne Falls, MA 01370. 413/625-9543.

99, 900 & 9000

Parts & Accessories

99/900 engines, transmissions, racks, control arms, axle assemblies, rotors, EMS mags, instrument clusters, wiring harnesses, body parts, interiors. Installation and parts list available. Henry's Recycled Saab, 310 George Ave, Baltimore, MD 21221. 301/686-2446 or 301/391-2747.

'74 99LE parts car (front end crash). Many new parts, new head. \$250 complete or will piece. Charles Parker, 61 Leisure Blvd NE, Cedar Rapids, IA 52402. 319/395-0916.

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.

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.

Trailer hitch for 900, all parts, hardware & installation instructions, \$65. Pulse Relation Meter, \$30. Beverly Hills nose bra, \$25. Black Dash Mat, \$25. David Wilkins, 503 W. Riviera Dr, Tempe, AZ 85282. 602/968-8625.

Clutch kit P/N 88-18-148 for M80 on. New in original SAAB box. List, \$182.50, sell for \$140 +shpg. Stewart Bloom, 3101 Gough St, San Francisco, CA 94123. 415/673-2489 day or night.

'79 900T parts: 4 TRX wheels, 2 with tires, \$200. Turbo, \$100. Aqua interior, \$150. Rebuilt head, \$250. Alternator, starter, distributor, \$50 ea. Mike Tucker, Hartsville, SC. 803/383-5443.

U.S. spec headlights & buckets for 9000. Will fit any year. List, \$140 ea. Sell for \$200 +shpg for the pair. Phillip Niemann, 7620 W 52nd St, Overland Park, KS 66202. 913/262-5966.

99/900 3-dr rear lens assy, \$20. Front lens assy ('76) \$20. Electric mirror, \$20. Shift box, \$30. Radiator fan, \$25. 900 oil cooler, \$30. Many other misc parts including glass. Mike D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

Rebuilt 5-speed transmissions. Warranted, reasonably priced. Will ship anywhere. Gordon Brundle, Peekskill, NY. 914/528-6036 leave message.

Wanted, All Models

Photocopies of Club newsletters Jan '87, Mar '87 and Sept 88. Will pay shipping & repro costs. John Alfieri, 48 Yellowstone Dr, W. Henrietta, NY 14586. 716/334-6498.

Factory shop manuals for 82-83 900 Turbo, \$40? R. Lynn Warren, 14006 SE 50th St, Bellevue, WA 98006. 206/641-7483.

New or good used fuel pump for '74 Wagon-back, in-tank unit. (Not the same as later in-tank units). W.F. Seely, 3874 Union St, N. Chili, NY 14514. 716/889-9731.

Seeking the World's Best 95, 1965-67 3-cyl. Call collect. Simon DuStroke, 519/767-0819.

99 EMS or Turbo front spoiler. Sheepskin seat covers for late 99/early 900. Complete dash assembly from late model 900. Dave Marsh, Phoenix, AZ. 602/759-0194.

4 early or late style Sonett alloys with lug bolts. Chip Lester, 88 Orchard Terr, Piermont, NY 10968. 914/359-4768.

For '82 900: rear shoulder belts, radio & rear speakers, blue rear head rests, air conditioning unit. Ed Melnarik, P.O. Box 143, Sun Prairie, WI 53590. 608/837-6762 after 6pm.

'86 900 Turbo Convertible. Must be in good shape. Will travel. 505/989-8732 anytime.

'87 900 Convertible wanted, Charcoal Grey, AT, AC, rear defrost. Jill Sandvik, c/o The Map Store, 120 So. 6th St, Minneapolis, MN 55402. 612/339-4117.

Miscellaneous For Sale

MAPS: A new catalog for maps of all kinds is now available. Travel, business, topographic, navigation, USGS, Canadian, Foreign. Send \$5.00 +\$2.00 shpg to: The Map Store, 120 So 6th St, Minneapolis, MN 55402.

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New Passenger Transport Announced by Saab-Scania

A new high-capacity, long-range turboprop commuter aircraft was launched in early December by Saab-Scania's Saab Aircraft Division. The Saab 2000 will carry 50 passengers up to 1,000 naut. mi. at speeds of up to 360 kt.

The aircraft is a derivative of the Saab 340. It will have an extended fuselage, a highly modified Saab 340 wing with increased span and a new engine.

The cockpit will be the same as the present 340 and 340B to permit cross qualification of flight crews.

Crossair of Switzerland has signed a letter of agreement for 25 Saab 2000's with an option for another 25. Saab-Scania has made presentations regarding the 2000 to U.S. operators of the Saab 340, but there has been no announcement on any U.S. orders.

First deliveries are expected in 1993. Estimated price on the Saab 2000 is \$11 million.

Aviation Week & Space Technology, 12/19/88

Gripen Prototype Crashes on Landing

Sweden's newest military jet, the JAS-39 Gripen, suffered a setback when the first prototype crashed and was destroyed during landing after a test flight. The pilot, Lars Radestrom, suffered a broken arm in the accident. It was Radestrom's first flight in the multi-role combat aircraft.

The Gripen prototype made its first flight on Dec. 9 of last year, more than 18 months behind schedule. The crash occurred on the sixth test flight, on Feb. 2, at Saab-Scania's Lynkoping facility.

A second prototype was scheduled to begin flight testing in April, but that has now been moved back to June. Three more prototypes had been scheduled to begin testing by the end of 1990.

Cause of the accident has not yet been released. Weather was reported as good, with wind gusts. A large number of spectators and media representatives were on hand as the flight was the first public appearance of the Gripen. Video tape of the crash has been shown on television in Sweden and in the U.S.

The Gripen was designed and built by Industry Group JAS, a four-company consortium consisting of Saab-Scania's Saab Aircraft Div., Volvo Flygmotor, Ericsson Radar Electronics and FFV Aerotech. It is expected to replace current Swedish combat aircraft, and will be available for sale to certain "friendly" countries without an aircraft industry.

The Gripen program has been under fire recently for cost overruns. In January, Swedish defense planners had given the go-ahead on the first production run of 30 aircraft. The first production aircraft was scheduled for delivery in 1992, with all 30 to be delivered by 1995. A second production run of 110 Gripens, scheduled to be built in the late 1990's, has escalated in projected cost by 20 percent over initial estimates.

The Swedish air force wants to buy 350-400 Gripens to replace virtually all of its existing combat aircraft.

Source: *Aviation Week & Space Technology, 12/19/88, 2/6/89 and 2/13/89.*



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Annual Membership fees for the SAAB Club of North America/NINES are as follows:

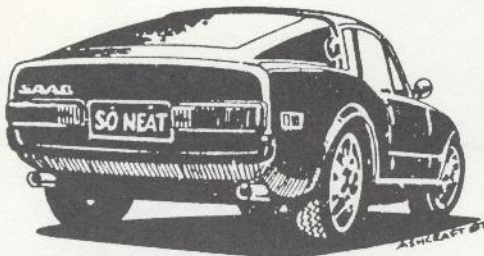
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 Renewal \$20.00
- Canadian add \$3.00U.S.
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SAAB Club decals (stickers), \$1.00 apiece

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FROM THE BACKSIDE

In January, I promised a look at the finances of the Saab Club. Here are the 1988 "pre-tax" figures:

Sales

Subscriptions	\$66,196.95
Advertising	9,835.12
Merchandise (back issues, books, shirts)	4,247.40
Other	300.00
Total	\$80,579.47

Disbursements

Postage & shipping	\$20,925.08
Printing & copying	14,154.47
Editor's draw	13,700.00
Taxes (Federal & Minnesota)	8,586.33
Contract Labor	6,335.70
Auto expense	3,614.34
Office supplies	2,496.19
Travel	2,186.01
Computer lease	1,924.65
Books/Shirts (for resale)	1,854.70
Advertising	1,775.00
Telephone	937.55
Education	513.84
Refunds	456.50
Memberships	195.00
Legal/Accounting	170.00
Publications/Books	165.40
Misc.	1,081.68
Total	\$81,072.44

These preliminary figures may not add up exactly, but they do give some indication of where the money comes from and where it goes.

The membership in the U.S. has been hovering around 3500 for several months. If each member signed up two more people, we could pass 4000 this year. Toward that end, there is a flyer in this issue. Use it to make copies to hand out to potential members. Clubs and businesses, please put your name on the form so we know where the flyer was picked up.

Advertising is a very small part of the income, about 12 percent. Commercial publications rely on ads to keep their costs to subscribers down, depending on advertising to comprise over half their income. I look on advertising as a chance for small businesses to reach the SAAB owner without spending a lot of money. NINES is affordable advertising for fledgling businesses such as Swedish Refinements, Roadsport, or G-Force.

On the spending side, postage and printing continue to be our biggest expenses, at 26% and 17% respectively. In 1987, combined postage and printing costs were \$25,605, so we saw a 37% increase in the cost of those items last year, created in part by increasing the number of pages in NINES, but also due to higher postage and printing charges. The new computer, which has greatly improved the quality, and allowed yours truly the time to produce more pages, was only 2.4% of the total expense.

Beginning with this issue, we are having the finished product printed at a different company. We expect this will bring our cost per issue down. A second class mailing permit is also in the works, which should lower our postage cost considerably. I hope to use those "saved" funds on promotional projects which have been held up by lack of dough.

Word comes from Mike Tucker that his dad, Ted Tucker, is doing better and is back rebuilding V4 engines and transmissions. The family appreciates all the letters and calls concerning Ted's health. Our best wishes to the Tuckers, and continued thanks for the support they have given the SAAB Club over the years. By the way, Ted's address is:

Box 89D Broken Hill
 Earlysville, VA 22936
 (804) 973-5298.

Late again: This month's issue is about two weeks later than planned. My assistant, Nancy, has departed for regions unknown, and I haven't had the time to find a replacement. I have been trying to do some of the tasks she was doing, but that only pushes everything else back that many more days. Those who have ordered books, shirts, back issues, decals, or are hoping to get a letter from me, please be patient. Potential replacement assistants are being interviewed. I will (might?) get caught up someday.

Tim Winker, Editor

NINES

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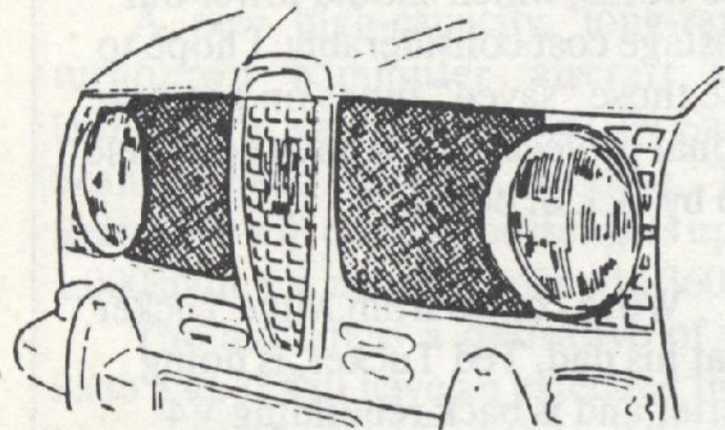
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March 1989

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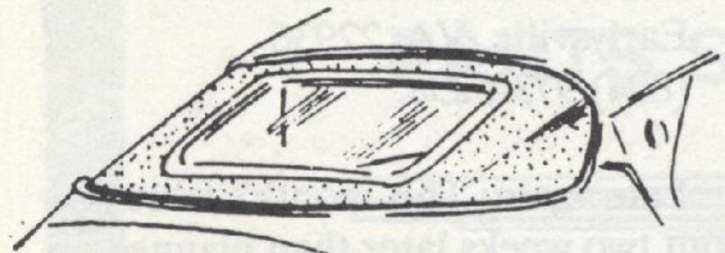
UTVÄNDIGT KYLARSKYDD

För SAAB 93, 95 och 96 t. o. m. 1964:

184 A 10	Komplett med "gälar", silver	14: -
184 A 11	Komplett med "gälar", rött	14: -
184 A 12	"Gälar", silver	5: 60
184 A 13	"Gälar", röda	5: 60
184 B 60	Klammer för fastsättning	-: 25

För SAAB fr. o. m. 1965:

184 A 20	Kylarskydd, silvergrått	12: -/par
184 B 200	Klammer för fastsättning	0: 50



IMSKYDDSRUTOR

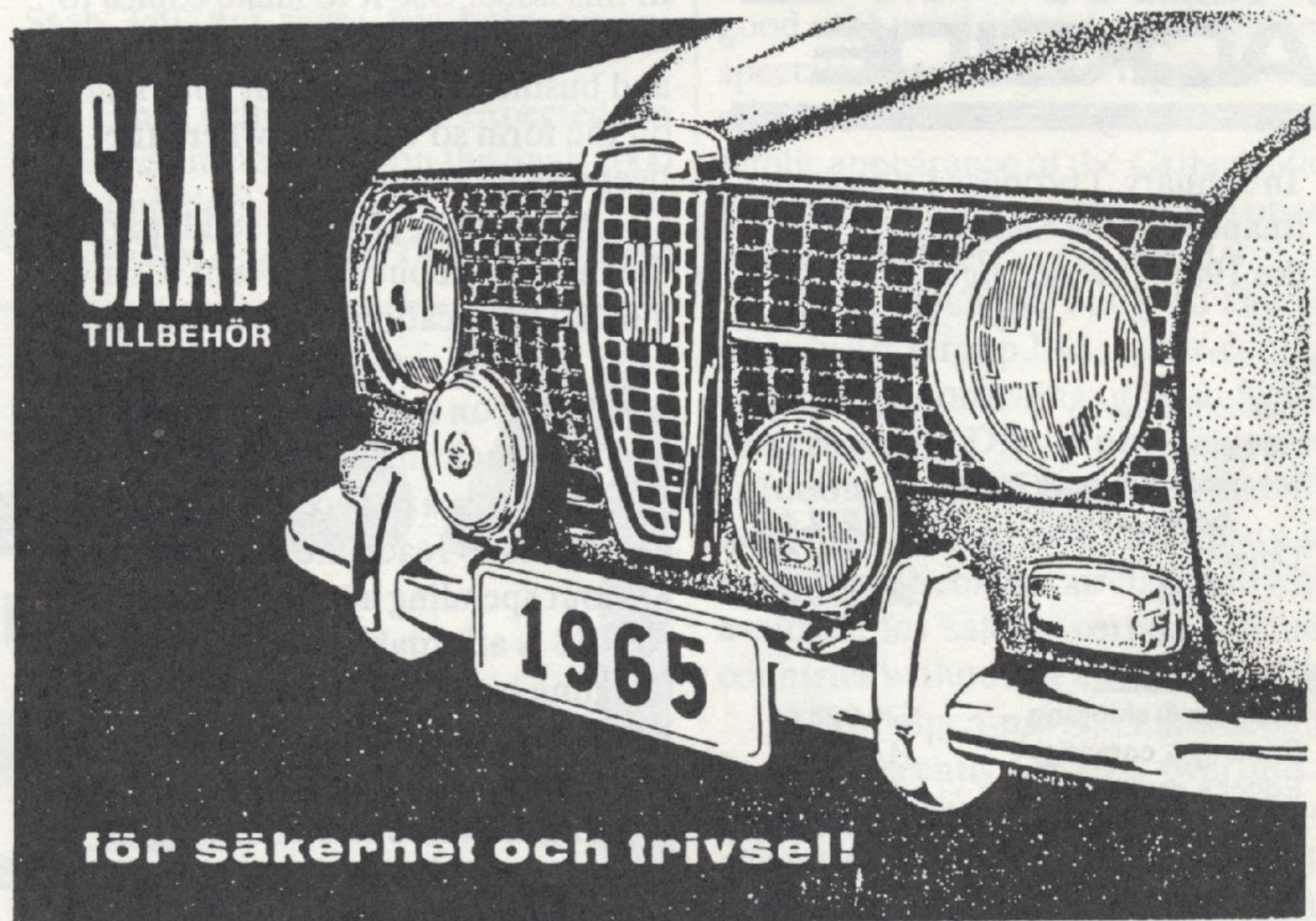
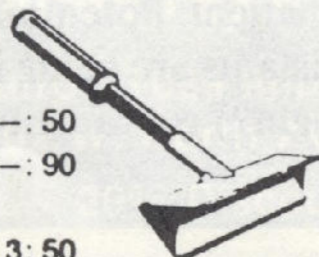
Av glasklar vinylplast.

Detaljnr:

190 A 1	300 x 730 mm	9: -
190 A 2	355 x 730 mm	13: -
190 A 3	Heltäckande för SAAB Sedan	22: -
190 A 4	Heltäckande för SAAB Sedan (med fuktabsorberingspatron)	52: -
190 A 5	180 x 520 mm	6: -
190 A 6	235 x 580 mm	8: 50

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192 A 3	Trekant	-: 50
192 A 4	Med stålkant	-: 90
192 A 5	Med stålkant och skaft	3: 50



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(From a SAAB factory accessories publication, circa 1965. Provided by Rob Allen, Hamden, CT.)