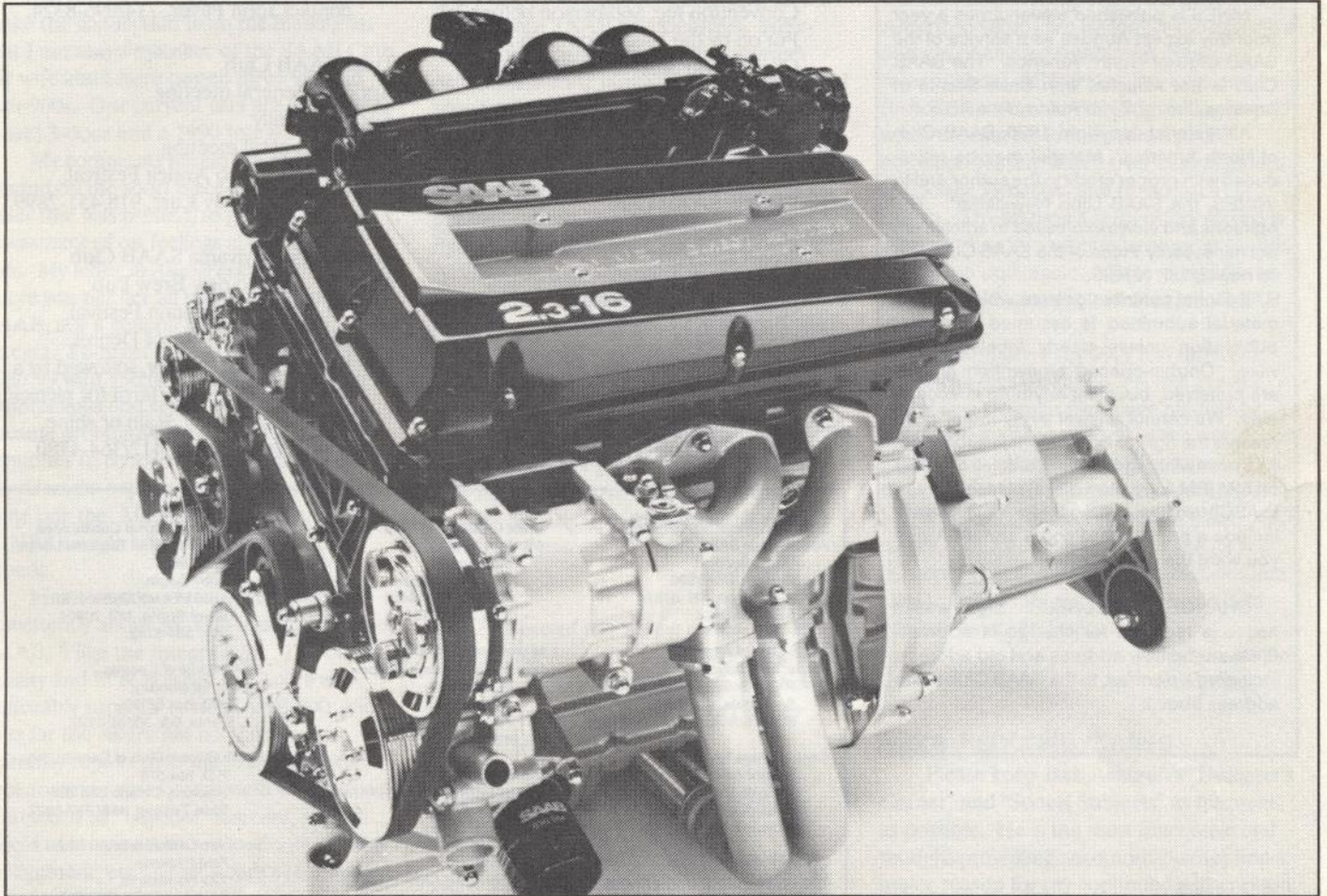




NINES

THE SAAB CLUB NEWSLETTER

\$2.25
April
1990
no. 191



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SAAB Club of North America

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Editorial contributions are welcome. All material submitted is assumed to be for publication unless clearly labeled otherwise. Double-spaced typewritten articles are preferred, but most anything is acceptable. We cannot answer every inquiry and reserve the right to edit materials submitted.

Those wishing to submit articles or letters on 5 1/4" IBM-formatted disks, please convert to ASCII text files (<filename>.TXT). Please include a printed hard copy, and a SASE if you want the disk returned.

CHANGE OF ADDRESS: Eight weeks notice is required for change of address. Please send new address and old address, including zip codes, to the SAAB Club at the address above.

'89 SAAB Clubs Nat'l Convention Package

1 - Golf shirt, 50/50 Cotton/Poly blend
specify S, M, L, in Tan, Lt Blue, Yellow, or Grey.

1 - Poster featuring the SAAB EV-1

1 - Convention Window decal

\$20.00 includes shipping

SAAB Club of Southern Calif.
126 1/2 Main Street
Seal Beach, CA 90740

Regional Club News

Calendar of Events

1990 National SAAB Owners' Convention
Aug. 3-5 - Sheraton Sturbridge Resort & Conference Center, Sturbridge, MA.
For room reservations, 508/347-7393.
Convention fee, \$60/person before 7/1.
Put on by the West Mountain SAAB Club. David Sullivan, 508/879-8288.

1990 International SAAB Clubs Meet
Sept. 8-9 - Luxembourg

Appalachian SAAB Club
New contact person:
Stuart Sadikoff
Rt 4 Box 1590
Sweetwater, TN 37874
615/337-5424

Central Penn SAAB Club
May 20 (tentative) - trip to Harper's Ferry, WV. Mark Uhryk, 717/432-9433.

Milwaukee SAAB Club
April 22 - TSD rally, "Industrial Action!"
Start at McKinley Marina parking lot, registration 11am - 12:30pm. Approx. 60 miles in length.
May 21 - Meeting: Guest speaker, Matt Joseph, auto journalist and historian. Dave Papps, 414/375-2676.

Southern California SAAB Club
Jun 1-3 - Reunion Las Vegas Rally XXXIII, contact John Paver, 714/996-8324.

Tulsa SAAB Club
April 4 - General meeting
April 22 - Rally
May 2 - General meeting
May 6 - Caravan to Azalea Festival, Muskogee. Ray Kurr, 918/451-2899.

Western Pennsylvania SAAB Club
April 28 - Trip to new Brew Pub
May 19 - Spring Mountain Festival, Ligonier, PA. Tour of Dennis Sweeney's new facility, followed by a rally to the Sweeney farm for picnicing, swimming, fishing. Rain or shine. Andy Bittenbinder, 412/364-4780.

Clubs & Contacts

Appalachian SAAB Club
Stuart Sadikoff
Route 4 Box 1590
Sweetwater, TN 37874
615/337-5424.

SAAB Club of Arizona
Meets: 2nd Saturday
P.O. Box 573
Scottsdale, AZ 85252
Steve Bolander, 602/ 946-1865.

Central Illiana SAAB Club
Margrit Adler
1507 W. University Ave.
Champaign, IL 61821
217/ 356-9244.

Central Penn SAAB Club
Meets: 1st Tuesday, Bube's Brewery, Mt Joy, PA. Social hour at 6:30pm, Meeting at 8:00pm.
George Basehore
477 E. Main St.
Middletown, PA 17057
717/ 944-2915.

Central New York SAAB Club
Eileen Kolynich
102 Armstrong Road
Lansing, NY 14882
607/ 533-4073.

Delaware Valley SAAB Club
Meets: 2nd Thursday, 7:30pm
Hennessy's Tavern & Restaurant
Chester Pike, Prospect Park, PA.
Jenny Trostel
c/o Sports Car Service
3500 Governor Printz Blvd.
Wilmington, DE 19802
302/ 764-SAAB days

Great Lakes SAAB Club
(Western Michigan)
Jim Laman
617 Beechwood
Holland, MI 49423
616/ 335-5215.

Milwaukee SAAB Club
Meets: 4th Monday, 7:30pm
Rick Lemerond
3324 20th St.
Racine, WI 53405
414/ 834-5735.

Minnesota SAAB Club
Meets: 1st Thur, 8pm, Professors,
Har Mar Mall, St. Paul.
Dean Nelson
612/ 636-3771.

Montreal SAAB Club
E. Peter McLoughlin
c/o Dormer Laboratories
6600 Trans Canada Hwy
Pointe Claire, Quebec H9R 4S2
514/ 451-5165.

New England Sonett Club
Meets: 1st weekend in March, June, Sept. & Dec.
P.O. Box 4362
Manchester, NH 03108.

New Jersey SAAB Club
Herb Hirsch
34 Paul Ave.
Kendall Park, NJ 08824.
201/ 560-5760 days
201/ 821-8284 eves.

Northern Illinois SAAB Club
24 hour Events Hotline:
312/ 763-4752.

SAAB Club National Capital Area
Meets: at Bethesda Regional Library, Bethesda, MD.
Toby Turpin
14901 Peach Orchard Rd.
Silver Spring, MD 20904
301/ 384-6732.

SAAB Clubs of Georgia
Meets: 1st Monday.
P.O. Box 52122
Atlanta, GA 30355-2122

SAAB Owners Club of Canada, Inc.
P.O. Box 578
Bradford, Ontario L3Z 2B1
Chris Teixeira, 416/ 737-5827.

Southern California SAAB Club
Paul Florance
126-1/2 Main St.
Seal Beach, CA 90740
213/ 493-6707.

Tulsa SAAB Club
Ray Kurr, 918/ 451-2899.

Vintage SAAB Club of Washington State
Rich Roberts, 206/ 481-9179 eve.
Skip Schott, 206/ 486-1351.

West Mountain SAAB Club
(New England/New York)
David Sullivan
314 Union Ave.
Framingham, MA 01701-6319
508/ 879-8288 after 6pm.

Western Pennsylvania SAAB Club
Andy Bittenbinder
9433 Katherine Dr.
Allison Park, PA 15101
412/ 364-4780.

Letters to NINES

Integra comparison

I was surprised to see my comments in *AutoWeek's* "AutoFile" on the Acura Integra quoted in "From the Backside" in the March NINES. Apparently you did not make the connection from the mailing list that I am also a member of the SAAB Club. My wife and I have owned three 99s and four 900s. Our current cars are a 1989 900 (base) 3-door and a 1990 Integra 4-door.

My comments herein are meant to expand on the short piece from my AutoFile letter that was printed, to give an accurate assessment of my feelings about the two cars. My letter in *AutoWeek* and the printed quote was neither an unqualified boost for SAAB, nor a general putdown of the Integra. I bought the Integra to replace our 1980 99 with 150,000 miles on it because maintenance and repair on the SAAB became prohibitively expensive. This continues to concern me with all SAABs. My dilemma and thought process was the same one that Margrit Adler chronicled in NINES a while back when she left for Honda.

Maintenance costs for the Acura are consistently about 30-35% less than for the SAAB. I like the Integra a lot. The build quality and fit & finish in the Acura are noticeably superior to the SAAB 900, and thus far the Acura has had far fewer warranty repairs than the SAAB (broken speedometer, rust spot at weld where hood is attached to "bayonet" fastener, several pieces of interior trim broke, doors needed realignment, etc.). The Acura's oil filter is inaccessible for driveway oil changes, but then so is the SAAB 9000's.

I consider ownership of these two different, but highly satisfying cars to be a long-term experiment and will keep you informed on the relative cost and performance of the two (the non-turbo 900, even with 16-valves, is unacceptably sluggish at highway speed with a moderate or greater load). Thus far, fuel economy is identical (23-25 mpg around town, 29-33 mpg highway), the SAAB costs a lot more to insure (\$750 per year vs. \$560 for the Integra), and depreciates far more rapidly.

I should also note that Acura has

solved its problems with seat design, which formerly led some owners to trade in their cars due to a lack of lower back support and kept me from buying one. I recently drove a 7½ hour, 420-mile trip non-stop in the Integra in complete comfort and arrived suffering no fatigue. This compares favorably with my experience in long-term SAAB trips.

One disturbing aspect of my SAAB purchase has shaken my loyalty to SAAB. I previously have had very good experiences dealing with SAAB headquarters. However, when I called SAAB headquarters while considering purchasing the 1989 900, I specifically asked if and when the 900 would be sold with ABS in the U.S. I was told by Customer Relations that it was not going to happen because it would cost "over \$2,000 per car" (which I found to be a ludicrous figure). Lo and behold, the 1990 900 has ABS and airbags standard, at the same price as my 1989. Had I known this, I would have waited for the '90s (I even would have paid slightly more for those features). This is a case of SAAB putting short term interest over the long term: SAAB got my money for the 1989 900, but in the long run the misinformation I got from headquarters may have cost SAAB a loyal customer. I still like SAABs a lot, but am more wary than in the past.

Jonathan S. Cole
Arlington, VA

I suspected you were a member of the SAAB Club, Jon, but I didn't take the time to run through the mailing list. I should have.

Please do keep us informed on your long-term comparison. TW.

A new ad campaign, please

Thank you for an excellent newsletter -- your efforts create the sense of community with all other SAAB owners out there. Without your newsletter, I'd probably just go out and buy a reliable Japanese or American (yes, I believe they've come that far) car and be done with the romantic, intangible, and often nauseating (I've got a wicked gas venting problem inside my car that has created a new motoring equation for me: 1 trip = 1 aspirin) experience that is "SAAB".

Your newsletter, further, is a wonderful antidote to the current corporate sales campaign. Thankfully, I understand that Saab has changed advertising agencies, because I experience the campaign in the

media these days as the shrill cries of desperate salesman. The financial, manufacturing, and engineering might of the Japanese is not lost on anyone in the U.S. market and an aggressive campaign by a European manufacturer appears, at least to me, as frantic. The one thing Japanese cars lack is character, coincidentally the one thing that Saab has in abundance. My advice: Stress character.

The old neat categories (for instance; German engineering, Japanese quality, and American value) are no longer the exclusive domain of any manufacturer. Saab ads scream about ABS brakes, air bags and turbos. But this has no distinguishing impact, when the market is flooded with ABS equipped Nissan Stanzas, air bags standard on Dodge Dynastys, and turbo Isuzu I-Marks. Trumpeting Saab's safety record is wise, but hardly a unique strategy in car ads these days and, again, fails to create (or recreate) the distinctive and desirable SAAB character.

When I drive my 99, I feel different. American cars make me feel like I own a rental car, German cars leave me feeling guilty about all the poverty in the world, and Japanese cars leave me feeling anonymous. I want my SAAB to make me feel unique. Not alone (i.e., low volume sales), but, rather, suffused with character (i.e., a concept not incompatible with high volume sales). Crack that nut, Mr. Herman, and you can have Mr. Smith's job.

Joshua Jablons
New York, NY

More Ashcraft, please

Please keep Jack Ashcraft's "Designer's Corner" and "Sonett Subjects" as frequent as possible. He is the most innovative and thought provoking automotive writer and a major reason for my continued subscription.

Bob Grant
Ogden, UT

Addicted to SAABs

I look forward to seeing every issue on NINES in my mailbox. If I could, I'd be waiting when that mailman walks up with every issue. The only other thing that gives me pleasure (other than the best thing in my life... my girlfriend, Kris) is driving my 1980 900 EMS, converted to turbo.

I'm presently trying to buy another 1980 900T, fix it up to restored condition

and give it to my girlfriend. I don't know what it is, but I have a passion for the 1980 model 900s. I guess it's because they are a bit simpler, yet a lot of the new car parts fit. My '80 looks like a 1986 model except for the mirrors.

I have a friend (Mike Cegelka) who is a SAAB tech. and owns his own repair shop, Especially Swedish. He has taken me under his wing and has shown me the ins and outs on SAABs. He's been doing this for over twenty years, so he has taught me an awful lot. I've been with him for about 1½ years, part time only, but I know I could work on SAABs for the rest of my life, as a living if I need to. I enjoy it so much and driving the different models is the best!

Ronald K. Lowe
Woodstock, NY

Seeking assistance

There is a possibility that my wife, 6-year-old girl, and I may be accepting a one-year work assignment in Yugoslavia in September, with a probable subsequent extension of another year. We plan on taking advantage of our expected "summers

off" and drive/explore as much of Europe as we can. We're tinkering with the idea of shipping our '86 900 to Europe and meet it there to use as safe, comfortable, reliable, familiar transportation while living and working there. Does anyone know anything about the costs, procedures, hassles, insurance, etc., aspects of doing this?

I don't have a convenient place to store the car here where it can be periodically started and driven, and I really don't want to sell it; it's been a great, trouble-free car. Would it be prohibitively expensive to attempt taking the SAAB with us versus paying for storage here and buying a new SAAB somewhere in Europe, drive it

around and ship it back? Where is the best place to ship from/to? Are used U.S. spec SAABs available in Europe at a "steal"?

Ben Bundy
5563 Gala Ave.
San Diego, CA 92120

I own a 1987 900 5-speed and a 1989 900 automatic. Both are base models without a console. I am looking for a bracket to mount a car phone handset pedestal in each car. Any suggestions?

As usual, the dealer is of no help.

Robert D. Seligman
1 Claridge Dr, #406
Verona, NJ 07044

Near Riot in New York

The unveiling of the 9500/9600 family of cars in New York City at the end of last month created near riot conditions. The Factory has made official what you have read here, that the plants and foundries of the 'world's largest auto manufacturer' are going to produce a North American version of the new car family. And the response has been absolutely incredible!

The Source had mentioned that the North American market had been expected to welcome the local production of such exotic high performance cars but this near riot was totally beyond expectations. A passing policeman conservatively estimated the crowd at 63. Local representatives of The Factory estimated the crowd at closer to 70! Either way, these crowds far outnumber the public response when our beloved 95/96s were introduced. Needless to say the publicity of the takeover, the exotic car styling and engineering truth of the new cars all helped swell the crowds.

The Factory has moved swiftly to ensure a positive response from the public. All production of four-stroke engines ceased immediately after the takeover announcement and simultaneously The Factory announced its generous re-engining plan. All of the auto giant's customers with 10 year old cars or newer can exchange their inferior four-stroke engines for a proper Mighty Three Two-Stroke at NO CHARGE! This program will start as soon as production begins and will be done on a lottery basis. Needless to say this plan has shown The Factory to be concerned with its customers and has drawn great praise from the leaders of both business and labour. The Factory has said that is was also a prudent business move as it expects to save millions of dollars by putting an end to the product liability suits and the huge warranty liabilities that four-stroke engines create.

Even with all this going on, The Factory is set to announce more technical innovations! Until then, best wishes.

Simon Du Stroke



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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:

SAAB KLINIK
c/o The SAAB Club
2416 London Road, Unit 900
Duluth, MN 55812-2221

I own a '77 99EMS with 194,000 miles. For as long as I can remember the driver's side rear tire has scrubbed the inside part of the wheel well on the inside of the tire. I've replaced the Bilstein shocks with Konis, yet the problem prevails when right turns are taken. Are the springs due to be replaced?

Also, in the November '89 issue you talked about a rear shock conversion kit of 95s. I've called around and can't locate any through the newsletter. Any sources you know of?

David Mondocar
Marietta, GA

The tire sizes or oversizes were limited in 99s until the change to 900 geometry in 1979. Even the 205/60-15 will rub during hard cornering in a '78. We've never seen a serious problem other than the odd noises that occur when driving "spiritedly".

Bill Jacobsen of Sports Car Service in Wilmington, Delaware, is planning to make another batch of 95 tube shock conversion kits in time for this year's convention. You can reach him at 302/764-SAAB.

Just after the 1,500 mile service on my '89 900 Turbo, the driver's side pillar post developed a major rattle. The dealer proved lame to my complaint, as expected. I blew NPN foam spray down the post which worked at first, but now the rattle continues along with an even louder rattle in the right pillar post. Now I must drive with the 80-watt stereo cranked. As my hearing deteriorates, I ask for your suggestions.

F. Norton Hand, Jr.

It would be helpful to know if your Turbo is a three or four-door. The seat belt configurations are different. Since this is a new problem, I would assume you have the "motorized mouse" passive restraint shoulder belt system. Rather than operate on the mechanism itself, be certain the plastic trim and shrouding is not chafing or tapping against itself. There are rare cases of tools inside boxed channels left by careless assembly workers. Assist your technician by driving with him. Help him pinpoint the area

the rattle emanates from, remove upholstery panels from that area, and test drive again.

My 1978 99 Turbo now has 175,000 miles on the original power unit. All is stock except for running 12 psi boost and a switch which activates the stock fuel enrichment at 7 psi. For the last 30,000 miles, the #2 spark plug has failed at 1,500-3,000 miles. Each time there is evidence of hot running and the inner insulator is cracked. With 89 octane there is no pinging, but some rough running on long periods of moderate to high boost (over 15 seconds or so). Both Bosch Platinums and NGK's (BP6ES and BP5ES) have been used with similar results.

I have done extensive component testing in the fuel and ignition systems, there is no loss of coolant, compression checks normal, and oil consumption remains at 2,500-3,000 miles per quart.

After two years of this, I'm not having fun anymore. Help!

M. Russell Nester
Simi Valley, CA

I fear you are close to melt down of #2 piston or exhaust valve. The two center cylinders run the highest temperatures and the highest risk of detonation. High speed detonation is inaudible. It is very possible the combination of high miles (and the resulting carbon buildup), high ambient temperatures, 12 pounds of boost and 89 octane fuel is an invitation to detonation you cannot detect. This would explain the spark plug's condition. Raise fuel pressure and octane, or lower the boost pressure.

I have experienced the same problem as Warren Merritt with the front end "popping" sound on backing and turning in my 900. It started at about 16,000 miles. After several trips to my Saab dealer proved amusing but fruitless (lubricated suspension springs, re-torqued engine mounts), I went to another Saab dealer who recognized and fixed the problem the first time. It seems the front wheel bearings were moving slightly upon reversing direction. He

replaced the bearings and packed them carefully, all on warranty. After 8,000 miles, no problems have resurfaced.

Chris Greene
Virginia Beach, VA

Late model 900 hubs are indeed making cracking-popping sounds especially when changing direction and braking. The bearings can be the source of the play as well as the actual drive splines into the hub. Many have appeared worn and the resulting play makes itself known right through the steering wheel.

I recently purchased an '80 900EMS to use as a parts car (the idler gear is broken) for my 1980 900 Turbo. It has a new water pump and appears to have a new or recently rebuilt head; it is sparkling clean under the valve cover, but I can see pieces of the idler gear down past the very loose timing chain. As a prelude to possibly fixing up this parts car, should I assume the head has some bent valves as a result of pistons hitting them if the engine was running or turning over after the head was replaced?

This parts car had a Dana aftermarket cruise control unit, which I removed one component at a time and installed on the '80 Turbo. It works but doesn't hold the speed very well even on gentle hills (± 6 mph). There are three adjusting screws on the black box: 1) Centering Adj., 2) Low Speed Sw. Adj., and 3) Sensitivity Adj. Can I correct the problem with these?

Ben Bundy
San Diego, CA

The valves probably survived due to lower compression pistons allowing enough clearance to not interfere with them. Be sure to remove the water pump before installing the new chain and idler assembly. It's possible the pump was not properly installed and locked the shaft.

According to the Dana manual, adjust the "sensitivity" pot to increase the respond accuracy. Don't go too far or "centering" will change.

SERVICE SUBJECTS



FROM SAAB

New Front Brake Pad Service Recommendations

S.I. 01/90-1205, A-5/P.35

Supersedes: 05/89-1147 (July '89, pg. 6)

Application: Saab 900 Models, M79-87

Saab 99 Models, M75-80

The primary brake pad recommendation for 1975-1987 99 and 900 front brakes has been changed to a four pad set that are chamfered, Delco DM 121 composition. These pads provide the best available combination of pad/disc wear and performance characteristics.

Note the following important points regarding these pads:

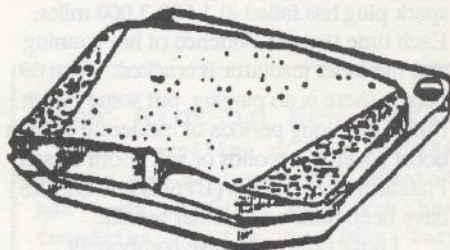
Because they are chamfered for use on both sides of the caliper, these pads are

NOT equivalent to the two-pad set of DM121 brake pads (91 02 690). The two-pad, unchamfered DM 121 set is designed ONLY for the outside of the disc, together with the Textar T474 pads on the inboard side.

They must not be used for cars with brake drag complaints. If the car has short handbrake travel when it comes in for service, or has a prior history of brake drag, use the Delco/Textar combination set.

Rear brake pad recommendations remain unchanged. All Saab brake pads are asbestos free.

See the brake pad summary chart.



Chamfered DM 121 brake pads are the primary brake pad recommendation, except for brake drag complaints.

Saab Service Information updates are provided to NINES as a courtesy to Saab owners by Daniel L. David, National Service Manager, and Robert J. Sinclair, President of Saab-Scania of America, Inc.

Installation notes:

1. If there is a brake drag complaint, see S.I. 10/86-895 (S.I. Supplement 6A, and NINES, Dec. '86) before installing brake pads.
2. Refer to S.I. 07/86-862 (Supplement 6A, and NINES Oct. '86) for complete instructions on installing front brake pads on 900 models 1979-87.
3. Clean and grease the sliding surfaces of the brake housing for the yoke and pads. Use Gleitmo 540 (P/N 30 08 612).
4. Check the hand brake cable clearance at the caliper lever $0.5 \pm 0.1\text{mm}$ (0.019 ± 0.003 in.), and adjust if necessary.
5. Turn in the pistons with the aid of the special tool (P/N 89 96 043). Do not turn in the pistons past the point where they are in line with the plane of the hole for the pad retaining pin.
6. The brake pedal must be pumped while the handbrake is set at seven notches before moving the vehicle.
7. When the DM 121 four-pad set (P/N 40 04 123) is used on pre-1983 models, the dust boots must be updated to the later material quality and DOT 4 brake fluid only must be used.

Modifying Radiator Fan Shrouds

S.I. 02/90-1214, A-2/P.221

Application: 1979-89 900 Models fitted with replacement radiators.

In late-1989 900 production a running change was made to an improved radiator design with plastic tanks and an aluminum core. This change took place at VINs K3022369- and K7030345-. This radiator design has now been introduced into the spare parts system and is the only available 900 replacement radiator.

When an aluminum core radiator is installed on an earlier car, minor modifications must be made to the plastic radiator fan shrouds. These modifications are

Brake Pad Application Chart

Application	Lining I.D.	Part Number	Remarks
Front Brake Pads*			
1983-87** All Models	Delco DM 121 (chamfered)	40 04 123	Primary recommendation. Four pad set. Not for use on cars with brake drag problems.
1975-87 All models with brake drag problems	Delco DM 121	91 02 690 (outer)	Alternate pads. Each P/N contains two pads. Use in combination only with the DM 121 pad on the outside of each disc.
	Textar T474	91 02 708 (inner)	
1975-83 Moderate use Nat. Asp. Only	Jurid 509	89 93 297	Four pad set.
Rear Brake Pads (ATE Caliper)*			
1976½-87	DB 876	89 93 230	Four pad set
Rear Brake Pads (Girling Calipers)*			
1975-76½	DON 8095	78 73 755	Four pad set.

* All brake pads supplied by Saab are asbestos free.

** The chamfered DELCO DM 121 pads may be used on 1975-82 models if the dust boots are changed to the more heat-resistant type, P/N 89 93 255, and DOT 4 brake fluid is used.

necessary because the larger seam between the plastic side tanks and the aluminum core interferes with the fan shrouds.

Aluminum core radiator part numbers:

Radiator, Nat. Asp.	75 49 280
	(supersedes to 88 23 866)
Radiator, Nat. Asp.	88 23 866
Radiator, Turbo	75 49 298
	(Supersedes to 88 23 874)
Radiator, Turbo	88 23 874

RH Fan Shroud (Naturally Aspirated):

The RH fan shroud installed on naturally-aspirated 900s up to mid-1989, P/N 83 19 931, must be modified as shown in Figure 1. In spare parts supply, this fan shroud has been superseded to a later version, P/N 40 27 777, which does not require modifications.

To modify the RH fan shroud (P/N 83 19 931), use a hack saw or a cut off wheel to

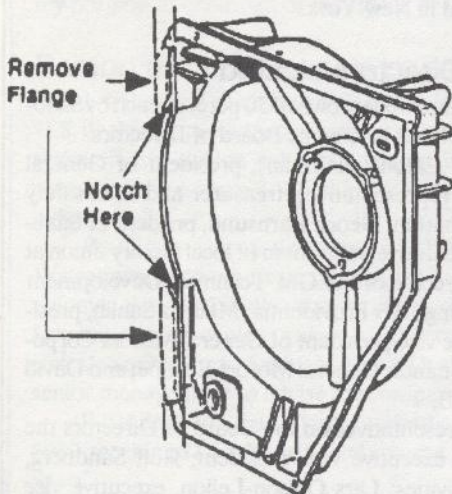


Figure 1: Remove the flange on the right hand side of the fan shroud.

remove the flange on the RH side (see Figure 1). You must also notch a 10mm by 10mm section out of each end of the curved section of the shroud (Figure 1).

Check the fit of the fan shroud on the radiator prior to mounting the radiator in the car. Trim as necessary to ensure sufficient clearance with the radiator tank seam.

LH Fan Shroud (Nat. Asp. and Turbo):

Two different situations relate to the installation of LH fan shrouds:

In mid-1989, at approximately the same time as the introduction of the new

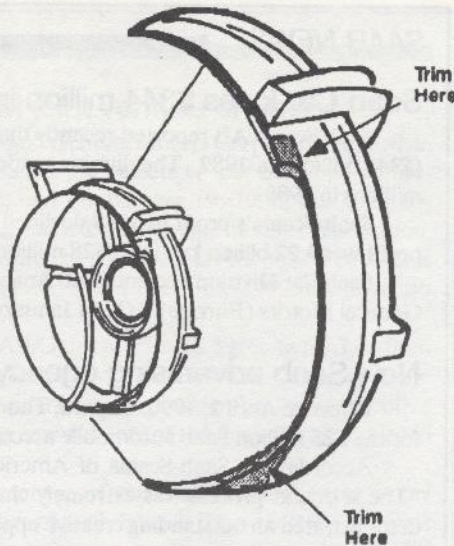


Figure 2: Extend the existing notch along the left hand side by 15mm on each end.

radiators, a new design LH fan motor of Delco manufacture was introduced into production. This motor utilizes a fan shroud that is shaped to fit the aluminum core radiators, but because of the different fan mounting, this shroud cannot supersede the earlier shroud.

When an aluminum radiator is installed on a 1979 to mid-1989 900, the LH fan shroud must always be modified as shown in Figure 2. This applies both to LH fan shrouds obtained as spare parts (P/N 83 37 859) as well as the LH fan shrouds originally installed in these cars.

To modify the LH fan shroud (P/N 83 37 859), use a hack saw or cut off wheel to extend the existing notch along the LH side by another 15mm on each end. (Figure 2).

Check the fit of the fan shroud on the radiator prior to mounting the radiator in the car. Trim as necessary to ensure sufficient clearance with the radiator tank seam.

New Service Manual sections

Saab has introduced new sections for the 900 and 9000 Service Manuals. For the 900, Section 5:2 covers the ABS braking system. The ordering number is 340265.

Engine updates for the 9000 2.0 liter, including changes made for 1989 and later models, are covered in Section 2:1, Basic Engine (1986-1989-). The Saab part number is 313841.

Service Manual sections or complete Service Manuals for the 900 and 9000 are available through Saab dealers.

SAAB PARTS

Discounted Prices

Toll Free, Minnesota only
1-800-232-0051

Outside Minnesota
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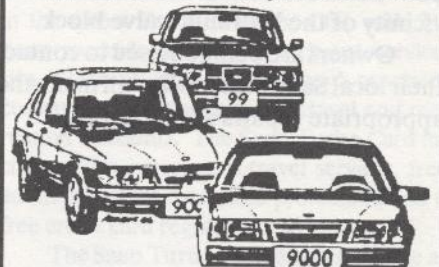
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Used mechanical and electrical parts, interiors, accessories, sheet metal, rebuilt steering racks, wheels, heads, transmissions.

1986-1990 9000 automatics recalled

Saab-Scania of America, Inc., is voluntarily recalling approximately 25,000 1986-1990 Saab 9000's with automatic transmissions to modify the back-up lamp electrical circuit and to alter the routing of the throttle/kick-down cable. These safety-related defects were detected through Saab's ongoing product verification activities at the Saab engineering center in Trollhattan, Sweden. No reports of injury have been received as a result of either problem.

The back-up lamp circuit on 1986 through mid-1990 9000 automatics is being modified to reduce the electrical load through the combination neutral safety/back-up lamp switch. This electrical change will prevent the possibility of overheating of the switch assembly.

In a second action, Saab is voluntarily recalling 1988 through mid-1990 9000 models which are also equipped with automatic transmissions to change the routing of the throttle/kick-down cable. A new cable attachment bracket is being installed to prevent the possibility of chafing between the cable and any one of three steel brake fluid lines in the vicinity of the hydraulic valve block.

Owners are being advised to contact their local Saab dealer who will make the appropriate repairs at no charge.

SAAB ACCESSORIES

K Y B Gas Shocks - set of 4

99 (specify year)	\$92.00
900	\$92.00

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2-piece	\$79.00
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ROADSPORT

SAAB NEWS

Saab Car loses \$344 million in '89

Saab Scania AB reported recently that the Saab Car Division lost 2.1 billion kronas (\$344 million) in 1989. The division made a before tax profit of 11 million kronas (\$66 million) in 1988.

Saab-Scania's profit in 1989 declined to 1.57 billion kronas (\$257 million). 1988's profit was 3.22 billion kronas (\$528 million).

Saab Car Division became Saab Automobile AB, co-owned by Saab-Scania AB and General Motors (Europe) AG, on January 1, 1990.

New Saab advertising agency named

Effective April 2, 1990, Angotti, Thomas, Hedge, Inc. is the new advertising agency for the \$25 million Saab automobile account.

According to Saab-Scania of America's Advertising Manager, Roy B. Steinwolf, "The selection process was extremely challenging since all three (candidate) agencies demonstrated an outstanding creative approach as well as very solid, long-term, strategic thinking."

Other national accounts handled by Angotti, Thomas, Hedge include Wild Turkey bourbon, Kirin beer, KLM Royal Dutch Airlines and Barron's magazine.

Angotti, Thomas, Hedge, Inc. was founded in 1985 by partners Tony Angotti, Tom Thomas and Barrie Hedge. The other finalists were Kirshenbaum & Bond and Slater/Hanf & Martin. All three agencies are based in New York.

Saab Automobile AB Board of Directors elected

Saab Automobile AB based in Trollhattan, Sweden, owned 50 percent each by Saab-Scania AB and General Motors (Europe) AG, has elected its Board of Directors.

The Board includes Messrs. Robert J. Eaton (chairman), president of General Motors, Europe; Ove Johansson (employee representative), treasurer and chief safety representative of local factory union at Trollhattan; Georg Karnsund, president of Saab-Scania AB; Arne Lindqvist (employee representative), chairman of local factory union at Trollhattan; Friedrich W. Lohr, executive director of the GM Technical Development Center; Per Lundberg, president of Forvaltnings AB Providentia; Mauritz Sahlin, president of AB SKF; John F. Smith, Jr., executive vice president of General Motors Corporation; G. Richard Wagoner, vice president, finance, General Motors Europe; and David J. Herman, president of Saab Automobiel AB.

As alternates for Saab-Scania AB's representatives on the Board of Directors the following were elected: Bertil Krook, first executive vice president; Rolf Sandberg, executive vice president - passenger car activities; Lars Ohlson-Leijon, executive vice president and corporate controller.

Kelly named VP Sales, Regional Managers become Field VPs

William S. Kelly has been named vice president of sales by Saab-Scania of America, Inc., importer and distributor of Saab passenger cars. The five U.S. regional managers reporting to Kelly (see Feb. 90, pg. 9) have also been appointed field vice presidents.

As vice president of sales, Kelly is responsible for new and used Saab sales, car training operations, national car distribution, dealer development, business management, all sales activities within Saab-Scania Financial Services Corporation, and international and diplomat sales. He reports directly to Robert J. Sinclair, president of Saab-Scania of America, Inc.

Kelly has served as national sales manager for the U.S. Saab importer since December, 1988. He was also Saab's eastern regional operations manager and southern regional manager. Kelly's experience with Saab dates back to January 1980, when he became district manager responsible for dealership sales activities in Tennessee, North and South Carolina, Georgia, and Alabama.

SAAB NEWS**Final closing of Saab-Scania/GM joint venture announced**

On December 15, 1989, Saab-Scania AB and General Motors Corporation signed an agreement calling for wide-spread cooperation in the passenger car business. Subsequently, Saab Automobile AB was created, and on January 19, 1990, the company requested permission from the Swedish Government to change its Articles of Association, since 50 percent of Saab Automobile AB is owned by Saab-Scania AB, and 50 percent is owned by a foreign company, General Motors. On March 15, 1990, the Swedish Government approved this request.

With the closing of the Saab-Scania AB/General Motors agreement, Dr. Sten Gustafsson announced that he will leave the Saab-Scania AB Board of Directors at the Annual General Meeting on April 27, 1990. Anders Scharp, president and chief executive officer of AB Electrolux, will be proposed as a new member of the Saab-Scania Board in order to be eligible for election as chairman.

Sten Gustafsson commented, "During recent years, the Board has made several key decisions which are vital to the long-term future of Saab-Scania. These include the joint venture agreement with General Motors in the passenger car business, the launching of the Saab 2000 regional aircraft for the commercial airplane sector, and the increase in Scania truck production capacity."

"These decisions show that we are entering a new phase in the company's development which demands both regeneration and continuity. With this in mind, I am passing on my position as chairman of the Board of Directors of Saab-Scania."

Boston area dealer sets parts and accessories sales record.

For the third consecutive year, Charles River Saab owner Felix Bosshard is Saab's top U.S. dealer for parts and accessories volume. In 1989, he became the first Saab dealer to reach the two-million dollar plateau, setting an all-time American parts and accessories record for the company. Bosshard's dealership surpassed one-million dollars in 1987 and 1988 as well.

Bosshard, a Saab dealer since 1957, owns and operates Charles River Saab in Watertown, Massachusetts. In addition to his three-year record for parts and accessories volume, Bosshard is also the two-term chairman of Saab's National Dealer Advisory Council, a group of nine dealers, which serves as the speaking body for Saab's 363--nationwide dealer network. Saab's National Dealer Advisory Council meets regularly with Saab senior management to advise the company on dealer and corporate issues.

B&B Saab in Santa Clara, California, was second in parts and accessories sales for 1989, reaching \$1.5 million in total volume. Dietmar Burkhardt is dealer principal of B&B Saab.

Scania Truck establishes independent U.S. operations

As a result of the recent joint venture agreement between Saab-Scania and General Motors, sales of Scania heavy-duty trucks in the U.S. will be handled by a newly formed company, Scania U.S.A. Inc. Previously, Scania's U.S. truck operations were a division of Saab-Scania of America, Inc., in Orange, Connecticut, which will now concentrate strictly on Saab passenger car activities.

The new Scania company will remain in Orange and will be headquartered in the facility that previously housed Scania's U.S. bus manufacturing operations. The firm will support Scania's heavy-duty truck activities, along with the Scania bus fleets and industrial/marine engine applications that are presently in place.

Scania U.S.A. will be headed by Bjorn Michelson, who has previously served as liaison between the U.S. Scania operations and the Swedish parent company.

SAAB NEWS is compiled from news releases issued by Saab-Scania of America, Inc., and from articles published in automotive magazines.

Saab Turbo Card offers travel opportunities and protection

There's more than one way to let the world know that you have discriminating tastes other than by owning a Saab 9000 or 900 passenger car. That is, to use the new Saab Turbo Card to make other wise purchases and investments, and increase your travel opportunities and service protection in the process.

The distinctive gold and black Saab Turbo Card is a special version of Visa's Gold Card, and includes many standard features customized for Saab owners such as a \$5,000 minimum credit line, which can be accessed through automatic teller machines nationwide and with personalized loan checks. It also provides \$500,000 travel accident insurance when used for purchasing air fares, along with rebates up to 10 percent on travel purchased through the special 24-hour travel service. For customers renting a car with the Saab Turbo Card, full value collision/damage waiver insurance is included.

Virtually anything purchased with the Saab Turbo Card is covered for loss or damage for 90 days. Emergency card replacement is guaranteed in one business day in the event a card or wallet is lost. First year membership is free, with a \$55.00 annual fee thereafter.

Other benefits include free membership in the Cross Country Motor Club with 24-hour roadside assistance, lock-out service, trip interruption, a theft reward program, customized trip routing, and travel and recreation discounts. The Saab Turbo Card includes Visa emergency travel services, free additional cards, purchase protection, and a free credit card registration service.

The Saab Turbo Card is also available as a Visa Silver Card, with free first year membership and a \$35.00 per year charge thereafter. It also offers a minimum \$1,000 credit line, and shares many features and benefits of the Visa Gold Card.

Saab Turbo Card application information is available through any of Saab's participating dealers.



V4 HEADS RECONDITIONED

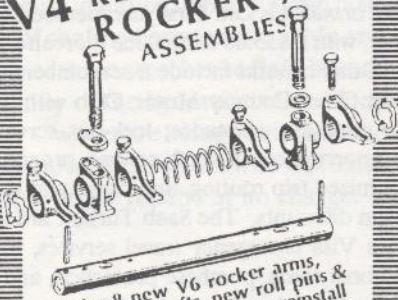


Includes new hard exhaust valves & seats, new intake valves, valve springs & keepers, and new valve guides if required, on 2 Saab V4 heads. Heads OK for unleaded gas.

\$295

Exchange, plus shipping. \$50 core charge per head if your head is not re-buildable.

V4 RECONDITIONED ROCKER ARM ASSEMBLIES



Includes 8 new V6 rocker arms, modified V6 shafts, new roll pins & tension washers. Ready to reinstall on your heads. Don't overlook this important part of a top overhaul!

\$225

Exchange. Send your complete assemblies for rebuild. Shipping and any other parts required are extra cost.

SAVE! SAVE! SAVE!

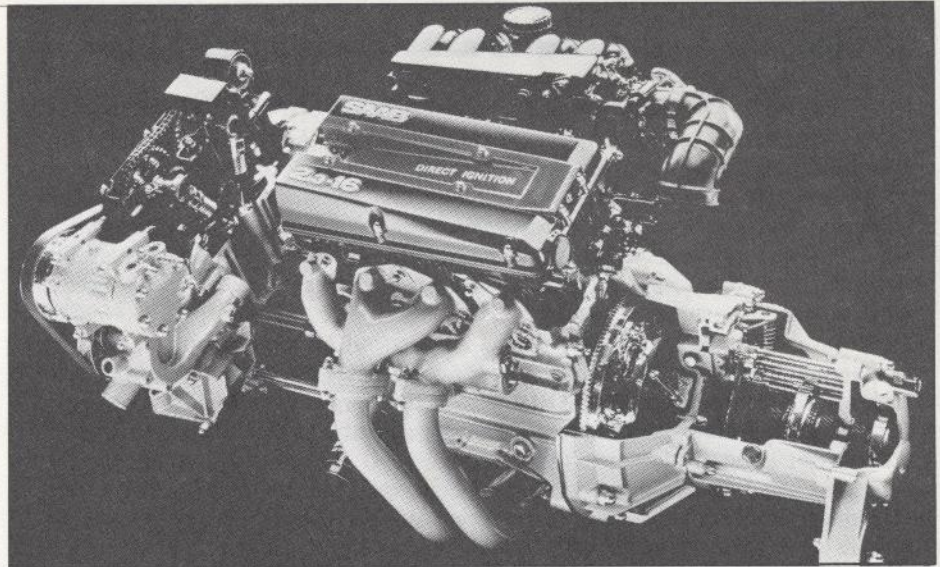
Do both jobs, only

\$495

Offer good only thru 30 April 1990.

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2.3 liter engine... Soon!

About the time you read this, Saab's new 2.3 liter engine (October 1989 pg. 10) will be making its U.S. debut. It will be available only in normally aspirated form, in both 9000 hatchback and 4-door models, designated simply as the 9000S. Automotive journalists were invited to test the new engine at Alabama International Speedway in Talladega, site of SAAB's 1986 "Long Run" endurance test, on April 4th. The official introduction will be April 16th.

The new engine is equipped with twin balance shafts, four valves per cylinder, and Saab's Direct Ignition. With a cylinder bore and stroke of 90mm each, the swept volume is 2290 cubic centimeters. Output is rated at 150 bhp. More importantly, peak torque is 157 ft-lbs at 3,800 rpm. Even at 2,000 rpm the 2.3 delivers 142 ft-lbs of torque.

Several SAAB Club members have already had a chance to experience this new powerplant firsthand. Jay Gould of Madison, Wisconsin, was invited to participate in a test drive at Talladega. "Talladega Duel 2.3" was designed to bring Saab salespeople and owners of SAABs and several other cars together to compare the current offerings.

The "guinea pigs" got to drive the cars from Atlanta to Talladega with engineers and driving instructors from Saab riding along. Other cars in the comparison were the Acura Legend, BMW 535i, Mercedes 190, and a Volvo 740 (non-turbo).

Once at Talladega, participants were invited to run a slalom against the Acura, lane-change against the BMW, drag race

with Volvo (a real slug according to Jay), and compare anti-lock brakes with the Mercedes. They were also allowed high speed laps of the speedway's high banks with a driving instructor in the car. Though participants were told they would be limited to 100 mph, some snuck the speedo 10 or 15 mph higher.

"The larger engine makes the 9000S a great car," reports Gould. "I've also driven a 2.0 liter 9000S. With the 2.3 the car seems better balanced, it has better low end torque, and is much smoother. It's a joy to drive. The first car I've driven that makes me want to trade in my 900 Turbo.

"One thing I like is that this 9000 does not have the Automatic Climate Control system. It has the conventional controls similar to the 900, much simpler. I wouldn't be too happy about having to shell out \$800 to \$1,000 for an ACC unit when it fails. On a long-term car, I'd rather have the manual heater and air conditioning controls.

"The seats are of a different leather than my 900. It's much softer. Really nice.

"In most 4-door cars, I'm uncomfortable with the pillar next to my head, but in the 9000, the pillar is back farther and doesn't affect side vision."

Could he find anything he didn't like about this new 9000? There was a long pause on Jay's end of the phone line, then, "No, I guess I can't. I really like that car!"

For those of you breathlessly awaiting the turbo version of the 2.3, you're going to have to hyperventilate for a long time.

There is no word on when a 2.3 Turbo may be available. It could be a year or more.

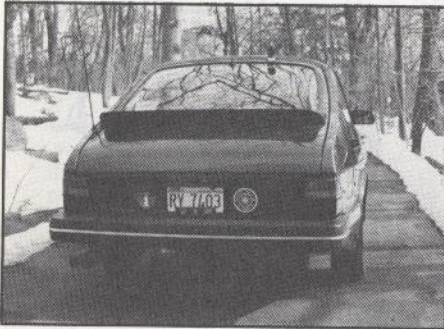
Tim Winker

In favor of Saab rallying

I just finished re-reading your editorial "From the Backside" in the October 1989 issue of NINES and was compelled to write a somewhat belated response. I have been a SAAB owner and believer since owning my first 900 Turbo in 1979. I know that makes me a relative neophyte to SAABs since I didn't have the pleasure of owning a 96 or even a 99. I am currently on my third 900 Turbo, an '86 SPG.

I have also been an active Road Rally participant mainly with my SAAB for some time. Just for the record, my wife Jeanie and I finished 6th in Class C in the SCCA National Rally Championship in 1986; we finished 4th in Class C in 1987; and in 1989 Bob Radford and I won the SCCA National Touring Rally Championship (NTRC) in Class S.

In addition to being a regular on the SCCA National Rally championship trail I



have also participated in the 1988 One Lap of America where our team won the Idaho and Virginia TSD rallies and finished second on the Pikes Peak hillclimb event. In December 1988 Bob Radford and I won Class S in the One Lap of Florida rally.

Through all of this I have continued to use my SAABs for many of these events even though I haven't been able to convince Saab to either help me in any way or to create any kind of contingency program for Road Rally type events or championship series. During most of this time and prior to the advent of the new NTRC, my SAAB was the only one to regularly participate on the National Championship circuit.

Saab's rationale was that Road Rallies don't get any media attention. That may be true, but there are a heck of a lot of Road Rallies every weekend of the year and with the recent success of the new NTRC which places a premium on every day driving situations, handling and reliability, Saab



could probably get more publicity and attention to its cars if it had *some kind of* support program to encourage SAAB owners to use their cars in Road Rally events. As you point out in your article - "Of the group of people who put on and work rallies... nearly half own or have owned SAABs!"

By way of comparison, for 1990 Toyota required all Road Rally participants driving Toyotas to have large "TOYOTA MOTORSPORTS" logos on the vehicle in order to qualify for the event and series contingency award funds. Not a bad way to achieve a lot of publicity for little outlay.

For a car company that has as many troubles as the magazine articles suggest Saab has, you would think the last people

they would want to take for granted would be loyal SAAB owners - the people who buy SAABs year after year, car after car. If Saab is going to make it as a car company it better not have to convert every new SAAB buyer from the ranks of BMW, Audi, Volvo, etc.; it should be able to confidently rely on those who have been repeat SAAB buyers. All we repeat SAAB buyers are asking is, don't act like we don't exist or that we aren't important when we are trying to help the company that builds the cars we like so much survive in today's competitive market. We are only looking for a little support to help us participate in the sport SAAB designed its cars for in the first place.

John Ruther
Cary, IL

1986 SAAB 900 SPG Turbo Modifications and Special Equipment

- Saab APC Tuning Kit (APC replacement unit)
- Saab Sport exhaust system
- Saab skid plate
- Saab European H-4 headlights (100w/80w)
- Cibie 180 Oscar driving lights (100w)
- Bosch fog lights (135w)
- Lexan covers for headlights and fog lights
- Marchal air horns
- Saab steel rims mounted with Hakkapeliitta NR 09 snow tires (185/65R-15)
- Coleman 7" 100w halogen hand-held spotlight
- Stevens lighted reader board
- Osram Copilot interior light
- Saab high performance front speakers
- Panasonic car phone
- Cobra 40-channel C.B. radio and K40 C.B. antenna
- Saab rear storage compartment for emergency warning triangle, warning flares, tow rope, shovel, etc.
- twin magnetic pickups for electric odometer driver, one on each rear wheel
- wiring harness for odometer drive and power to Class A or Class B rally computers (depends on Class entered).



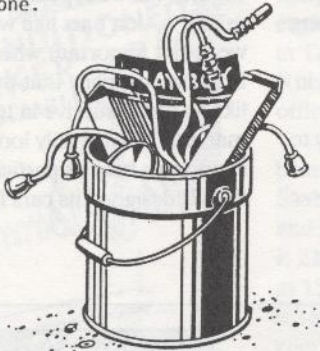


SONETT SUBJECTS by Jack Ashcraft

The Recycling Dept.

Everybody who works on cars, whether for themselves or for other folks, soon has a shop round file that looks like a backdrop for a Grade D SciFi movie (see Fig 1). Some of that stuff can be re-used if you don't mind fiddling with old greasy parts, if you don't mind spending a bit of time and if you want a superior part when you are all done.

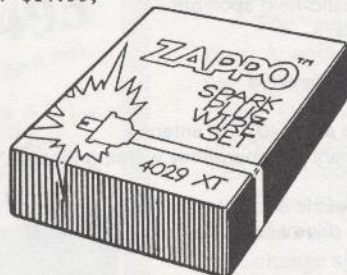
Fig 1



I'm talking about spark plug wires now and around my shop a lot of old plug wires get added to the round file because I figure they should be replaced every 50,000 miles or 3 years of normal driving, whichever comes first. Fuel savings alone will pay for them.

If you don't want to fool around with old wires and don't care much what quality wires go into your car, you can go on down to the local Gyp-Mart when they put plug wires on sale and buy a set of ZAPPO XT's for \$14.95, with your coupon.

Fig 2



These genuine Albanian one-size-fits-all wires will carry most of the sparks to your plugs for a while (see Fig 2). However if you want something better, here's how to get it:

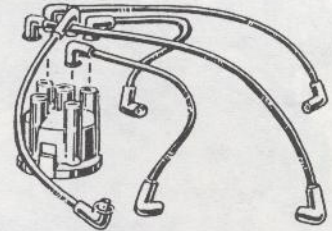
First you have to have some DECENT PLUG WIRE. I use and strongly recommend PACKARD 440, a plug wire which was for years THE plug wire to use in your hot rod. This wire is still available at many auto parts stores or, failing that, at our favorite purveyor of Fox Tails, J.C. Whitney. Here are the numbers:

13-1591B	30 foot roll	\$ 8.96
74-4492	100 foot roll	24.26

I buy it in the 100 foot spools but then I use a lot of it, too. Now go fish all the old nasty spark plug wires out of the round file and clip off the end connectors with about 4" of cable still attached. You need something to hold on to.

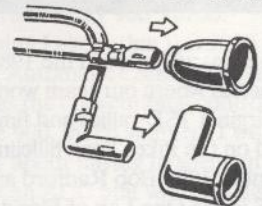
NOTE: When you replace the actual wires on your SAAB, I recommend you pull off one cable at a time and replace it. That way you won't have to worry about firing order and which wire came out of which hole in the distributor cap (see Fig 3).

Fig 3



Use some spray silicone and pull the neoprene insulating covers off the old wires (see Fig 4).

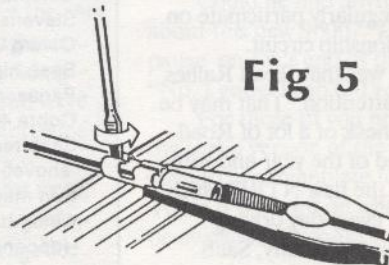
Fig 4



If yours come off with no damage, you can re-use them but replace them if they are questionable. New ones are available at your local parts store. If you have the all-molded-together type, they will have to be cut off, a new covers used.

Hold the metal connector with a needle nose or duck bill pliers, and using a medium flat blade screwdriver, pry the crimped-in retainer tabs of the connector open (see Fig 5) and remove

Fig 5



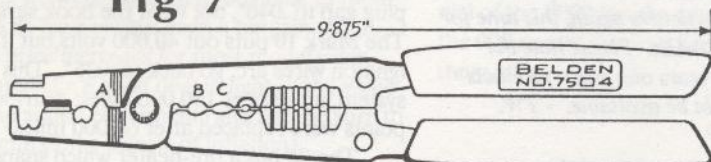
the connector (see Fig 6). Now straighten the retainer tabs.

Fig 6



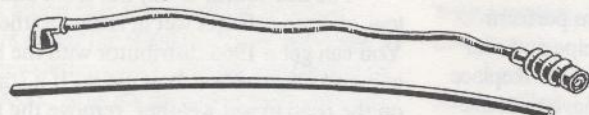
Like most properly done jobs, you will need a special tool, the pliers required to re-crimp the connectors onto the new plug wires. I use a heavy duty Belden (NAPA) 7504 pliers, not cheap, but very good (see Fig 7).

Fig 7



Pull one plug wire off your engine and cut a piece of PACKARD 440. The LENGTH depends on how well the plug wire fit on your engine. Take a look: Was it way loose? Tight as a bow string? If it was about right, then cut the new wire about an inch and a quarter longer than the wire you took off the engine (see Fig 8).

Fig 8



Use the Belden pliers, and using the stripper portion of the tool (the part where there are 5 slots with holes of increasing sizes at the middle) and using the middle hole, strip back the ends of the new wire about 5/8" (see Fig 9).

Fig 9



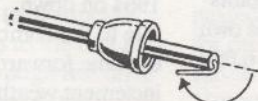
Slip the insulator sleeves over the wire (see Fig 10).

Fig 10



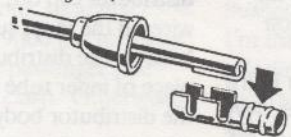
Bend the conductor wire back under the cable (see Fig 11).

Fig 11



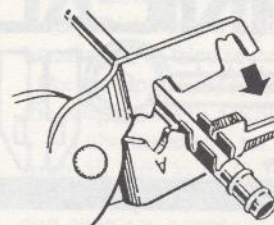
Lay the cable into the connector so that the conductor wire is in contact with the connector at the bottom (see Fig 12).

Fig 12



Place the assemblage into the Belden pliers at the location next to the "A" of the jaws (see Figs 7 and 13) and crimp the tabs into place.

Fig 13

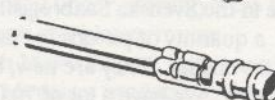


After the first crimp the connector will look like Fig 14 and after the final crimp like Fig 15.

Fig 14



Fig 15



Now slide the insulator cover into place (see Fig 16 and reinstall the new plug wire on your engine.

Fig 16



Using PACKARD 440 wire insures that the full spark your coil can produce will reach the plugs. Some will tell you that a solid conductor spark plug wire will produce radio interference but I have not had that problem with PACKARD 440, even in Sonetts. For that matter, I doubt that many Sonett owners bought the car for the quality of the radio. If they want noise in the car, they install a killer stereo and use the radio only when there has been a presidential assassination somewhere and they can't get to a boob tube.

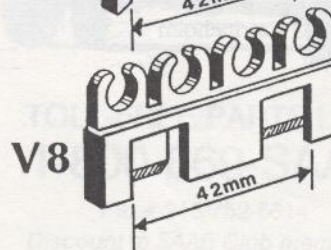
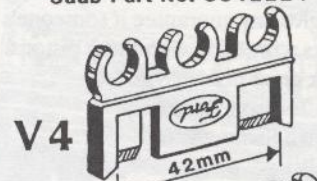
There was a time when your average hot rodder would not be seen dead in a car without PACKARD 440 plug wires. And the product is still exceptionally good, for street, competition or just cruisin'.

Have fun and do take care when you do the operation shown in Fig 5--that one can be a finger-biter if you aren't careful!

FORD Plug Wire Holders

Replace those broken or missing plug wire holders when you change to new spark plug wires. Ford V8 holders work just fine and are available at any Ford, Mercury or Lincoln dealer at a reasonable price.

Saab Part No. 8812224



Ford Part No. B8Q-12297-A

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.

Two-stroke piston source

Feb. 28, 1990

Dear Saabfriends,

We in the Svenska Saabregistret have located a quantity of pistons for the 850cc two-stroke engine. They are new, but made 20 years ago. We have a lot of 70.0mm pistons left, and as you, that is the original dimension in the 850cc. They are not fitting many engines in Sweden today because most of them are bored to oversize dimensions.

It is possible to use these pistons in the 816cc which was called Shrike by SAAB. This engine was a result of the air rules in California and most of them were also sent to America. It is possible to use them in unbored 70mm 850 engines which are in very good condition. They work good even in the Monfe Carlo and Sonett engine. You can also use them in 93 engines (750cc) if you give the crank some modification. You can't use the old sort which have crank-steered conrods.

We hope we can help some of your members with this offer. The price is only \$130 U.S. for a set of three and includes shipping. The name of them is TRW, which we think is the same as Hepolite.

The important thing, as always, is that the ignition works well and that the sparks come at the right time. Svenska Saabregistret can't give any guarantee if someone's engine gets a problem with these pistons. They work good here in Sweden.

Mats Jonsson, Secretary
Svenska Saabregistret
Box 391
S-641 23 Katrineholm
Sweden

Two-stroke tips

A lack of articles this month prompted a look in the old newsletters again, this time for help on 2-stroke SAABs. Please note the information is 15 years old; some products mentioned may not be available. - TW.

Replacement pressure plate

The clutch pressure plate can be replaced with a pressure plate from a 356 or 1600 series Porsche for super long life. I have been using one for about 50,000 miles without one hint of trouble.

Build your own muffler

For better exhaust system performance, take off old connector pipe and rear muffler. (Leave front one alone). Replace it with one you can build, or have built at low cost. Cut old connector pipe and add a small glasspack muffler to it, bend it so it exits under the right door. Doesn't produce anymore noise than stock system but it does help gas mileage and will last a heck of a lot longer than the stock system.

Ignition system

For the best bet, use NGK A-7 plugs for all normal driving. They seem to prevent loading up and fouling to a high degree. Never use a hot plug and drive hard; this is one good way of burning up the engine. Gap plugs .028 to .032, check and clean every 1000 if you can stand it. Points and timing should be adjusted to Saabs own settings. Plugs will last about 5,000 to 6,000 miles, with points lasting about 8,000.

To help prevent fouling, replace stock Bosch coil with Bosch Super Blue coil. Probably need to add series resistor in the hot line to the coil, but this is an addition well worth it.

John Baird
Naches, WA
June '75

More ignition tips

The sparkplugs take a beating - the best ones are ones made for city driving:

NGK have been used here for 4 years with a Mark 10 capacitive ignition system. I set the plug gap to .040", not what the book says. The Mark 10 puts out 40,000 volts, but if the ignition wires arc, go back to .035". This system lasted over 150,000 miles; distributor points were replaced after 68,000 miles.

The 96 has a pre-heater which snaps on and off the air cleaner. You should always carry this in your car. When the temp gets a little cool and it starts raining, the pre-heater should be on the air cleaner.

The car's thermostat should be replaced with a new one every other winter if it allows overheating.

The distributor is way out front and low, and tends to get wet in rainy weather. You can get a 1965 distributor with the hole in it and place a short hose on it. If it stalls on the road in wet weather, remove the top of the distributor and dry it with a cloth.

Get rid of those carbon core spark plug wires and replace them with real wire - stainless steel wire, which has only 1/10 as much resistance as the carbon-core cable. This is very important when you have a Mark 10 on your car.

Don Duda
Milwaukee, WI
Feb. '75

Distributor moisture

A simple solution for misfiring damp distributors that plague some Saabs from 1964 on down. These symptoms appear due to the combination of the distributor's extreme forward position near the grill and inclement weather.

To remedy this, cut a 12 inch piece of old tire inner tube intact, unclip the distributor cap off, insert the cap with its wires in the inner tube piece, snap the cap back on the distributor body and slide the piece of inner tube snugly over the cap and the distributor body's top, close the top by tying twine. It is an effective and inexpensive shield against dampness.

Eric Severin
Akron, Ohio
Feb. '75

9000: It is a SAAB

My experience as a SAAB owner started in 1975 when we purchased our first SAAB, a 99 EMS. I only wish that I had discovered them sooner. We got another 99, and when the 900s came along in '79, it was easy to make the transition to them. The 900 seemed to be clearly an improvement over the 99. As the 900s were refined and improved upon through the next ten years, we were inspired to buy nine of them. SAABs have always been a bargain to me. The price increases for most model years seemed like a good deal in light of the value of the added equipment (and let's be sure to remember the effects of inflation).

As a devoted dyed-in-the-wool SAAB-ophile and fan of the 900, the 9000s didn't seem like a true SAAB to me when they first appeared. I had convinced myself that wonderful endearing SAAB *character* just wasn't there. How wrong I was! It took me four years to realize this. I have been a SAAB Club member for many years also. I must admit that several of the negative letters about the 9000 that have appeared in the newsletter didn't help my impression of the 9000. Now my eyes have been opened to what a truly marvelous SAAB the 9000 is, and I feel that I should share my experiences with my fellow SAAB Clubbers.

My wife and I took a 9000S 5-door out for a test drive and promptly fell in love with it. All of those precious and endearing SAAB virtues were there, but in a more refined, efficient and modern package. It wasn't long and we had traded one of our 900S's in on the 9000.

Our discovery of the 9000 had just begun. In the weeks that followed, that car started my love affair with SAABs all over again! I never would have dreamed it to be possible. Underneath that comparatively conventional 9000 skin lies a truly superior SAAB in every way. It seems to me that an intense examination and thorough test drive would convince almost anyone of this.

I had become accustomed to several sample defects appearing in the many 900s we owned (none very serious, though). Through 4,000 miles, the 9000 has had only one -- a faulty light on the passenger side seatbelt/shoulder harness clasp. Otherwise, the car is flawless.

Our enthusiasm for the car grew by leaps and bounds over the first months of ownership, and soon, we were wanting to trade our other 900S in on a second 9000S.

We did in fact do it. It's been one week and 500 miles and not a single defect. This tells me that Saab apparently has quality control of the 9000 down pat.

It's no wonder Saab was so attractive to Ford, Fiat and GM. Just look at the 9000! We can all be happy that Saab now has the support and resources of GM Europe to speed along the development of even better SAABs to come.

By the way, I don't mean my testimonial of the 9000 to take anything away from the 900 or any previous SAABs. I love them all!

Roger M. Pfeiffer
Cedar Rapids, IA

High mileage Turbo

Here's an update on my 1985 SAAB 16-valve Turbo. The car now has over 150,000 miles. I would like to hear from owners with over 200,000 miles.

I do most of my own preventative maintenance and let the shops I trust do any major repairs. They have the proper tools and training.

I use Mobil-1 engine oil and trans oil. Engine oil and filter (Saab or Mann) is changed every 3,750 miles, trans oil at 15,000. I broke the engine in on regular oil and started using Mobil-1 at 4,306 miles. I add Tufoil to both crankcase and trans. There is no loss of oil between changes.

For sparkplugs, I use Bosch Platinum FR7DP. The current set has 60,000 miles; recent fuel mileage has been 31.9, 28.7, 29.1. Cap, rotor and plug wires are checked and replaced as needed.

The radiator is flushed once a year and I try to use SAAB anti-freeze. The water pump was replaced at 142,384 miles.

The fuel filter is changed once a year. I use high test and only brands that have passed the BMW "unlimited mileage" test for preventing the buildup of deposits on valves: Amoco, Arco, Chevron, Exxon, Marathon, Mobil, Shell, Texaco or Unocal.

All belts are changed every four years.

The brake system and clutch line is flushed each year using DOT 4 brake fluid. I'm still on the original clutch. Saab was offering upgraded calipers (on an exchange program) so I had mine changed at 147,539 miles. The brake pads are checked at tire rotation every 5,000 miles, and I use Saab pads. The tires are rotated in an "X" pattern: front to back, right rear to left front, left rear to right front.

A Saab sway bar was installed at 30,000 miles, which made a big improvement in handling. I've tried several types of shocks; I like the Boge Gasomatic the best so far on the rough roads of Michigan.

I also installed a set of Polyair Springs from Air Lift Co. (P.O. Box 12150, Lansing, MI 48901, phone 1-800-727-9009 or 1-800-248-0892; kit #60756, price \$79.95). They work great if you carry heavy loads and are warranted for as long as you own the car.

The Saab Sport Exhaust was installed at 97,035 miles; nice sound.

Replaced under warranty were the steering rack and blower motor.

Bosch Micro Edge-2 blades work well, and I use Meguiars products to keep my black SAAB shiny. The car also has European H-4 headlights with 55/100-watt bulbs.

Two sources for used parts: Cherry Auto Parts (1-800-537-8677, or in Ohio 1-800-472-8639) and Dennis Sweeney in Pennsylvania (412-238-0900).

I recently treated the SAAB and myself to a new CD player. I found an excellent shop in Future Sound, 3069 Carpenter Road, Ann Arbor, Michigan, 313-971-8784.

My SAAB runs and looks great. The family and I will be at the 1990 National Meet in Massachusetts.

Larry A. Swanson
Rochester Hills, MI

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Windshield cleaning

Since I am always late, I thought I would put in my two cents worth on the windshield cleaning debate. Those of us who are getting old enough to recall *real* Full Service filling stations (when High Test sold for 22 to 23 cents a gallon) also remember how good stations cleaned your windshield. Those were the days before cars had onboard washer systems (except for SAABs). While the gas jockey was filling your tank (and checking under the hood), his apprentice, a teenager, approached your windshield with three pieces of high tech equipment. He carried a damp, not wet, rag, a bar of Bon Ami soap, and a dry cloth. He rubbed the damp rag on the bar of Bon Ami, scrubbed one-half of the windshield, then allowed the first half to dry as he scrubbed the other half. The dry cloth was then used to polish the dried Bon Ami from the glass. The result was a very clean windshield.

I haven't seen bar Bon Ami in a store for years, but I did get a couple of bars from the Lynchburg General Store (of Jack Daniels fame) in Lynchburg, Tennessee, a few years ago.

Tom Cox
Woodstock, MD

Clock failure

The quartz VDO clock in our '86 900 recently decided to take a permanent vacation. I guess you could say "it's only a clock", but I am one of those SAAB fanatics who wants every button, light and gauge to work as they are supposed to. After all, we paid for it!

After checking all the hoped-for easy fixes, such as fuse, wiring, connections, grounds, etc., it was determined that the clock didn't work anymore. I don't think the designers of the instrument panel had anticipated that the clock would give out before other things; a new one comes only as a unit with the tachometer and warning lights, actually the left 1/3 of the instrument group. Saab's price; \$476!

I was surprised that the only clock to stop running in all of the six SAABs I have owned has been the newest one. (What sort of 'improvements' were designed into the new clocks?) Luckily, the part from my '80 900 EMS parts car fit perfectly, and *works*. The only difference is the lack of an upshift light (one light that I *didn't* want to work), and the green "ECON" indicator on the tach.

Tearing into, excuse me, disassembling the dash to replace the unit was much easier than expected: I learned on the parts car.

Remove the knee pad; the steering wheel with a 7/8" socket and breaker bar; four long retaining screws; and drop the turn signal/wiper switch assembly with two screws underneath. Remove the radio, left speaker, speedo cable (the spring clip is provided with a retaining tab on top), O₂ mileage counting cable, headlight switch, four "push-push" switches, and disconnect the vacuum-hose cluster from the back of the air control knob via the metal retaining clip.

Now gently pull out the facing, top first, and set it on your lap. The instrument cluster will now come out by removing the four screws on both sides. Pull out the two connectors from either end, and there it is. When removing the clock/tach from the cluster, I found it simpler to leave the printed circuit attached.

Ben Bundy
San Diego, CA

The \$500 pothole

I've just learned the hard way that low-profile tires are not made to do battle with bad roads like those we have in Chicago.

I've owned five SAABs - a 96, a 97, two 900s, and now a 9000 Turbo - but I've never had such bad luck with tires as I've had recently.

While on my way to work, I ran over a moderate-sized pothole that irreparably bent the left front wheel and destroyed the tire, breaking the bead. I survived the harrowing experience of changing a driver's side tire on the right shoulder of busy Lake Shore Drive, only to be presented with the shock that a new SAAB alloy wheel would cost (retail) \$260, and a new Pirelli 205/55-VR15 tire would be another \$175!

It turns out the OE Pirelli tire is on national back order, but I located one at a New Jersey telephone-order house through an auto magazine. Price, \$156; delivery time five to seven days. I purchased a used alloy wheel from a local SAAB Club stalwart and repair shop owner for \$160.

As luck would have it, driving home from work late at night three days after the flat tire incident, the skinny spare went out after driving over a mild section of raised concrete on the same road. The wheel was bent irreparably. After a \$75 tow, the 9000 is now resting in my garage at home.

After talking to numerous SAAB experts and tire men, we arrived at the consensus that the low-profile 55-series tires cannot absorb much road shock. Nor can the soft aluminum alloy SAAB wheels without suffering damage. One dealer told me he'd sold three such wheels on the day of my misfortune to victims of similar accidents.

The ridiculously inadequate spare that is fitted to the 9000 (and most other late model cars) is a joke. It couldn't stand up to an expansion joint in the pavement. I haven't had the courage to ask how much it will cost me to replace that wheel.

What I've decided to do is to run a set of Hakkapeliitta 185/65 snow tires through the pothole season of November to May. The experts seem to agree that the higher profile tires will better withstand the bad roads I'm forced to drive.

I love the 9000. Mine is a low-mileage, used 1988 model, owned only two weeks as of this writing. The only problems so far; a loose turbo bypass hose (easily fixed) and an occasional glitch from the pictogram.

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Easier shifting

I received my first Saab newsletter and two back issues of NINES. The tech tips and ads are already being put to good use for some parts and oddball problems I am having with my 1985 900 Turbo.

My Turbo has over 96,000 miles on it due to the daily interstate work pilgrimage to Fort Lauderdale. We have the usual "cold start in warm climate" problems associated with every 900 south of Atlanta. Not coincidentally, the car loves the cold climates during ski season in the Carolinas and West Virginia. Four quarts of 5W-30 with 16 ounces of Rislone in the crankcase and two and a half quarts of 5W-30 with 16 ounces of Rislone in the tranny, and at -10°F. you can drive down the main drags in Boone, North Carolina, and Snowshoe, West Virginia, with less taffy pulling at the 5-speed's oar.

I bought the 900 new, based on a Saab engineering "promo bible" a salesman gave me at a car show in Coral Springs, Florida. I wanted "back in the cockpit" so I traded a Lincoln Mark VII for the 900. The 900's brakes get an A+ with extra credit for excellence and reliability but a D- for frequency of repair on the front.

Speaking of elbow action, considering the frequency of missed shifts, both up and down the 5-speed's pattern, the 900 isn't going to win an SAE award for design or "panic shifting ease of use". Though the transmission pulls very well, the shift pattern is about as precise as a shotgun in a hour-hundred-yard rifle match. In his letter, Mr. Robert Sinclair described the 900 shifting experience as "unique". The dealership couldn't smooth it out, but John Schreiber at Saab Services, Inc. in Fort Lauderdale did get some of the trolls out of it. In America everyone's entitled to their opinion. Any suggestions?

Speaking of trannys and grannys, the Tufoil lubricant product from the folks in East Saddlebrook, New Jersey, is the ticket for Saabs. Back in the chemist's shop, I started off with 8 ounces in both the tranny and the crankcase. Four hundred miles later, the transmission was shifting a lot better than it had and the fuel mileage was up about 6-7 percent in a mixed bag of driving (20% city, 80% highway).

I change the crankcase 10W-40 petroleum oil every 2,500 miles and the tranny sauce every 5,000 miles. After the initial 8 ounce Tufoil treatment, 4 ounces

every oil change keeps the crankcase spinning like a top. I keep 8 ounces of Tufoil in the tranny, however, since 4 ounces doesn't quite smooth it out. I've been using Tufoil for the last 20,000 miles and "Voila, Sven, it verks!"

I've contemplated moving to synthetic, but the Amsoil dealer told me that with 80,000 miles on the 900, I would be better off with their para-synthetic instead of 100 percent synthetic. Well, it's all or nothing. I change the oil so frequently that at \$0.79 a quart I might as well stay with petroleum oil.

Amsoil's oil filters also looked very promising until I noticed the warning "Not for Racing" in the brochure. In a Saab, particularly a Turbo? C'mon people, really? Did I miss something or did Amsoil leave out the bypass valve? Until I figure it out, I'll stay with my Fram PH-16, Wix 290/219 or in a moment of desperation, a K-Mart K-20 filter. Any suggestions?

Congratulations on a super publication and a tight knit collection of fans and members. I am looking forward to the next issue.

John R. Colling
Margate, FL

The combination of 5W-30 and Rislone seems too light for a 900 gearbox, but several members have reported excellent results with Tufoil, particularly in the transmission.

As for oil filters, most SAAB repair shops agree that the best one for SAABs is the Mann W 920/26 (the blue Mann filter). It is the same as the OE filter sold at the Saab dealers. Watch the ads in NINES for special prices and buy them by the case.

The difference in price, based on your frequency of oil changes, is less than \$100 over 100,000 miles. An engine rebuild due to oil filter failure could be several thousand dollars. That's pretty cheap insurance. TW.

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Winter Beater Mk.II

Despite all my efforts and a fair amount of cash, the Official SAAB Club Winter Beater Project Car (Oct. '88 pg. 14), a 1975 99 Wagonback with 140,000 miles, was not quite as reliable as I wanted it to be. It wasn't anything major, just a few minor ailments and a gut feeling. The heater valve developed a leak and I put off repair until it became a stream. The muffler and tailpipe had to be replaced. And I was uncertain about the transmission; it was showing the early signs of failure and I didn't want to risk getting stranded somewhere.

Besides, it was rusted and faded; a workhorse in semi-permanent station wagon use, but an ugly one. What it really needed was a body transplant.

My other SAAB, the 2-door NINE-T9 (Sept '89 pg. 16), was becoming more of a toy, too nice to see everyday use. In order to preserve the work that I'd put into it, it needed to experience fewer miles.

I started looking for another SAAB, something that better reflected more of the membership. Since over half of the members have 900s, that seemed the logical way to go, specifically a 900 Turbo.

You may recall the ads that I ran in the Wanted, All Models column for several months. There were several responses, but they were all cars with some problems... one had been rear-ended, another had bullet holes in the door, still another needed paint. I didn't want a "fixer-upper" (unless it needed just a turbo). I wanted a decent turn-key Turbo, finally deciding on an '85 or '86 model to get the 16-valve engine and better suspension.

I looked at a couple of 900 Turbos advertised in the Minneapolis newspaper, but couldn't make the deal I wanted on the one car I thought worthwhile, a black '85 with 67,000 miles.

Late last summer, Chuck Andrews at Andrews, Inc., in Princeton, Minnesota, called with a proposition. He had a line on a wrecked '85 16-valve Turbo with 52,000 miles. If I was interested in buying that car, his SAAB-only body shop would build it the way I wanted. The car had to come apart to rebuild it and they would replace anything that looked worn. It would be, not a used car, but, a recycled car.

Dennis Sweeney purchased the wreck at a salvage auction and Chuck collected it in Pennsylvania. It had been extensively damaged in the front end, the result of a



collision with a utility pole. The windshield was shattered, and looked as though it had stopped the car's occupant from ejection.

As long as this car would need extensive repainting, we were able to pick the color we wanted. The wrecked car was red, which had certain advantages. I like Saab's Cherry Red, especially on a Turbo. Metallic paints look nice, but tend to fade faster than solid colors. Then again reds have been known to fade also (look at what's happening in Eastern Europe... sorry). And we already had one red vehicle in the family - Nancy's Toyota truck. We also contemplated a two-tone paint job, like Saab offered in Europe in the early 1980s.

Chuck reminded us that with today's clearcoat for metallic paint, fading is pretty much a thing of the past, so we finally settled on Bronze Metallic, a color used on 9000s in the mid-'80s. Unique, but still very SAAB. It looks great!

Next question: Leather or velour interior? The leather may be nice, but can become uncomfortable on long journeys. We chose tan velour. A gauge package for the console was added to the options list, as were European H-4 headlamps. Since this would be a Minnesota car, we also requested an extra shot of rustproofing. I provided a set of EMS wheels machined to fit the 900, which Andrews sandblasted and painted white, to act as winter wheels. 185/65-15 Nokian Hakkapeliitta snow tires help the 900 to climb Duluth's hills when winter storms blow off Lake Superior.

We picked up the car on December 2nd and put over 2,000 miles on it the first month. Our total is now 7,000 miles in four months. You can see this car gets some use. Gas mileage has ranged from 23 to 29 mpg. Oil consumption (changes every 2,500 miles) has been nil.

There were a few minor problems which Andrews covered under warranty: The fuel gauge didn't work, the seat heaters were non-functional, the hatch wouldn't unlock with the central locking, and there was a leaking gasket between the engine and the exhaust manifold. Don Andrews repaired the driver's seat heater which lasted a few days. I don't know if they will ever really work.

The hatch lock was fine in the shop. It felt a little "loose" when I turned the key in the lock, but it always worked, until...

I had gone to shopping mall to pick up a two-wheeled hand truck, and rolled it out to the car through several inches of melting slush. The lock wouldn't open, even when I lowered the rear seatback and crawled over in an attempt to pop the latch. The hand truck ended up drooling on the back seat. Another time, at the lumber yard, I had to load my longer purchases through the sunroof.

Fixing the problem was a five minute job, once I dug into it. I removed the panel on the inside of the hatch, turning the plastic fasteners one-quarter turn with a screwdriver, and popping out the nylon fasteners across the top (just under the window).

There is a square nylon nut to adjust the latch. In my case, I backed it off a half turn, checked it several times, then buttoned everything back up. That didn't fix the problem entirely, however. The allen head screws on the bottom of the door were also loose. Once those were tightened the problem was gone.

One other lock gave me a scare - the ignition lock. One day, the key refused to turn, stuck in the locked position. No amount of finesse or pushing on either the shifter or the key seemed to help, so it was time to tear into the mess.

I removed the driver's seat and the console, and any screws I could locate around the shifter and ignition switch. It all came apart fairly easily, but there were a few struggles in flipping the final metal assembly over. The three "burglar-proof" screws that require a special tool had already been replaced with conventional screws, so their removal was simple.

Once I had everything apart, the lock was still jammed, then suddenly it wasn't any longer. The famous hair spring that can cause trouble was intact, as were all other external pieces. Apparently the gears bound up somehow, a chunk of sand or something. I tried to remove the lever that locks reverse, but didn't have the right tools handy. All that needs to be done is to remove the external snap ring on the lever's pivot rod.

I did leave off the green wire to the switch; it's the one that triggers the key warning buzzer. Alternatively, I could have left out the rods that fit in the end of the key switch and ignition switch. I'm told that this will not affect starting.

Impressions? Though I would give the 99 more points in the "fun-to-drive" category, the 900 certainly is no slouch. The steering seems to be more "numb" than

necessary, possibly because of the General Motors components used in the power steering system. Power steering is a necessity on the 900, however, since the 900 has more weight over the front wheels than the 99 did, and even the 99 can be a handful, especially when parking.

The turbo coupled to the 16-valve engine gives plenty of pony-power. Acceleration reminds me of a Mazda Rotary Pickup I once owned. The Saab doesn't have the hauling capacity of the Mazda, but it is much more comfortable. The 900 seems to be in "station wagon mode" (rear seat down) much of the time, quite helpful during my recent change of residence.

Obviously this SAAB is to be a full-time transporter -- a summer car as well as for cold weather -- so immediate plans are to add performance tires and wheels. Beyond that, I plan to try several bolt-on performance items such as a water-cooled turbo, a turbo pre-oiler system, a more open exhaust system, or a hotted-up APC-box, and report on them to the membership.

Chuck Andrews is working on a story detailing how his company rebuilt this particular car. Look for it in an upcoming issue.

As a footnote to the story of this vehicle, a bundle of papers in the door pocket indicated the red Turbo had been owned by Bob Stiffler of Pittsburgh, a SAAB Club member. With some hesitation (remembering the shattered windshield), I wrote to Bob inquiring about the accident. Thankfully, he wrote back that he "was fortunate to come away with only minor bruises and abrasions. The SAAB's safety features (collapsible steering column, etc...) appeared to work to perfection."

"Regarding the accident, I fell asleep at the wheel in early June and hit a telephone pole."

Despite his life-saving experience in the SAAB, the replacement vehicle is "a 1989 Toyota Camry wagon with a V6. My wife and I chose this model because we are expecting our first child and wanted 4 doors with plenty of room. We did consider purchasing a 4-door SAAB, but the price of the model we wanted greatly impacted our decision.

"I have nothing but praise for the SAAB and I hope the 'new' car gives you as much pleasure and satisfaction as the old one gave to me."

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Tim Winker

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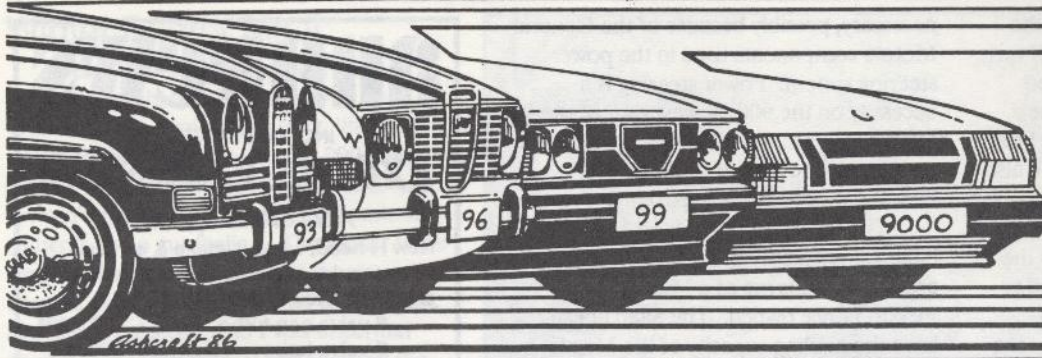
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'72 96-V4, white, excellent condition, new block, alternator, rebuilt trans, no rust. Michelin tires incl. new Michelin snows. Trailer bar, recent tune & lube, numerous spares. \$2,000. Bernie Schure, PO Box 4246, Annapolis, MD 21403. 301/280-5080.*

'71 95, Florida car, outstanding body & floor. Can be driven anywhere. \$1,100. Tom Nola, PO Box 627, Wurtsboro, NY 12790. 914/888-2246.

Four 95 wagons: '70, '69 & two '68s. One '70 96 sedan. Good bodies. One runs, plus too many parts to mention. \$1,500 obo. Bob Englehart, PO Box 1476, Ames, IA 50010. 515/232-4477.

'70 96, Dark Green w/brown interior, 89k mi. 1500cc, Weber, tuned exhaust, rebuilt trans, engine heater, new seats, extra gauges, six new tires, Blaupunkt stereo. \$1,650 obo. Ted Smith, 2732 Guilford Av SW, Roanoke, VA 24015. 703/989-4562.

'67 95 2-stroke. Many new & rebuilt parts, not currently running. Includes complete '65 95 parts car. \$1,000 obo. Adam Sweet, 1297 Bottom Creek Ln, Bent Mtn, VA 24059. 703/929-4313.*

'67 95 3-cylinder, disc brakes, some rust, but still solid. Includes four parts cars & various other parts, some new. \$750 for all. Bob Andrews, 10661 60th St NW, Pennock, MN 56279. 612/599-4489.

'66 95 wagon, excellent body, no dents, little rust except on pan. Sonett motor & mag wheels. Tagged & tuned. \$950. Charlie Jackson, 71 Crestwood Dr, Elkton, MD 21921. 301/398-5986*

'60 GT 750, original red engine & Tucker overhauled red trans. Two spares of each. Many new & used parts. All records & manuals. \$6,000. Warren Shindle, 612 16th St, Virginia Beach, VA 23451. 804/491-4626.*

Sonetts For Sale

'74 Sonett III, all glass & body parts, engine, AC, wheels. Best offer for complete package. Must Sell. TLG, 22700 SW 172nd Ct, Miami, FL 33170. 305/248-1016.

'74 Sonett III, 54k mi, new Yellow paint w/black trim, brown leather interior, alloy rims, louvered sunroof. New tires, brakes, calipers. All original, stored, mint. \$4,500. James Horvath, 4849 Grace Rd, Tudor House Condo, Ste 101, N Olmsted, OH 44070. 216/777-1537.*

'74 Sonett III, 108k mi, exc condition, recent mechanical work, new paint, no rust, new tires, extra parts available. Send SASE for color photo. \$4,250. Alan Pankau, 415 S Wisconsin, Mineral Point, WI 53565. 608/987-2126.*

'74 Sonett III, blue, new paint & upholstery, excellent condition inside & out. 130k mi by older, careful driver. Must see to appreciate. \$2,995 obo. Bob Johnson, Rt 3 Bx 550, McGregor, MN 55760. 218/426-3854.*

'73 Sonett III, Lime green, fully rebuilt V4, sport exhaust, alloys. Basket case '72 Sonett III included. Many parts & extras, manuals. \$3,350. Keir Keightly, 542 San Clemente Way, Camarillo, CA 93010. 805/562-1382 nights.

'73 Sonett, badly rusted pan, not driven for 5 years. Car is complete, engine & trans OK. \$750 obo. Wayne Kosht, 108 Lycoming Dr, Coraopolis, PA 15108. 412/264-7096.*

'72 Sonett III, Beige, Texas car, 56k careful mi. New paint & upholstery, stored winters, must see to appreciate. \$3,995 obo. Bob Johnson, Rt 3 Bx 550, McGregor, MN 55760. 218/426-3854.*

Sonett V4 (II) race car. Very competitive & trick, can win in autocross, road race, vintage or ice. Tube frame, dual port heads, etc. Price depends on spares. Will trade. Mike Tucker, 57 Botany Woods, Hartsville, SC 29550. 803/383-5443.

93s, 95s & 96s For Sale

'73 96, 81k mi, mint condition, original owner. AC, Weber carb, original upholstery, rosewood steering wheel, aluminum wheels, Clarion stereo. Calif/Colo garaged. \$2,500. Pam Thomson, 1735 N. Fernandez, Arlington Hts, IL 60004. 708/518-4209.

'73 96, Lemon yellow, relatively clean, body fair. Weber, radials, 170k mi, good compression, stainless mufflers, recent work. Drive it home! \$1,000 \$600. Extra junker. Peter Reimuller, Box 4, Point Arena, CA 95468. 707/882-2001.*

2-Stroke & V4 Parts For Sale

Sonett chassis panels, new-old stock, front half only, Sonett II, V4, III. Make offer or trade for 750 series Alfa Romeo parts. Dave Trulli, Los Angeles, CA. 213/337-1492.

From '72 '96: Seats & side panels, brown, good, \$50. Dash complete, excellent, \$50. Carpets & trunk mat, \$20. Steel wheels, \$8 ea. Grille, very good, complete, \$45. Trans, \$110. Disc & plate, \$25. Front t/s lenses/housings complete, \$25. Heater core & valve, \$20. Starter & alternator, \$15 ea. Front bumper, very good, \$45. Other items, too. Monty Tarr, Route One Box 385, Catlin, IL 61817. 217/443-7402 days, 217/427-5203 eves.

Spring Cleaning - Not-going-out-of-business Sale and Give away. Numerous parts for 95, 96, 99 & Volvo. Complete fibergls for Sonett II or V4, 96 transmissions. 99 auto trans, heads, whole engines. '74 Volvo auto trans, Volvo B18, B20 engine. Reasonable prices, some items free. Baldwin Foreign Auto Repair, New Lebanon, NY. 518/794-8729, 8-9am best time.

V4 replacement & racing parts, many no longer available. Close out on new & used rare 96, 97 and 99 parts from Ted Tucker's SAAB repair business. Send SASE for list. Mike Tucker, 57 Botany Woods, Hartsville, SC 29550. 803/383-5443.

96 doors, hoods, fenders, radiator, bumpers, trunklids, hubcaps, etc. 99 front & rear bumpers, steel wheels. Will sell separately or whole, or trade for Alfa parts, electronics or shop equipment. Charlie Dodson, Annapolis, MD. 301/267-9245.

99s, 900s & 9000s For Sale

'86 9000 Turbo, Dark grey w/velour int, 37k mi, 5spd. Non smoker, no kids, no pets, never wrecked. Immaculate. \$12,000 firm. Worth traveling for. Dennis Tobin, 959 N LaFox, S Elgin, IL 60177. 708/888-8358 eves.

'84 900T, white/blue, leather, 5spd, Saab knob/boot, F&R thermoplastic mats, Euro lites, SR deflector. Very clean Calif. car, no winters. Non smoker. \$8,500. John Ball, Detroit, MI. 313/882-0129.

'81 900S 4-dr, automatic, 70k mi. Sunroof, Michelins, Fujitsu-Ten stereo, European gauges, Canadian model, well maintained. Can deliver to Minnesota. Photos available. \$3,900 US. Arden Holley, 91 Newton St, Nipigon, Ontario P0T-2J0. 807/887-2246.*

'79 99 Pro Rally car. Cage, MSS engine, new 6:31 4spd gearbox, minilite wheels & EMS wheels. Tons of spares. Streetable w/spare trans. \$3,500 firm. David, 203/334-4344.

Fastest SAAB in the West! Open class Pro Rally car. '77 99EMS, turbo & intercooler, CCA 230HP, includes trailer. Top contender. \$6,500. European Motor Sports, Colorado Springs, CO. 719/593-7799.

'78 99 Turbo. Wife forces inventory reduction! 1985 paint, looks good, runs excellent. \$1,900 obo. Dale Stephens, Box 6 Parkville, NY 12768. 914/292-3827.

'78 99 Turbo, burgundy. New: master cyl, clutch, headliner, sport exhaust, water pump, spoiler, timing chain & tensioner. Engine resealed. No cancer, no leaks, great shapel \$4,000 invested, will sell for \$2,500. Tony Caciolo, 1345 Castillion Dr, Warren, OH 44484. 216/856-6979 after 5pm.

'75 99 Wagonback, 101k mi, Dk Brown. Texas car, good body, runs well. Repl. water pump, clutch, upholstery, FI parts, master cyl, exh & brakes. \$850. Bill Raymoure, 352 Briar Ln, Lake Bluff, IL 60044. 708/234-5109.*

99, 900 & 9000

Parts & Accessories

99, 900 OEM parts, wholesale to SAAB Club members. Engines, transmissions, large assortment of used parts, OE & aftermarket parts. Installation and service available Mon - Sat, 9am to 8pm. Trollhattan Motors Inc., 310 George Av, Baltimore, MD 21221. 301/682-4688 or 301/686-2446.

99, 900 headliner recover kit, comes with glue, 3 1/2 yds of material and complete instructions, \$77.50. Other parts available. Monday thru Saturday, 9am to 8pm. Trollhattan Motors Inc., 310 George Av, Baltimore, MD 21221. 301/682-4688 or 301/686-2446.

All SAAB parts, new & used. Mechanical service on all models of SAABs. One Stop Saab, 400 E Fulton, Columbus, OH 43215. 614/228-7129 or 228-7222.

Parting out: '86 900S 16v, '87 900 16v Turbo, '86 900SPG, '86 900 base, '85 900 16v Turbo, '84 900, '82 900 Turbo, '79 900. Drivetrains, interiors, body suspension, wheels, rebuilt transmissions and more. Mike Caro, Wallingford, CT. 203/284-8989.

Parting out '78 99GL & '78 99 Turbo. Complete interiors, GL \$200, Turbo (red) \$350. Doors, hatch, hood, \$60 ea. Call or write for other prices. Russ Nester, 2902 Tyler Ct, Simi Valley, CA 93063. 805/526-6516.

Turbo Pre-Luber by Lubrication Research. Pre- & post-lubes your precious engine. Very easy to install & very effective (see Mar 88 pg. 16). Brand new in box, w/instructions, new \$350, sell for \$250 +shpg. John Wynn, West Chester, PA. 215/692-8784.

Parting out several 900s, everything but transmissions. Can ship UPS. James Moncrief, 82 Cherryville Hollow Rd, Flemington, NJ 08822. 201/788-7222 after 6pm or wknds.

900 parts: wool seat covers, \$75. Set front rotors & calipers, \$200. 2 24-hole alloy wheels, \$75 ea. Sony XR70 radio, \$30. More misc. C. Hofman, 9498 Avenida Miravilla, Cherry Valley, CA 92223. 714/845-5166.

Parting out 6 99s & 13 900s, 1973 thru '85 T. New OE sunroof deflectors for 99, 900 & 9000, \$45. Rod Beckner, 604 E 1st, Albany, OR 97321. 503/928-6351.

For '88 900: Complete 5-vol service manuals, \$85. 8 Saab oil filters, \$30. Saab air filter, \$10. Saab fuel filter, \$15. Saab front brake pads, \$50. Lot price, \$175. Will ship UPS COD. Sy Hotch, PO Box 1108, Taos, NM 87571. 505/758-0726.

'77 EMS parts: alloy wheel, new Pirelli CN36, 2 used tires, gutter luggage rack, factory manual, fogs. '85 900 Turbo factory manual, 4 wheels/exc MXVs. Tim Brown, PO Box 6389, New York, NY 10150. 212/228-9315 eves.

4 OE TRX alloys in good condition w/tyres, lugs & caps. \$200. Graham Spann, Boone, NC. 704/265-1610.

'71 99 for parts or restoration. Good engine, new tires, seats, radiator & more. As is, \$250. Erik Svenbjornsson, 28 Chapel Av, Medford, NJ 08055. 609/654-1258.

Set of 4 Gislaved 185/65-15 snows on Inca alloys. Tires like new, wheels fair to good, \$300. Saab dog gate for 900, good shape, \$25. Bra for 900, \$35. Set of 4 red plastic Saab floor mats, like new, \$25. Ted Marshall, 620 Isabella St, Wilmette, IL 60091. 708/256-8688.

Wanted, All Models

Sonett V4 red/amber tail light lens, and front amber side marker lens. Dave Trulli, Los Angeles, CA. 213/337-1492.

'71 Sonett rear bumper, non-Federal type. Also interested in performance parts for V4; 2-bbl & manifold, 3/4 cam, built up engine, etc. David Haessig, 14802 Espola Rd, Poway, CA 92064. 619/748-7359.

Seeking late 900 2-dr front seats in brown velour or leather. George Reiss, Phoenix, AZ. 602/870-9586.

99 Turbo wanted, cheap. Struggling college student will keep it on the road & give TLC. Scott Taylor, 10165 Green Clover Dr, Ellicott City, MD. 301/465-9306.

Continued on page 24

TOPPOLA CAMPER

"A creative way of traveling"



While the ad below is a parody, the ad above is real. The Toppola fits on top of 900 (and probably 99) 3-doors in place of the hatch. The Toppola is sold in Europe where motor homes are rare. There was one at Saab's U.S. headquarters for awhile, but I have never seen a photo of one. This ad is from SAABERICHTEN, the newsletter of the SAAB Club Nederland.

Another headliner fix

Materials required:

- 1 gallon of spreadable roofing cement
- 1 roll of 90# grit coated roofing material (color your choice, no green please)
- 1 pound of 1½ inch roofing nails

Tools required:

- tin snips or strong utility knife
- hammer

Working from inside the car, measure the headliner area and cut an appropriate piece of roofing material adding 20 percent for curvatures. Transfer the cut material into the car. Center the material (grit side down) with the aid of an assistant, and, strating from the center, drive roofing nails through the material, existing headliner, and the roof. Repeat nailing about every 8 inches in an arbitrary pattern. Be creative. Extra nails will be needed around the perimeter. After nailing, trim the edge with tin snips or knife.

From the outside of the car, bend over the protruding nail tips (maybe that should be "bend the protruding nail tips over") flush with the roof. Next apply a 1/4 inch layer of roofing cement over the entire roof. Measure and cut roofing material for the top paying attention to the width so the

material slips into the rain gutters and install grit side up. Press down to insure adhesion. Trim the excess.

There you have it. Not only is the headliner permanently in place, you also have a unique "vinyl top" look that'll be the envy of all the SAABers on your block. And it's very practical. The sound damping is excellent. It's waterproof, hail proof, fire resistant, child proof, and guaranteed for 15 years (see material brochures for details).

Alas the added top weight does throw off the handling a bit, but it's nothing that expensive new shocks and tires can't correct.

It also adds to safety by encouraging occupants to fasten their seat belts. A few head scrapes on the headliner corrects them quickly.

And when old reliable has finally died, you can park it in your back yard and with minimal effort convert it to a storage shed (keep in mind to tastefully match or contrast your home's roofing color). In rural areas it makes an ideal starter chicken coop because of the built-in grit.

Next Month: How to make and install a hood-mounted gun rack.

Asa Bowner
Moose Droppings, MT

Need to transport a REALLY HEAVY LOAD?

Then you want

GORMLEY'S versatile TREE RACK™

Converts any standard saloon instantly into a professional tree-transporter! Also ideal for:

- Lamp-posts ● Cisterns
- Garden Sheds (ready-made or kit form) ● Bales of Hay
- Dead Bison ● Sir Cyril Smith
- All the other Democrats



In rugged tungsten or natural green Mosscode
Write for FREE catalogue to Gormley's Arboreal Ltd,
Acacia Avenue, Splott SPL OTT. SAVE TREES, TREES, TREES!

PUNCH OCTOBER 7 1988

MEMBERSHIP/SUBSCRIPTION

(Use also for Change of Address)

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

HOME PHONE _____ WORK PHONE _____

SAABS CURRENTLY OWNED _____

(i.e. '84 900 S 4dr. automatic / '78 99 GLE 5dr. 4-spd / '72 Sonett III / '68 96-V4 Deluxe)

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

First Year \$23.00
 Renewal \$20.00

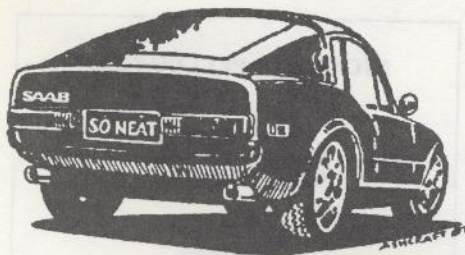
Canadian add \$3.00U.S.
 International add \$7.00U.S.
 Please check appropriate box(es)

(Canadian and International - Money order or check payable on a U.S. bank only. Cash OK.)

First year members receive two recent back issues of NINES and two SAAB Club stickers.

MAKE CHECKS PAYABLE TO "THE SAAB CLUB"

Address change only



From the Backside

Another step in making the newsletter easier to produce has been taken for this issue, and the sharp eyed have probably already spotted it.

With the help of a hand scanner, drawings and logos - such as the Sonett at the top of this column - are digitized into the computer and printed out directly on the page layout. Previously, the procedure was to drive into town, reduce the drawings on a copy machine, then paste the completed drawings onto the layout.

There have been several messages left on our answering machine lately along the lines of, "Hi, this is Joe Doaks. I didn't get my February issue. Can you send me another one?"

The problem is not that members aren't receiving their newsletters, but that we have no way of knowing who these folks are. Our mailing list is organized by zip code for ease of mailing. And how does Joe spell his name? Dokes? Doxe? Due to noisy phone lines, we often can't even figure out the pronunciation.

Please leave an address or phone number when you leave us a message, and spell out names and addresses if they may be a problem, or for best response, mail your request to us.

Car ads have recently taken a new tack. Mazda talks about *kansei engineering* -- "It Just Feels Right". Volkswagen refers to *fahrvorgnügen*, the relationship between driver and car. Infiniti didn't even have a car in their ads for a long time, trying to impart how their vehicle wasn't just transportation, but part of a certain lifestyle.

Saab spokespersons have lately referred to "the SAAB Soul". Two contributors in this issue speak of the SAAB *character*. Saab's new advertising agency has its work cut out trying to come up with something unique to express the feel of piloting a SAAB.

Safety has always been a part of Saab's advertising, and will probably continue to be since both the 9000 and 900 did well in the Highway Loss Data Institute findings (Oct 89 pg. 7).

I still like the "Most Intelligent Car" campaign, and hope they don't drop it completely.

Plans for One Lap of America are progressing. The third team member has been named; John Pentelei-Molnar of *Grassroots Motorsport* magazine. John is an active autocrosser, and GM's West Coast editor. Satch Carlson and yours truly are the other team members.

The car, a Malachite 9000S 5-door with the 2.3 liter engine, is being outfitted by Ove Hasselberg at Saab's regional office in Torrance, California.

I've been putting my favorite tapes together (this will be a long trip with hours of nothingness to fill) and generally psyching myself up for the whole event.

If One Lap is to travel through your area and you can find out when, come on out and cheer us on. Take photos, wave signs. If we can't stop, we'll at least wave back.

1989 Income & Expense Statement (unaudited)

Revenues

Subscriptions	\$81,290.58
Advertising	12,940.85
Merchandise (books, T-shirts, back issues)	7,741.75
Misc.	17.00
Total	\$101,990.18

Expenses

Postage	\$23,402.33
Printing	15,911.68
Auto	8,171.50
New building	5,773.17
Mdse for resale	5,613.52
Outside labor	5,369.62
Office supplies	4,958.14
Taxes	4,676.00
Travel	3,754.43
Advertising	2,751.92
Telephone	1,150.03
Editor's draw	17,305.70
Refunds	467.50
Other	1027.00
Total	\$100,332.54

Above is the pre-income tax accounting for 1989. As the SAAB Club continues to grow, so do the expenses. But from the comments I get, there are few who have any complaints about the newsletter.

Many of you ask when you call: Yes, this is my full-time occupation (plus many evening and weekend hours), and Nancy puts in over 30 hours a week, also. That's two people living on the editor's salary. It's a good thing we live where we do, we couldn't survive in a larger city.

Tim Winker, Editor

NINES

The SAAB Club Newsletter
2416 London Road, Unit 900
Duluth, MN 55812-2221

Forwarding and
Address Correction Requested

April 1990

FIRST CLASS

U.S. POSTAGE

PAID

PERMIT NO. 1909

DULUTH, MINN.

EXP: 90 12 RZ

FIRST CLASS MAIL

SPRING SPECIALS!

Genuine Bosch wiper blade refills for 900 and 9000 7.95/pair * Sport Exhaust for 9000T up to 89 \$129.95 * Sport exhaust for 9000T and CD 1989-90 \$149.95 * Genuine Bosch tune-up kits with distributor cap, rotor and Bosch Super plugs; most 900s and 9000s \$27.50
Genuine Bosch spark plug wire sets 9000/900 16v \$59.95, 900/900 8v 19.95, 99 \$17.50
Jacobs 8mm Silicon wire set w/lifetime warranty (best wires you can buy) all models \$44.95.

Super-cooling kit. Includes Red Line water treatment, 80 degree Thermostat and gasket. This kit will lower cyl. head temperatures 100-125 degrees, oil temp 20-25 degrees, drops octane required by 4 points or allows your APC control to turn the wick up about 4% for just \$14.95
Super DUNLOP D60/M2 tires, 205/60-15HR, \$324.95 set of 4 * One Grand automotive waxes, cleaners, and polishes on sale for 15% off. These products are used by appointment to Her Majesty, Queen Elizabeth II. Prices are 1/4 that of Zymol; quality is better! VISA/MC

Group 6 Performance

4961 N. Calle Tobosa Tucson, AZ 85749 (602) 749-1809

NICHOLAS PELLEGRINO

FOREIGN MOTOR REPAIR

SALES

SAAB

SERVICE

282 ENFIELD MAIN RD. ITHACA, NY 14850

607/272-8259

SAAB Swap

continued from page 21

Will pay top \$ for wood rimmed steering wheel from 750GT or 850GT.
Ric Scofidio, 36 Cooper Square, NYC, NY 10003. 212/260-7971.

Qualified, competent East coast shop wanted to restore 1960 93F. John Letterle, 704/298-1752, leave message.

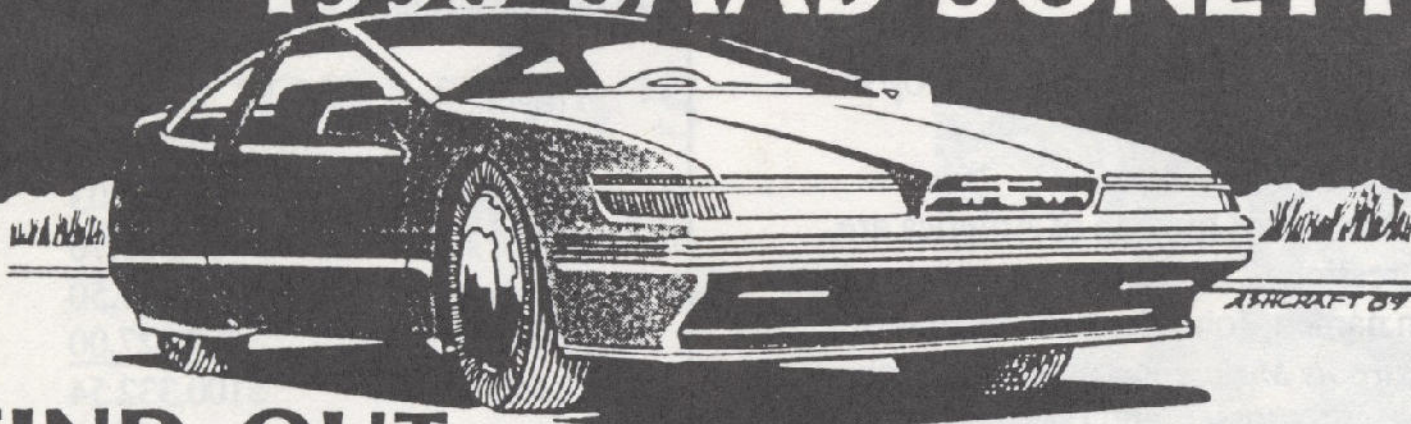
2-bbl intake manifold for V4 wanted.
James Wortham, PO Bx 284, Montgomery Crk, CA 96065. 916/337-6868.

OE red rear decor panel (P/N 02-71-148) for 900 3-dr. Must be in good condition.
Brian Beaver, 2826 Calaveras Dr, Fairfield, CA 94533. 707/426-0601, lv msg.

Old newsletter issues, mid-74 thru late '77. Will pay reasonable price per issue. Good quality copies acceptable. Can trade for copies of later issues you may be missing.
David Vanell, American Embassy - Bahrain, FPO New York, 09526.

Headlight wiper kit to fit 99 T, or someone who could obtain the components, new or used, in Europe. Mike McFarland, 813 E. Hunt St, Adrian, MI 49221. 517/265-6068.

Is This A 1993 SAAB SONETT?



FIND OUT IN THIS NEW SAAB BOOK!

30 years of designs for SAAB sedans, pickups, campers, aero sedans, wagons and Sonetts!

48 Pages--Large format
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30 YEARS WITH SAABS

