



# NINES

THE SAAB CLUB NEWSLETTER

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November  
1990  
no. 197



Cover of a brochure for the SAAB 93B, circa 1957.

Halbach leaves Porsche to head Saab's marketing  
End of an era: The last Saab 8-valve engine  
Rectangular headlights for the Sonett III  
Rust Never Sleeps - Sven's 2-Stroke Tips

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## Regional Club News

### '91 Convention in August

The Northwest Saab Owners Convention Committee is formally organized and we are moving ahead with the 1991 National Saab Owners' Convention.

The Northwest Saab Owners would like everyone to start making plans to join us August 2, 3, and 4, 1991 at Crystal Mountain Resort in Washington state. This unique location, one and a half hours southeast of Seattle, is in the heart of the Cascade Mountain range.

We know the Northwest is a long distance from most everywhere, however, Washington state offers a wide variety of vacation possibilities either before or after the convention. More details to come.

Skip Schott  
Snohomish, WA

### Int'l SAAB Clubs Meet

The International SAAB Clubs Meet will take place this summer in conjunction with the 30th Anniversary of the SAAB-Klubben i Stockholm (Stockholm SAAB Club). The meet will be held the weekend of June 14th thru 16th with events planned in around Stockholm.

Headquarters for the event will be the Prize Hotel in the World Trade Center in downtown Stockholm.

The preliminary schedule is as follows:

Friday, June 14

Tour of the parts warehouse in Nyköping  
Tour of the engine factory in Södertälje

Saturday, June 15

A visit to SAAB-ANA Akalla,  
the biggest Saab dealer in the world.  
Dinner at Restaurang Felix, W.T.C.

Sunday, June 16

Tour of the 17th century warship Vasa  
Sightseeing by bus.

Reservation deadline is Feb. 28, 1991.

For details, contact:

Ragnar Johansson  
Pipersgatan 32  
112 28 Stockholm  
SWEDEN  
Phone 08/6525280

### Northwest Club News

The Columbia Winery in Woodinville, Washington, north of Seattle, was the site of the 1990 Northwest SAAB Owners picnic and gathering. Just over 50 SAABs were displayed on the main lawn of the winery gardens, primarily V4s, Sonetts, 99s and 900s, with a lone 9000 on display from a local dealership.

Under rainless skies and warm temperatures local SAAB fans joined folks from as far south as Corvallis, Oregon (7 hours away), and as far north as Vancouver, British Columbia. Ideas, stories, parts and fun were exchanged for six hours.

Notable SAABs in attendance were Las Vegas Convention award winners Jeff Fredrickson's Monte Carlo V4 and Bjorn Collin's Sonett III. John Van Ledingham's Rallye 96, the last 96 to run in World Rally Championship event, and Rich Roberts' "Road Blueprinted" 99 were also on hand.

A newly restored 96 was shown by Willy McBride via Portland and Alaska. It seems Willy now lives in Alaska, but the car is stored in Portland, Oregon. He flew from Alaska to Portland, drove the car 180 miles for the picnic, returned the car to Portland, then flew back to Alaska!

Over 120 SAAB fans were in attendance. We hope to see you here in the Pacific Northwest in August, 1991.

Rich Roberts  
Bothell, WA

*Sonetts lined up behind the Registration table  
manned by John Hopkins and Scott Roberts.*



photo by Rich Roberts

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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.

**RETURNED CHECKS:** There will be a fee of \$10.00 charged for checks returned for any reason.

## Letters to NINES

### The Saab Philosophy

I read with great interest Bill Bartman's letter in the June '90 newsletter (#193), wherein he expressed grave concern over the perceived changes that may be forthcoming in future Saab products. While I can understand his concern, and agree with it to some degree, I take exception with some of the claims implicit in his thesis, primarily on epistemological grounds. Specifically, I am of the opinion that some of his beliefs regarding the Saab Philosophy are not entirely correct, and that the differences, though perhaps subtle, are telling.

Mr. Bartman appears to be confusing implementation with philosophy. For example, in my opinion, the use of front wheel drive is not the Saab Philosophy. Rather, the use of front wheel drive is dictated by the Saab Philosophy. Unfortunately, Saab's most recent advertisements, those stating that "We [Saab] don't make compromises, we make Saabs" are empirically incorrect and lead to misleading conclusions about the Saab Philosophy. Of course Saab makes compromises; the key to Saab Philosophy is which compromises are made, and why. One way to which the Saab Philosophy is often referred is as nonconformist. Us Aquarians know a lot about nonconformity, and while it means that you do not do something simply because others are doing it, the true nonconformist knows that doing things just to be different is a form of conformity in its own right!

For example, Mr. Bartman believes that he understands the various implications of using front wheel drive, rear wheel drive, and four wheel drive. Obviously, so do the engineers at Saab. They chose to use front wheel drive because of its impact in the total car package. Saab Philosophy should not mean sticking blindly with front wheel drive, or any other technical aspect of the current product line. Doing that would be the anathema of true Saab Philosophy, and is as dangerous as conformity. If Saab were to offer a rear wheel drive car, we ought to be able to expect that they would implement a design in which the characteristics of handling, performance, "feel", safety, etc., were commensurate with Saab standards.

Ironically, producing a rear wheel drive car with terrific handling and feel would actually be, in many respects, a typical Saab accomplishment, albeit one that would seemingly defy the laws of physics. Certainly, Saab will have a lot of explaining to do if they release a rear wheel drive vehicle, but I for one will be willing to examine their reasoning.

There are already plenty of compromises in a Saab. If there weren't, I would be driving a car with the performance of a Mitsubishi 3000GT-VR4, the cargo carrying capacity of Allied Van Lines, and getting 100 m.p.g. all the while. In fact, comparing the closely priced Mitsubishi to my 1991 Saab 9000 Turbo can be a very interesting experience, in terms of trying to divine the underlying philosophies behind the two cars. The Mitsubishi is an amazing performance machine, and gets rather good fuel economy for a 300 hp vehicle, but the fit and finish, creature comforts, and utility were clearly secondary. In contrast, my Saab is not quite the performance monster that the Mitsubishi is, but is top-flight in every other respect. A compromise that I made, and Saab engineering made for me, was to give up something in performance (but not a whole heck of a lot, actually) in exchange for an inordinate amount of superior character in almost every other aspect of the vehicle. Could Saab produce a car with the same utility as my 9000 and the performance of the Mitsubishi? Undoubtedly. Could they do it without blowing my budget (or their margins) completely to heck? Apparently not, which is what leads to the making of a compromise. The difference between my 9000 and the Mitsubishi is that Saab made the more intelligent and appropriate compromises, at least for me. A friend, with several vehicles in his family, purchased a Mitsubishi. On the other hand, he can't use it for long trips with the family, going camping, or participating in any of the other enthusiasms that Saab knows we harbor. For those, he must take some other vehicle, better designed for those activities. My Saab, while perhaps not a 10 as a street racer, is arguably a good 8+ and also an 8+ for almost any other activity for which I might want to have a car. Of course, not all Saab's are quite as capable. In fact, the Saab 900 Convertible has such a lack of utility, that were I to champion utility as the cornerstone of Saab Philosophy, as Mr. Bartman does for front wheel drive, I might conclude that Saab has already parted ways with their purity and uniqueness. However,

Saab must feel that there is something special about their convertible and notch-back configurations; cars designed as intelligently as possible within the parameters of each market segment; a feat uniquely Saab.

In conclusion, the essence of Saab is neither the automotive techniques employed today, nor some refusal to make compromises. I believe that the key to Saab is that they make intelligent compromises and sell cars to those able to perceive the intelligence of Saab's choice in compromises, rather than attempting to sell a car to Everyman. Saab may never build the automotive equivalent of Florence Joyner, but they will, we hope, continue to make the epitome of the automotive decathlete. Cars that, through intelligent and unique solutions, will continue to exhibit as much general utility as possible, while simultaneously fitting into their market niche.

For what it is worth, if you accept my claims, a logical conclusion is that the key to increased Saab sales is a campaign to educate consumers, so that more people understand the compromises made by Saab, and why those compromises led to the best cars. Better that Saab should remain a smaller purveyor of excellence to those able to understand it, than to lower their standards to reach the rest.

Noel J. Bergman  
Elkins Park, PA

### S&S supporter

I was shocked to see the letter in the September '90 issue of NINES which describes Sports & Specialist Cars in Trenton as "terrible." My spouse and I purchased our 1988 900 Turbo primarily because of Sports & Specialist Cars (S&S).

Before selecting a SAAB, we looked at Honda, Acura, and Mazda. Reliable? Yes, but missing quite a lot, especially head-room and a record for safety. Besides, they all look like aerodynamic coupes from Japan.

The S&S salesman spent *time* with us. He answered everything we asked, did a little SAAB soul "preaching", and even explained why a SAAB 5-speed was "linky". [Considering the price and reputation, I expected (and still expect) a smoother, more reliable transmission.] Conversely, the Japanese salespeople were impatient, arrogant, expected me to sell their car, and wanted my life history before they would give me a sales glossy.

We decided on a SAAB. The S&S

salesman spent 2 months searching for a red 900 Turbo which was already in the U.S. This avoided the \$800 or so price increase and allowed us to enjoy our 900 Turbo on the long Memorial Day weekend.

On June 9th, tragedy struck. A Chrysler K-car struck the passenger side front quarter panel and door of our car. We were devastated. I crawled into S&S and explained our tale of woe. They promised to take care of everything and they did! I checked the status of our SAAB and discovered that they had sent it to a local specialized bodyshop for the repairs. Several of the S&S staff told me that the car would be well taken care of, it would be as good as new, and if the accident had occurred in our previous car, we wouldn't be so lucky. I felt like my luck had been trampled by Lee Iacocca and his merry band of Chrysler engineers.

It was a long hot summer, but by early August our SAAB was back. Then the A/C went, the parts were back-ordered, and we enjoyed a long hot vacation. Shortly thereafter, the required parts arrived, were installed at no-charge, and the cool SAAB love-affair began again.

In the 2½ years that we have owned our 900 Turbo the radio, cruise control, climatic fan, windshield, passenger side window, cigarette lighter, glove box light, trunk latch, seat heaters, one running light, rear-view mirror, and hood medallion were all repaired or replaced under warranty, at no cost and with no questions asked by S&S. I don't know if these were all quality control items or if some are accident / post-accident stress related, but they didn't cost us a dime! For general repairs and maintenance, S&S pricing is extremely competitive when compared to other automobile dealerships in central NJ.

At the '90 National Convention we had dinner with some members of the NJ SAAB club. They highly praised the support and tech sessions that S&S provides to local NJ SAAB club members.

The only negative thing I can say about S&S is that the service manager is occasionally stressed-out and somewhat grumpy by late afternoon.

As for Parrformance, the only thing I know about Mr. Parr is that he exhibited some extremely reckless parking lot driving at the National Convention. I would hope that he drives his customer's cars with a higher degree of care and safety than his own. He did seem knowledgeable at the

panel sessions though.

My "friendly" advice to the Naymola's is to leave the yuppie-farms of Plainsboro, head West, and move closer to Parrformance in Pennsylvania! Besides, everyone else in NJ is doing it!

Mark H. Klitzke  
Sayreville, NJ

## Preserving our planet

Recently I read the book 50 Simple Things You Can Do to Save the Earth. It made me aware of the many things that one person can do to save our despoiled planet and I accordingly made many changes in my life. My good friends and fellow Saab Club members, Bonnie and Joe Lee, are also dedicated Earth savers and we enjoy exchanging tips on how we can better

preserve our planet. There is, however, one thing we all feel very good about and that is the fact that we drive Saabs. What better way to save the Earth than to drive a car that is built to last?

At school we offer daily tips on saving the environment. One of the things that is stressed to the students is that they should buy things that last and take care of them. I feel that I set a good example for them since I am still driving the 1974 Saab Sonett that my husband, Dwight, purchased that year. Your club also sets a marvelous example for young people today in that you are committed to preserving a car that is already "built for the long run." We have only one planet and it is better off because of you. Take a much deserved bow.

Linda Benecke  
Cherry Hill, NJ

## More Conquests Ahead?

After having just swallowed the auto giant whole, it may seem like an odd time to speak of another conquest. In much the same way as it seems strange that The Factory would continue to introduce technical innovations and new models when the press is still full of free publicity for The Factory and its products. The Source says that these announcements were scheduled anyway and The Factory decided not to delay them. Besides The Factory is known for its technical innovations and its conquests as a result of its technological advantages and its constant product improvement. One now knows that it was this engineering advantage and the announcement of the incredible new 9500/9600 that was the knockout punch for the auto giant. It all leads one to wonder who might fall next under relentless onslaught of The Factory's talents.

We may not have to wonder long! The Source says that there are negotiations in progress even as you read this. It seems a certain continental manufacturer wanting to be known for its technology is considered very vulnerable and is almost begging for The Factory's intervention. The Source says that the Board is not very interested in acquiring another 'child', especially this soon, but it appears that the target company is sinking fast.

This other company, as hard as it is to imagine, once held sway with the only three-cylinder, two-stroke engine that could ever compete with The Mighty Three. Naturally, they had not achieved the level of perfection that, say, the Monte Carlo engine has attained, but in its time it was most certainly competitive. But strangely, they abandoned this pure, competitive technology for the sudden acceleration of a four-stroke, not to mention, five-cylinder engine! This unimaginable lunacy had obviously contributed to their present terrible mess. One can only wonder how such things can happen.

Next time, the final Sonneett details, until then, best wishes.

*Simon Du Stroke*

## 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, 2416 London Road, Unit 900, Duluth, MN 55812-2221

I have two questions: My 1984 3-door Turbo with A/T is hard to steer in and out of parking lots and in sharp corners. I have replaced the power steering pump, but there is no change.

My 1982 5-door Turbo A/C compressor doesn't kick on and off like the '84 does. After an hour or so I have to shut off the compressor to thaw out the evaporator.

Allen Hockman  
Brandenburg, KY

*Your '84 Turbo may be suffering from GM-Saginaw power steering "Morning sickness". This malady is a result of wear in the spindle of the pinion housing causing pressure loss that is most evident when the car is cold. The only permanent fix is replacement of the entire steering rack.*

*As for your air conditioning problem, check the position of the thermostat capillary tube in the evaporator. If the tube is not located properly in the coils, it will not trip the thermostat switch and freezing will occur. It is possible the thermostat is defective and should be replaced.*

*Put a thermometer in one of the A/C vents and run the system, checking air temperature as it leaves the vent. Then try adjusting the cut-out point by bringing the thermostat down from the air plenum inside the car, and turning the small Philips screw on the end of the switch until the compressor kicks off.*

Why does my '73 96-V4 suffer from vapor lock in summer heat after it's been sitting (hot) for over 10 minutes? The carb is a Weber that had already been installed when I bought the car.

Philip Drury  
Bethlehem, PA

*Obviously, heat is the culprit that creates vapor lock in carburetors and in fuel injection systems. I can't even restart my lawn mower hot when it has certain brand fuels in the tank.*

*Try routing the fuel line from behind the engine rather than passing along side the exhaust pipe. Then ensure the float level is within spec for your carb. Choose a few different brands of gasoline, and see if the problem disappears with other brands.*

I have a 1984 900 Turbo which has a problem with its ventilation control system. This seems to have appeared after I partially removed the dashboard fascia to work on the radio wiring. During this, I disconnected the vacuum hoses attached to the back of the selector switch, and reattached them without difficulty. Now there is no airflow to the footwells at any setting; airflow through the dash and defroster vents seems OK. When the knob is set for air to the footwells only, there is no airflow through any of the vents. I have looked at the hoses and their connection to the switch again and they all look right. Could I have accidentally disconnected a hose deep in the bowels of the dash where it connects (I assume) to a damper controlling airflow to the footwells?

Jonathan Amy  
Alexandria, VA

*When there is a loss of vacuum to the 900's vent system, all the air flow goes to the defroster vents. Be sure the selector is receiving vacuum by rotating the knob and listening for the tell-tale hisses and swishes (the engine should be running). If you don't hear anything, ensure all the vacuum hoses are connected from the manifold to the storage canister in the right front fender. Lift the front speakers and check the connections at the defroster servos, the main servo behind the radio, and the floor one behind the console. You can also rev the engine a bit, then shut it down and listen for a hissing noise that would indicate a vacuum leak.*

I recently acquired a 1990 9000 CD Turbo, a dream car with a few minor bugs. The biggest bug is that the "CHECK ENGINE" light comes on intermittently when cruising down the highway at a steady speed. By applying additional throttle, the light goes out and the turbo power loss is non-existent. The dealer's technician has replaced the APC controller and reprogrammed the computer, but has been unable to find the problem.

Richard Cannon  
St. Charles, MO

*The next time the "CHECK ENGINE" light comes on, write down the pattern in which it flashes, e.g. four flashes per phase,*

*then relay this information to your technician. He should be able to translate the signal and remedy the fault.*

*The most common faults lie in poor electrical plug connections, especially at the knock sensor microphones. Unplug the sensors and look at the plug, making sure the pins are even and visible, and making good contact.*

I bought an '86 900 8-valve new. It didn't seem to have the power it should. The dealership said it checked out to specs. I did turn the distributor a fraction clockwise and that helped some.

The car also "sing-songs" when idling, even coasting down long hills. If I unplug the oxygen sensor the engine smooths out and seems to have more power, but when I plug it back in the RPMs start going up and down again. Also, what is a Lambda lockout kit, mentioned in June's Klinik?

Do you know of any aftermarket bolt-ons to help horsepower and torque?

In the July/August issue, Lyle Kloke of Saab says to use 10W-30 in the 900 tranny, but my dealership, Autohaus of Asheville, says to use 20W-50. What gives?

Richard Rhymer  
Candler, NC

*Sorry to have to admit it, but the 8-valve engines became increasingly sluggish and unresponsive in their last years. The cycling of the idle with the oxygen sensor plugged in indicates a rich mixture setting. When it is functioning, it will constantly try to bring the mixture back to spec and the cycling results. The lockout kit assists in cold running before the oxygen sensor heats up to operating temperature.*

*Bumping the timing up a few degrees will definitely help. Motor Sport Service in Jamestown, New York, (and several other NINES advertisers) offer a free-flow exhaust for your 900. A more open exhaust will help your low-end as well as enhancing your top-end power.*

*Either oil is acceptable for your gearbox, but you may experience stiffer cold shifting with the 20W-50. Since you live in a more temperate area of the country, 20W-50 may suit you just fine.*

# SERVICE SUBJECTS



## FROM SAAB

### Daytime Running Lights

Application: 1991 900 and 9000 models  
PSI 09/90-0024, S-3/P.4

For 1991 900 and 9000 models, an optional relay is available that activates daytime running lights. Daytime running lights represent an additional safety feature as they maximize the car's visibility. All 1991 models are prewired at the factory for this feature.

The daytime running lights are essentially the same as the normal low beam headlights except that they cannot be switched to a constant high beam. The high

beam "flash" function remains, however. When the optional relay, P/N 95 56 390, and 10-amp fuse are installed (see chart below for relay and fuse location), the daytime running lights will be activated as follows:

Headlight Switch Position	Ignition On	Ignition Off
	Daytime Running Lights & Parking Lights (High beam flash function only)	All Lights Off
	Daytime Running Lights & Parking Lights (High beam flash function only)	Parking Lights Only
	Headlights & Parking Lights (Normal high beam function)	All Lights Off

In addition, when the daytime running lights are illuminated, the parking, instrumentation, license plate and side marker lights are also lit.

### Relay and Fuse Installation Location

	Relay Location	Fuse Location
900	Under Hood, Position F	Under Hood, Position 4
9000	Power Distribution Panel, Position O	Power Distribution Panel, Position 31

Note: The wiring diagram for the running lights circuit contained in the 1991 9000 News Book is incorrect. A corrected diagram is given with P.S.I. 09/90-0024.

Saab Service Information updates are provided to NINES as a courtesy to Saab owners by Daniel L. David, director, service and technical, and Stan O. Helling, President and COO of Saab Cars USA, Inc.

## CHRISTMAS STOCKING STUFFERS!

### SAAB BOOKS



- SAAB ELECTRICS FOR EVERYONE--Understand Saab wiring & more--  
\$40 ppd, USA, Canada  
\$44 ppd, Overseas
- SAAB STARTER, ALTERNATOR OVERHAUL MANUAL--Covers 65-90 Saabs  
\$20 ppd, USA, Canada  
\$22 ppd, Overseas
- DREAMS & DEATAILS, 30 Years With Saabs--A Great coffee table art book on Saabs!  
\$24 ppd, USA, Canada  
\$26 ppd, Overseas
- SAAB SOURCES--Parts Interchange manual For 95, 96, Sonett--  
\$15 ppd, USA, Canada  
\$17 ppd, Overseas

**MAG WHEEL MOUNT STUDS**  
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Check out these new sweat shirts with new Saab art! Sizes tend to run small.

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## SONETT

## Intake Manifold Fitting Replacement

Application: 1985 B202 Turbo  
PSI 10/90-0037, S.2/P.6

The plastic elbow fitting, P/N 75 23 020, on the intake manifold of the 1985 16-valve 900 Turbo has been replaced by a brass fitting in the spare parts system. This elbow fitting connects the intake manifold and the AIC valve via a hose.

The brass elbow, P/N 75 18 350, must be glued directly into the manifold whereas the plastic fitting was seated with an O-ring and held in place with two locking nuts. To fit the brass elbow, see the installation procedure below.

### Brass Elbow Installation Procedure

1. Remove the existing plastic fitting by separating the throttle valve housing from the intake manifold and gently squeezing the plastic locking tabs together.
2. Remove the O-ring from the plastic fitting and install on the brass fitting.
3. Ensure that there are no broken shards of plastic from the fitting in the intake manifold. Thoroughly clean the area where the brass elbow is to be installed.
4. Apply a 2-part epoxy adhesive to the brass elbow.
5. Fit the elbow to the manifold so that it

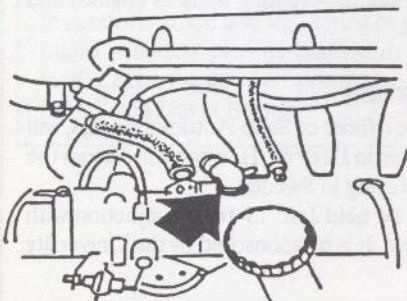


Figure 1. Apply adhesive to the brass fitting and install so that it points towards the idle control valve.

points towards the idle control valve (Figure 1).

6. After the epoxy has set, connect the hoses to the fitting.

### Owner's Manuals

Application: 97, 99, 900, 9000  
PSI 10/90-0030, S.13/Pg.1

Owner's Manuals listed below can be ordered through your Saab dealer. Some

manuals are in limited supply and will be discontinued when stock is depleted.

Manuals not listed are no longer available.

Model	Year	Part Number
97		
	1974 Sonett III	02 90 478
99		
	1969	01 00 990
	1974 Wagonback	02 94 017
	1974	02 90 494
	1975	02 90 502
	1976 GLE Supp.	02 90 536
	1976	02 90 510
	1977	02 90 544
	1978	02 90 569
	1979	02 90 577
	1980	02 90 783
	1978-79 "Caring for your Turbo"	02 90 791
900		
	1979	02 90 585
	1980	02 90 775
	1981	02 90 858
	1982	02 91 260
	1982 APC Supplmt.	02 97 598
	1983	02 91 328
	1984	02 91 385
	1985	02 98 299
	1986	03 29 318
	1986 Convert. Supp.	03 08 510
	1987	04 00 754
	1987 Convert. Supp.	04 00 580
	1988	04 00 945
	1988 Convert. Supp.	04 01 059
	1989	04 02 776
	1990	04 02 974
	1991	04 03 550
9000		
	1986	03 29 219
	1986 Automatic Supp.	03 08 494
	1987	04 00 747
	1988	04 00 820
	1989	04 01 810
	1989 Edition II	04 01 828
	1990	04 02 834
	1991	04 03 738

### Accessory Owner's Manuals

Application: 900, 9000 1985-91  
PSI 10/90-0030, Sec. 13/Pg. 3

Radio Owner's Manual	Year	Part #
Clarion MTR's	1985	02 61 784
Clarion ETR	1985	02 61 776
Clarion Aftermarket	1986	02 73 227
Clarion Owner's Manual	1987	02 73 425
Clarion Owner's Manual	1988	02 73 714
Clarion Owner's Manual	1989	02 13 868
Clarion Owner's Manual	1990	02 47 114
Clarion Owner's Manual	1991	02 14 890

### Other Owner's Manuals

DCC Owner's Manual	02 89 777
Saab Guard Owner's Manuals	02 74 191
Saab Anti-Theft Security System Manual (900 / Alpine)	02 46 306

## OVERSEAS AUTO PARTS

KYB GAS SHOCK \$23.40

99/900 MUFFLERS WITH  
CONNECTOR PIPE \$52.82

MANN OIL FILTERS \$6.26

BALL JOINTS \$25.95

REPCO METAL MASTER  
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REAR \$19.94

NGK SPARK PLUGS \$1.65

HALOGEN BULBS-H9004  
\$9.95

AIR FILTERS \$5.95  
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## SAAB NEWS

### Herman optimistic about Saab's future

David Herman, president and CEO of Saab Automobile AB, offered members of the media at the Paris Motor Show an optimistic, but cautious, outlook for the company.

He outlined the future product range, with models to continue in the 900 and 9000 categories, supplemented by a top-of-the-line model positioned just above the current 9000. "The planned third range is targeted to compete with the top European executive cars on the market today, and like them it would need to have rear-wheel drive or even four-wheel drive," said Herman. "As such it will be powered by the type of engine which is traditionally demanded by buyers in the segment: e.g. 6 and possibly 8 cylinder units. Such engines would be chosen from GM's engine program, but clearly reworked to fit into a Saab concept and meet Saab's very specific demands for power and torque delivery."

In the past, Saab has relied on the Scandinavian and U.S. markets for most of its sales, with the United Kingdom accounting for another 12,000 in 1989. Sales have declined in those markets in the past two years primarily due to a general auto market slowdown in the Nordic countries, particularly Sweden, and the United States where Saab's segment has been falling since the stock market crash of 1987.

Plans are to expand in Western Europe, where total sales are currently 40,000 units spread over 13 markets. He also announced a European Regional Office to be located in Brussels. Expansion into Eastern Europe is also expected as those countries move into a market economy.

Latin America is another untapped market for Saab, and the first move in that direction took place recently when Saab participated in the Sao Paulo Auto Show in Brazil. Established GM dealers in that country will carry the Saab line beginning in March 1991.

Several cost cutting measures will be taking place at Saab Automobile. The car company's offices, currently located in Nykoping as part of Saab-Scania's headquarters, will be moved to Trollhattan in an effort to eliminate duplication of jobs. Another early retirement program that involves about 250 people in the 56-65 age group is in the works.

Some components will now be purchased from outside suppliers instead of building them in-house. These include wiring harnesses, axles and upholstery. "If Saab Automobile is to be competitive on the world market, we must concentrate on our core business which the production of fully built cars and such identity-creating units as engines and transmissions," said Herman.

### Saab chief to address World Congress

David Herman, president and chief executive officer of Saab Automobile AB, will speak at the 1991 Automotive News World Congress in Detroit. Herman will discuss the Saab-GM joint venture, and the state of manufacturing in Sweden.

The Automotive News World Congress will be held Jan. 13-16 in conjunction with Detroit's North American International Auto Show. It is co-sponsored by the University of Michigan Transportation Research Institute.

### Engine plant cancelled

Saab Automobile AB has announced that plans for a 500 million kronor (\$89 million) engine assembly plant in Karlskrona, Sweden, have been cancelled because the capacity is no longer needed. Six-cylinder engines for Saab's future top-of-the-line models are expected to come from General Motors.

Political problems for Saab-Scania could result from the cancellation. The company had agreed to build the factory in the economically depressed Karlskrona region in exchange for government support for development of the Saab 2000 commuter aircraft. The agreement was made prior to selling half of the Saab Car Division to GM. Saab-Scania will discuss other projects with the Swedish government to fulfill the commitment.

Saab Automobile AB also reported a pre-tax loss of 2.1 billion kronor (\$375 million) for the first eight months of 1990. Much of the loss was attributable to bringing two new factories on line, an engine factory in Sodertalje, Sweden, and a final assembly plant in Malmo, Sweden.



## SAAB NEWS

Halbach to head  
Saab marketing

Hans Halbach has been hired by Saab Automobile AB to become the vice president for international sales and marketing. Halbach will report directly to David J. Herman, president and chief executive officer.

Halbach brings a wealth of experience to Saab. His most recent position has been executive vice president at Porsche AG in Germany, where he had been for four years. Prior to that he held various positions with Volkswagen and Audi, including a stint as vice president of sales and marketing for Volkswagen Canada. His experience in the field goes back 30 years.

While at Porsche, the company's new car sales in the U.S. dropped from 30,471 (1986) to 9,476 (1989), but Halbach helped Porsche to lessen its reliance on the U.S. market. He also oversaw the reduction of the Porsche dealer network in the U.S. from 210 to about 80 dealers.

Since Saab is aiming to increase its presence in Europe, Halbach's familiarity in marketing there is considered vital.

"[Mr. Halbach's] world-wide experience and well-known accomplishments in the distribution and marketing of premium products provide Saab with the kind of expertise and background we will need," said David Herman.

## Four snow tires for safer winter motoring

Just as a skier would no sooner run down a winter slope with different length skis on each boot, you may not want to venture onto snow covered roads this winter with just two snow tires on your car.

"Snow tires on all four wheels are more effective than two, even though you have the extra traction and assurance of Saab's front-wheel drive," says Daniel L. David, director, service and technical for Saab Cars USA, Inc. "And that advice holds true for drivers of all cars, not just front-wheel drive models."

Why are four snow tires better than two? The answer has to do not only with how snow tires are made, but with the laws of nature as well. If you rub your hands together for a few seconds, you feel heat building up between your palms. The resistance you feel is known as "friction."

It is this friction between your car's tires and the road which enables you to accelerate, brake, steer, and stop your car. Thus, you want to maximize your friction at all four wheels, not just two. "It's basic

safety advice," says David, "which is as simple as two plus two."

Friction between tires and road surfaces -- otherwise known as "grip" -- is used to transmit directional and all other driving forces. However, snow, rain, or ice can limit your tires' grip. Snow tires have frictional properties specially suited for winter conditions. In addition to the more aggressive tread pattern most snow tires have, the rubber composition of these tires is compounded especially for the cold environment to which they are exposed.

Not only do snow tires provide increased friction and traction under snowy conditions, but their pliability in cold weather also allows them to better adapt to road surface irregularities for better comfort as well.

To educate drivers to the special techniques and precautions of traveling on snow and ice, Saab Cars USA publishes a book called Winter Motoring. It is available free of charge at your local Saab dealership.



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**ROADSPORT**

## New distribution center opens in California

Saab Cars USA, Inc. opened a new parts distribution center in Union City, California, on November 12th. The new warehouse will serve Saab dealers in the Western Region and portions of the Central and Southern Regions.

Located on Route 880 in Union City -- roughly 25 miles southeast of San Francisco -- the new distribution center, located on a 6.1 acre site, supplies 101 Saab dealers with Saab parts and accessories. The new facility also incorporates Saab's Western Regional administrative headquarters, which is managed by Carmen A. Gautille, western regional vice president. It includes a corporate training facility for Saab dealership sales, service, and parts personnel, along with corporate employees.

"The new Union City Distribution Center demonstrates Saab's commitment to its dealer body and represents a 110% increase in floor area over the previous site in Carson, California," said Mike Raflowitz, director, Saab parts and accessories.

Under the direction of Distribution Center Manager, Stephen Remers, approximately 20 Saab employees operate the 104,000 square-foot facility, which

stocks the multitude of Saab parts and accessories required to effectively support Saab's extensive dealer network. Inside the warehouse, thousands of large parts and accessories are securely stored on racks measuring 22-feet high by 130-feet long. Specialized forklifts guided by wires embedded in the center's floors traverse the aisles between racks. Forklift operators need only move down the aisle and raise or lower their equipment to pick a specific part from the appropriate bin location. Small Saab parts and accessories are stored on 50-foot carousels, which function as an electronic storage or retrieval system.

A 7,500 square-foot hazardous materials area is attached to the new facility. It is for safe storage of tires, batteries, anti-freeze, corrugated packaging supplies and other materials considered flammable, or potentially harmful to humans if spilled.

Shipments for Saab parts received via San Francisco airport's air freight services, are trucked to the distribution center and are received through 13 specially equipped loading bays, called Dock Loks. The devices attach themselves to the rear bumper of a truck to prevent it from accidentally rolling away from a loading dock.

The Union City distribution center will be one of two parts distribution centers in the U.S. Saab's other distribution center is in Meriden, Connecticut. A distribution center in Marietta, Georgia, opened in 1986, has been closed.

The two remaining distribution centers will work to serve Saab's 350 U.S. dealers. A dealer Communication System (DCS) is available to all Saab dealers as a prompt and efficient way for dealership parts departments to electronically order parts and accessories from their closest distribution center for stock or emergency purposes.

## A shopping alternative - your Saab dealer

Holiday shopping usually poses three challenges: What to buy the person who has "everything," how to stay within your budget, and how to beat the crowds. Mike Raflowitz, director, parts and accessories at Saab Cars USA, Inc., offers a solution for these seasonal challenges.

"Consider your local Saab dealership as the ideal alternative for holiday shopping," says Raflowitz. "Let's face it, Saab owners have discriminating taste and enjoy

spending a lot of time in their high-technology 9000s or 900s. And so the man or woman who supposedly has everything, will always appreciate something to complement or remind them of their Saab," he continued.

There are many Saab accessories to enhance the hobbies and busy lifestyles of Saab owners. Even though Saab cars have generous cargo capacities, luggage carriers which attach to the roofs of 9000 and 900 models are available to conveniently transport extra large, bulky items, as are trailer hitches. For cycling enthusiasts, Raflowitz suggests Saab-approved bike holders and locks. A wide array of ski racks, and ski and windsurfer holders can also be purchased at the Saab dealership.

Saab cars are well recognized for safety, but there are several items that can enhance the safety of the Saab driver and his passengers. How about a First Aid Kit, fire extinguisher, or collapsible warning triangles? Cargo mats or storage boxes can keep smaller items from sliding around loose in the trunk.

For increased winter driving safety your Saab dealer offers Pirelli Winter 160 snow tires already mounted on Saab's durable steel rims, and tire chains which offer increased traction in snow and ice.

Does the person who "has everything" have a windshield washer fluid heater? "This handy safety item warms the windshield washer fluid in Saabs and reduces the tendency of fluid to freeze on the windshield," says Raflowitz. "That's nice assurance for those who live in snow country or when heading off to the slopes."

For those on a limited budget, there are many Saab accessories with suggested list prices under \$25.00. These include cassette deck head cleaners, console face plates to conceal unused compartments in the center console, Leather Shield to condition leather upholstery, a locking gas cap to prevent tampering with fuel, and protective fog lamp grilles.

Maybe you'd prefer to give a personal Saab gift for the Saab owner. Saab dealers now offer the "Something Saab" accessory line of sportswear and personal accessories. Under \$25.00 items include a washable corduroy sports cap, a 100% silk tie or canvas belt decorated with colorful Saab 900 Turbo Convertibles, a coffee mug, Shaeffer pen, nylon wind breaker, head and wrist sports bands, and more.

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## Saab produces its last 8-valve engine

Saab has produced its last 8-valve engine. More than 750,000 units of this classic Saab engine have been manufactured at the gasoline engine factory in Södertälje. From 1991 models onwards, only the latest 16-valve engines will be built in this plant.

When the Saab 99 was first produced as the 1969 model, it was powered by a 1.7-liter, 80 bhp engine with an overhead camshaft built by Triumph in Great Britain. For the 1971 model, this engine was bored out to a swept volume of 1.85 liters and then developed 85 bhp (95 bhp with fuel injection). This marked the end of the development potential of the original Saab 99 engine, but a 2-liter engine developed in-house by Saab was almost ready for production at the engine factory in Södertälje.

The Swedish-made engine began production in the spring of 1972, and was first used to power the Saab 99 EMS - a special model with an engine rating of 110 bhp and a standard of equipment that set it apart from other cars in the Saab 99 range.

By 1974, the 1.85-liter engine had been dropped, and the Swedish Saab 2-liter engine was available in three ratings: 100 bhp (carburetor), 108 bhp (twin carburetor) and 118 bhp (fuel injection).

In 1977, Saab raised the turbocharging principle to a concept that was set to make automotive history. The intelligent application of turbocharging to a moderately large four-cylinder engine to achieve high performance was first applied to the basic engine. Turbocharging boosted the engine output to 145 bhp.

The H engine - a development of the Saab 8-valve engine - was introduced in the autumn of 1980 on the 1981 model. The designation "H" was derived from the "H principle" for which Saab lodged patent applications. According to this principle, the compression ratio of the engine is raised, but power output is not increased. Instead, the intake ports of the engine are throttled so that fuel consumption is reduced.

The true H engine with throttled intake ports was never sold in the U.S. market. It was instead known internally as the "rationalized B engine", or as the B201.

In addition to the lower fuel consumption, the H engine offered benefits in the form of lower weight and simplified design as it removed the countershaft which drove the ignition distributor, water pump and oil pump.

Having produced its last 8-valve engine, Saab has closed another chapter in its history - its carburetted engines. As from the 1991

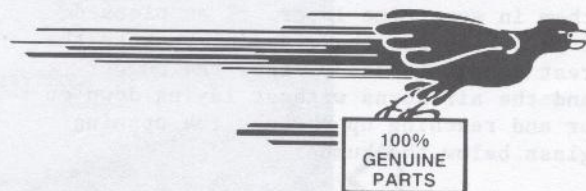
model, only injection engines will power the Saab range of cars.



Imre Derralies, Anita Bränd and Göran Salay built the last Saab 8-valve engine.

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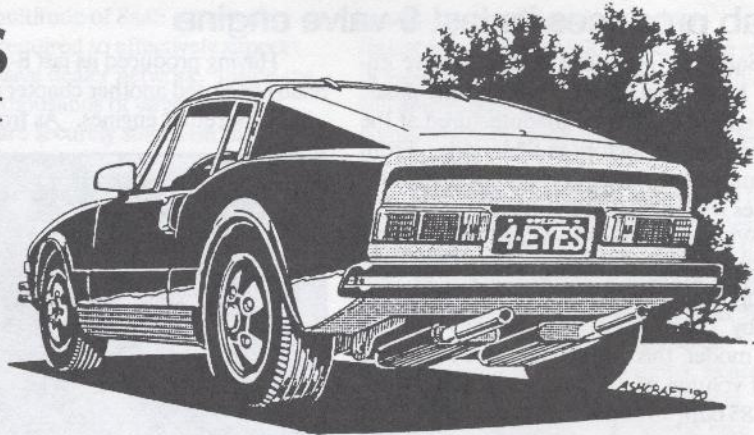
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# SHIFTIN' GEARS

by Jack Ashcraft

I had intended for years to modify a Sonett III for 4 rectangular headlights mounted in the grille area. I finally bought one with headlight mount damage and since I had to remove everything to fix that, I just left all the stock stuff out and JUST DID IT!



The lights themselves came from a junkyard mid size GM Trashmobile (tho a number of cars have the same small rectangular lights and are quite cheap. Be sure you get all the hardware, both for mounting and for adjusting the lights. I built a very strong, lightweight frame for each pair of lights out of U-shaped extruded aluminum, making the mounting so that the headlight adjustment is built into the mount. Then, after taking a sabre saw to the front end to open up the ends of the grille opening to accommodate the new lights, I mounted the headlight pairs in place with 1/4" bolts. The grille was made up from a broken late model GMC pickup grille (plastic, of course). I had to cut and fit some, and fit the grille parts together with industrial epoxy. The job was easier than I thought it would be. The lights adjust just like they did in the Trashmobile and I took about 50 pounds off the front of the car.

The pop-up light holes...HMMMMMMMMM...well something had to be done with them. The hour was getting late and I just cut panels of 1/8" aluminum sheet to cover them. Then on a whim, I put hinges at the back corners of the panels, a dzus fastener at the front and shot a little paint on them, figuring I would glass them in some time later. I am pleased that I didn't have time for the glassing because the doors give great access to the wiring, the bumper mount bolts and the air horns without laying down on the shop floor and reaching up through the opening in the fiberglass below the bumper.

Several people over the years have expressed an interest in how this could be done. If anyone has an interest in this I am putting together some instructions. Drop me a line.

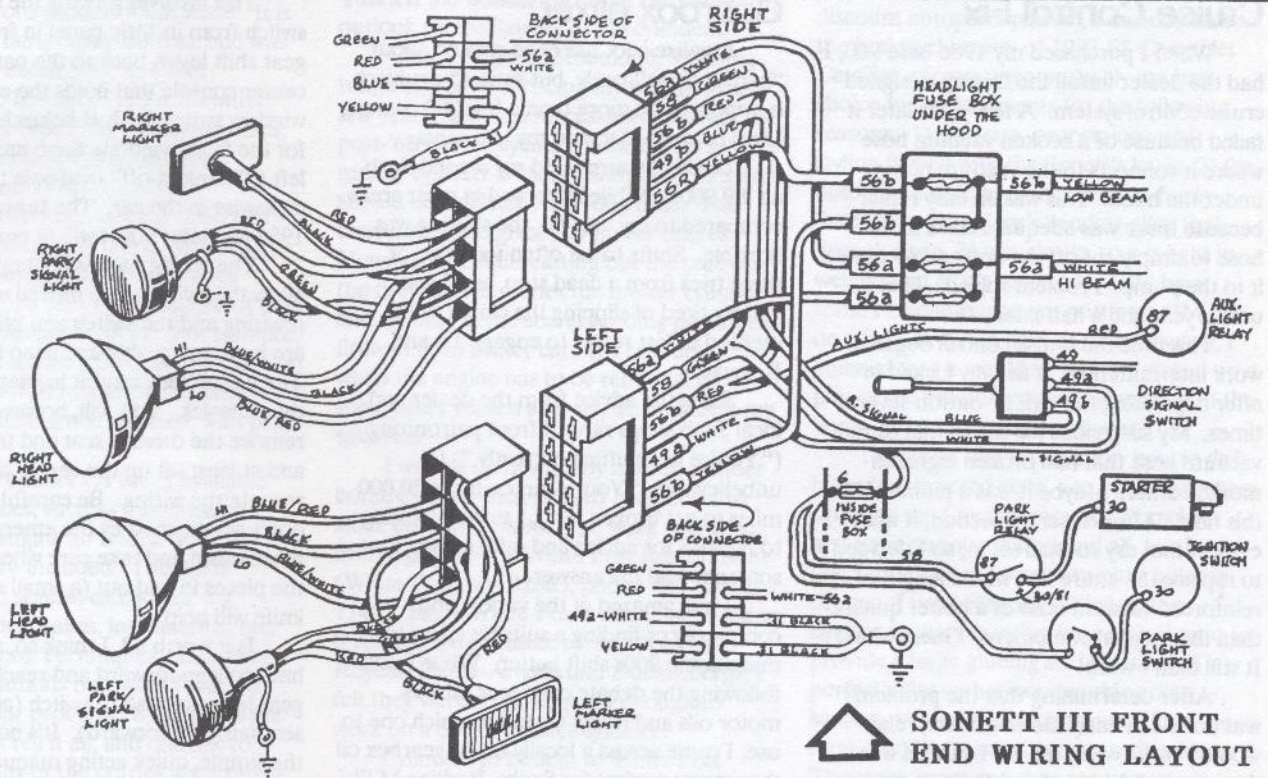
In the process of doing this modification to the 73 Sonett, I had to sort out the wiring at the front of the car. This is an area of wiring that almost always gets screwed up for one reason or another and is poorly understood. I am including a layout drawing of the Sonett III as I'm pretty sure if you ever have to fool around with yours this will be helpful.

Front end wiring troubles usually manifest themselves as one or more dim lights, horns that refuse to bleat, or signal lights that refuse to signal. Some problem areas to check are:

- 1--Ground wires (black) on each side of the frame at the front. Make sure they are good and tight and not corroded.
- 2--Corrosion in the plug-in sockets. Pull the sockets apart, clean the contacts with fine emory and a shot or 2 of TV tuner cleaner.
- 3--Corrosion in the front fuse box. Remove fuses and carefully clean contacts as in #2 above. Replace the fuses after cleaning them.
- 4--Damage to the wires leading to one of the pop-up light buckets. Cut away the damage, solder in new wires where necessary, and re-insulate with new shrink wrap.

Electrical systems for any Saab can be a pain and the newer the car, the more complex the diagrams and the wiring have become. If you have a wiring problem, you might want my book, SAAB ELECTRICS FOR EVERYONE, which covers the major circuits in nearly every Saab from 1965 to 1985. Basics, circuit diagrams, relays, test equipment, trouble shooting and a lot more is covered. Have fun with your gsparkens!

This '73 Sonett of mine has new dual exhaust pipes without cross-over. The mufflers are reverse flow with 3 baffles and the system is free from the 4000 rpm resonance of the extractor "Y" systems. Efficiency is pretty good--certainly an improvement over stock--and this system is easy to get out of the way when you have to pull the engine for some reason. You can see the mufflers quite well in this worms-eye view but I shot them black and they disappear from a normal viewing angle. This is a good system that would work equally well on a 95 or 96.

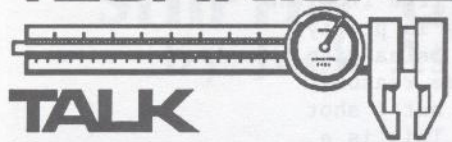


**SONETT III FRONT END WIRING LAYOUT**



**THIS IS THE '73 SONETT WITH 4 EYES. NOTE FOG LIGHTS UNDER THE BUMPER. PARK AND TURN SIGNAL LIGHTS ARE FROM A DATSUN 1200 COUPE.**

# 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.

## Cruise Control Fix

When I purchased my 1986 base 900, I had the dealer install the factory-designed cruise control system. A few years later it failed because of a broken vacuum hose where it connects to the vacuum pump under the hood. This was an easy repair because there was adequate slack in the hose to simply cut off the end and reconnect it to the pump. Problem solved. That is until a year and a half later.

This time the cruise control began to work intermittently. It usually kicked in after depressing the "SET" button several times. My suspicions led me to that same vacuum hose that had broken eighteen months earlier. Maybe it was a pinhole leak this time. After closer inspection, it was evident that dry rot had set in, so I decided to replace the entire line with a length of reinforced vacuum hose of a better quality than the original equipment. Guess what? It still didn't work!

After determining that the problem was not electrical (fuse was intact, relay would "click" when the SET button was depressed) I disconnected the vacuum line from the vacuum pump and applied suction to it while on my back inspecting the manifold under the dash. I could hear an intermittent vacuum leak when I fumbled around with the lines that connected the manifold, but I still couldn't pinpoint the exact location of the leak. Finally, almost by accident, I located the problem.

The cut out switch mounted on the clutch pedal was not sealing. This was caused by a slight "Play" in the pedal (approximately 1/4") because of a worn return spring. My quick fix was to detach the electrical and vacuum lines, screw the switch into the pedal a few turns (just enough until it sealed properly), then reconnected the lines. Eventually I'll replace the worn return spring and re-adjust the cut out switch accordingly.

Patrick Bolmeyer  
Wilmington, DE

## Gearbox elixer

I realize a lot has been written about "hard shifting" lately, but since this subject is important to more than a few 900 owners, I feel compelled to add my two cents.

I recently purchased my second Saab, an '89 900S. While improved in most areas compared to my '86 900, the shifting was horrible. Shifts to 1st often took two or three tries from a dead stop, and I was getting tired of slipping the clutch as the method of last resort to engage 1st and Reverse.

Since the advice from the dealer and local Saab shops ranged from patronizing ("You're not shifting correctly.") to unbelievable ("Your gearbox takes 20,000 miles to get broken in."), I started looking to NINES for advice and info, hoping that someone had the answer.

I was amazed at the variety and complexity of finding a suitable elixer to make some 900s shift better. While I was following the debate over gear lube vs. motor oils and trying to decide which one to use, I came across a locally made gearbox oil that seems perfect for Saabs, Redline MTL (Manual Transmission Lube).

This oil seems to answer the great debate, and has no reactive sulphurs to prematurely wear synchros. Best of all, it works great! I now can have fun driving my Saab and no longer check the classified ads to see how much I can get for a year-old 900.

Jon B. Penn

*Ed. Note - I use Redline MTL in my own 900 Turbo, and agree that shifting does seem easier. MTL is a synthetic lube with a 75W-80W gear lubricant rating. It was described in the June 1988 issue. - TW*

## Rerouted sunroof switch

For those of you who have a 3-door 900 with the electric sunroof and who, like myself, find the sunroof switch location awkward and uncomfortable, here is a relatively simple and cost-free solution.

This involves moving the sunroof switch from its little panel in front of the gear shift lever, back to the panel in the center console that holds the electric window switches. Just behind the switches for the front windows Saab has conveniently left a "blanked-off" oval hole that is situated crosswise in the car. The sunroof switch [on 1986 and later 900s] will fit perfectly there.

The wiring harness is long enough to allow the switch to be moved without any rewiring and the switch and blank-off piece are interchangeable and snap into position. The panels they mount in snap in and out of the consoles. You will, however, have to remove the driver's seat and front console, and at least lift up the center console to reroute the wiring. Be careful the wires don't get pinched by the emergency brake mechanism and take care when snapping the pieces in and out (a small screwdriver or knife will help).

Is it worth it? I think so, as I no longer have to lean forward and reach around the gear lever to push to switch (and I have the seat fairly far forward). It's not as nice as the simple, quick acting manual sunroof, but you can't have everything.

For 4-door owners, the change may be a little harder as the crosswise position in the window switch panel is already filled with the back window lock-out switch. Perhaps, however, the wiring harness to it is long enough to allow the switches to be switched.

Steve Parsons  
Washington, IL

## Broken fog lamp?

If you should break a Bosch fog lamp on your Saab, expect a replacement to cost over \$60 at your local Saab dealer. There is a less expensive alternative - your local Nissan dealer.

Nissan uses the same Bosch lamps on their cars, but the replacement (body, lens, reflector and bulb) is priced less than \$30. The Nissan part number is 99990-0093401.

## Computerize your car records

For the past two years I've been successfully using a personal computer to organize and file parts and service information for my 1972 SAAB 95. I am using an application program called Microsoft Works, version 1.05. This is a combination spreadsheet/word processor/database. It is simple to use, fairly easily learned, and was purchased for about \$100 in 1988.

There are five files: 1) Preventative maintenance & repair, 2) Operating notes, 3) Parts & Vendors, 4) Maintenance Techniques, and 5) Modifications.

**Preventative Maintenance & Repair** - A log of maintenance projects, ordered by date. Odo readings are included also.

**Operating Notes** - Observations of how the car works, or fails to work. For instance, recently I tried to run a bias-ply spare tire on one rear wheel with radials on the other three. The handling was affected, with poor tracking.

**Parts & Vendors** - A list of available parts and services, such as transmission rebuilding, or engine air filters. Part substitutions are included. The file is subdivided into several categories; e.g. engine, driveline, brakes, instruments, etc.

**Maintenance Techniques** - Contains the unusual solutions that were found to solve a particular problem. Sometimes the manual doesn't tell it all, and one has to improvise. Many of the entries are straight out of NINES.

**Modifications** - This file has engineering data, such as the thickness of sheet metal in various body components. It also has information about possible modifications, such as the correct Weber carburetor for this engine. Actual modifications to the car are listed in the Preventative Maintenance file.

Keeping an old car up and running amounts to a part time job. About two hours per month is spent on computer files, and perhaps eight hours per month on actual maintenance. When the workload seems burdensome, I remind myself of what a new car costs, and think about monthly payments. Works wonders for attitude adjustment.

Eric Johnson  
Pardeeville, WI

## V4 Brake MC alternatives

Several months ago the brake master cylinder in my '68 96-V4 failed -- fortunately the car was moving very slowly at the time! I looked into getting a replacement master cylinder and found that it would be fairly expensive, and the replacement cylinder would be among the last of the Mohicans. This left me wondering about the long-term outlook for availability of the cylinders.

Glen Edinger of Redmond, Washington, who's been servicing my 96 for the last few years, said he's successfully installed the post-'68 master cylinder in earlier 96's. This master cylinder is shared with early 99's and should be available for a long time. The conversion also gives you power brakes. However, it entails cutting out the part of the firewall that carries the master cylinder and welding in the corresponding part of the firewall from a later car. It's best done when the engine has to be removed for some other reason anyway, which wasn't my situation.

I wound up having my master cylinder bored out and then sleeved back down to stock bore with brass. The work was done for roughly \$50 by White Post Restorations (White Post, VA 22663, phone 703-837-1140). Since White Post's mainline business is restoration of classic cars such as Rolls-Royces, Pierce-Arrows and Duesenbergs, I felt they were certainly good enough to work on a SAAB master cylinder!

Cylinders to be sent to White Post should be completely disassembled. You'll receive special fast service at no additional charge if you enclose a note stating that the car is your daily transportation. My master cylinder arrived back in Seattle six days after it left, traveling by UPS Second Day Air both ways. With regular changes of brake fluid it should theoretically last indefinitely.

Andy Buc  
Seattle, WA

## Updated mirrors for Sonett III

Recently I re-did the body of my Sonett III, and I decided the ugly little bullet style mirrors were shot and had to go. After weeks of extensive research (driving around looking at other cars in parking lots and on the freeways, and scoping out all those discount autoparts places), I decided that the junkyard variety of 1983-85 Chevrolet Cavalier mirrors were probably the best choice for replacements for the following reasons: 1) The size, proportions and styling fit well with the Sonett's looks, 2) the base fits reasonably well with that funny little part of the door's window glass that doesn't open, 3) it is plastic, so it is light in weight, and 4) it's paintable. I did have some reservations about putting a GM part on a SAAB, but in light of recent events, I guessed that it would be okay. I picked up a pair of the manually operated mirrors at the bone yard for about thirty bucks.

I suppose that if you know how to drill holes in tempered glass, you could bolt them up using the Cavalier mounting brackets and have remote control and all, but I don't and I didn't want to put any extra holes in my car. I used Plan B: I filled all the cavities in the mounting base with Bondo to provide a large glueing surface, sanded it perfectly flat with a woodworking disc sander, painted the mirrors, and glued them right onto the glass with epoxy adhesive. They look great and they are a lot more functional than the original mirrors.

Bob Fulmer  
Mount Laurel, NJ

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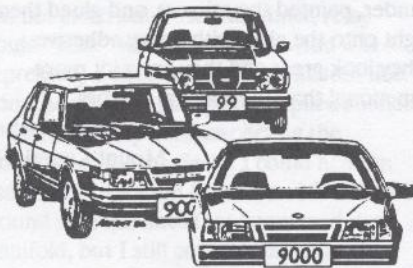
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## 900 bracket removal and other tips

First, to Jack Ashcraft regarding water pumps, etc: I'm sorry that the [short] letter offended you. I appreciate your work and found it hard to believe that you spent as much time as you did with the repairs that you mentioned.

When dealing with the A/C compressor and bracket, I proceed as follows:

- 1) Remove the nut that holds the alternator adjuster to the alternator - do not touch the adjusting nut!
- 2) Remove the A/C belt and alternator belt(s) from the alternator. Sometimes this is difficult and it may be easier to derail them at the water pump pulley first, one at a time.
- 3) Using a long extension and a swivel socket (usually 12mm) remove the lower bolt from the bracket (near alternator).
- 4) Next, remove the bolt in the bracket closest to the firewall, followed by the third bolt. You will have to lift the compressor and bracket as you remove the bolt or it will not clear the A/C suction line.
- 5) The compressor may be positioned out of the way on top of the evaporator case. Please note no loss of chloro-fluorocarbons.
- 6) Remove the other two bolts from the alternator bracket and remove the alternator and bracket as an assembly.
- 7) Reverse the procedure to install. Pay special attention to alternator belts to be sure they are in the proper grooves in the crankshaft pulley.
- 8) As for the water pumps on H engines, I simply remove the bolts in the water pump pulley followed by the five water pump bolts. Cleaning the old gasket material off the engine is somewhat difficult, but it can be done. I remove the A/C belt about half the time.

RE: Saab Klinik -- generally good work.

Charles Sayle may have a bad damper on his '81, causing chirping when cold. 9000s have a problem with this.

I have had cars come back for wiper transmission repair after attaching the cam to the shaft using Loctite. Drilling through

the cam and shaft and pinning with a 1/8-inch roll pin is more permanent.

The best battery I've found for a 900 is a BCI group 56. It is the same size as the OE battery, but the terminals are reversed. No more burned up heat shields.

The most economical way to make a turbo "tuning kit" is to disconnect the pressure sensor and fuel cut switch hoses under the dash, and splice the hose from the boost gauge in the dash directly to the one from the manifold. This will allow the APC system control boost based on knock information only.

By the way, a bad pressure sensor is the most likely cause of a chattering APC valve at idle. I know of a 900 and a 9000 that have been operated like this for more than 30,000 miles with no failures, though I don't think I would do this to a 900 automatic.

Recently I installed a Saab APC unit on a 1988 Mercedes 300-series with twin turbos, using only knock input. I used a fuel and ignition map modification unit from a European aftermarket manufacturer, and must say that it really makes a turbo system work well.

Bad grounds in 4-door 900s cause a myriad of lighting problems. The economical repair for rear light woes is to drill a hole through the lamp back in the ground section (common to all lights), put a bolt through the hole and a 12-gauge wire, eye terminal, washer, and nut on the connector side. Attach the other end of the wire to a good body ground. Usually repairing the driver's side is adequate.

Bouncing temp gauges are often caused by a high resistance in the ground connection near the right side of the radiator.

That's all for now.

John Schreiber  
Saab Services  
Fort Lauderdale, FL



## Rallying a 99 and EFI tips

I first got interested in Pro Rally through the activities of Jeff Delahorne, the former editor of this newsletter. I later saw some rally cars at the 1984 Convention, and met Tim Scheib who was rallying a 1974 99. I later purchased that car from Tim and have been running it for three years.

One thing Jeff did was share some of his hard-earned knowledge about the cars and ways to prepare them, with the readership of the newsletter. I'd like to share some of my experiences as well. I have owned five or six 1974 model 99s (with Electric Fuel Injection or EFI) and am very familiar with their idiosyncrasies. If anyone has any questions regarding the '73-'74 models or 99s in general, I would be happy to talk to them.

In the September newsletter, Doktor Nio gave some bad advice to Bob Sneath regarding his 1974 99 LE. In the doctor's defense, Bob may not have described the condition in a way that was easy to understand. What I assume he was talking about is the situation where there is too much air getting into the engine. When idle speed exceeds a certain prescribed level, 1950 RPM during warm up, the gasoline is shut off until the engine speed drops down to 1000 RPM, then the gas comes back on and engine speed climbs again. This oscillation will go on indefinitely until the condition is corrected. Sometimes this is caused by a loose hose. Usually it is caused by the failure of the auxiliary air valve which provides additional air during the warm up period. When they start to fail, they let in too much air, and then, usually, they don't close completely so it becomes more and more difficult to adjust the idle speed. I recommend that Bob replace the auxiliary air valve as soon as possible.

It is a Bosch part, i.e. expensive. Try Import Motor Parts in Pueblo, Colorado. They advertise regularly in the newsletter and are far and away the cheapest supplier of Bosch parts.

When replacing the aux. air valve, I recommend the use of an impact driver. This inexpensive tool is very helpful, as in this case where you have fine-thread Phillips head screws going into an aluminum head. They corrode and get stuck. The impact driver is also essential to removing the small screws that hold the brake rotors on 99s. When replacing those small screws, put some anti-seize compound on the threads.

The last newsletter also mentioned Jack Ashcraft's book on Saab Electrics. One important thing Jack recommends with Saabs is the "6,000 mile fuse roll." Fifty percent of all problems with Saabs that get towed are caused because the ends on the German-type ceramic fuses corrode. Any time the car won't start or won't run, you should check the fuse block for a burned out or corroded fuse. Simply rotate them in their slot. I do this about once a month. Another thing you can do that is very helpful is smearing the ends of the fuses with silicone grease. This is sold in automotive stores as ignition grease. It will prevent the corrosion and will not impede the current in any way. You can use this grease on virtually any electrical connection in the car, but it is especially helpful with the fuses.

When I started working on the rally car, one of the first things I wanted to do was add some additional gauges - oil temperature, oil pressure and ammeter. I thought that under the stresses of rallying it would be important to monitor the engine more carefully. My experience indicates that oil temperature should not be a matter of concern unless you have a turbocharged car, because the Saab transmission case is an enormous heat sink. If anything, there's probably a problem with too much pressure

when the oil is cold. My gauge is pinned at over 80 p.s.i.

Saab engines, and the B engines with which I am familiar in particular, have extremely strong oil pumps. You should be much more worried about blowing out an oil filter than in having too little pressure. Just give the engine a few seconds to pump up oil pressure and don't get too rambunctious until it is up to normal operating temperature. Please note that even then your oil is not very hot and will only become hot after sustained high engine speed driving. In the winter, change your oil more often and shift at higher engine speeds, once it is warmed up, to keep water out of the system. This high oil pressure probably explains why I have never heard of a B engine throwing a rod or spinning a main bearing.

One problem Saab oil systems do have is that the pumps, if they have been removed and replaced, lose their syphon and don't like to pump up. There is a trick I saw in a hot rod magazine which seems to work. Before replacing the pump, pack it with white lithium grease. This is what engine builders use during assembly and it dissolves as soon as it touches oil. This gives

*Continued on next page*

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*Continued from previous page*

the oil pump the suction it needs to pull up the oil.

If you want to be extra careful, you can make a device to pre-lubricate the engine. Get some hex stock in the appropriate size, or take the hexagonal rod from an extra distributor. Grind the top end down to fit on the end of a 12- or 18-inch extension for your 1/4-inch electric drill. Take the distributor out of the block, insert the rod into the oil pump, and pump the pressure up. Don't forget that the pump runs counter-clockwise. You will feel resistance on your drill as the pressure comes up. Then replace the distributor and time it.

Be on the lookout for funny noises and "clunks" in the suspension with little or no apparent loss in control of the car. That clunk is looseness in the suspension, with parts separating and coming back together. The first thing you should suspect is the lower ball joints. Next, look at the rubber bushings in the shock absorbers. I hunted and hunted to find the source of such a noise in my rally car and finally found that the rubber bushing of a Bilstein shock had worn out. The shocks didn't wear out, but

the bushings did.

If you hear similar noises coming from the rear, start looking at the rubber bushings in the rear suspension. These items are cheap and easy to replace. Do not ignore these noises or you could have a loss of control that will give you a very exciting story to tell your grandchildren, if you live that long.

I would also like to enlist the aid of the newsletter readers for some help with my rally program. Although the 99 has proven to be an extremely reliable performer, it is also a very heavy car. It is hard to be competitive against cars with similar horsepower and much lower curb weights.

Does anyone know where I can locate competition parts for 99s, including a Weber carburetor conversion kit, a fiberglass hood, competition seats, and a transmission with a limited slip differential? I would greatly appreciate any assistance or advice on how to keep these wonderful cars in competition.

Tom Gillespie  
358 30th Street Dr SE  
Cedar Rapids, IA  
319/ 362-0815.

### SAAB Club Gifts

**SAAB: The First 40 Years of Saab Cars** - by Björn-Eric Lindh (1987) The most complete history of Saab available. Covers every model from the earliest design sketches and prototypes through the luxury 9000. Also covers Saab's motorsports activities. 200 pages, 500 illustrations. #125 ..... \$29.50

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**THE SONETT and All Other SAAB Sports Cars**, by Björn Svalliner (1983). Printed in Swedish, with English translation. #123 - ..... \$25.00

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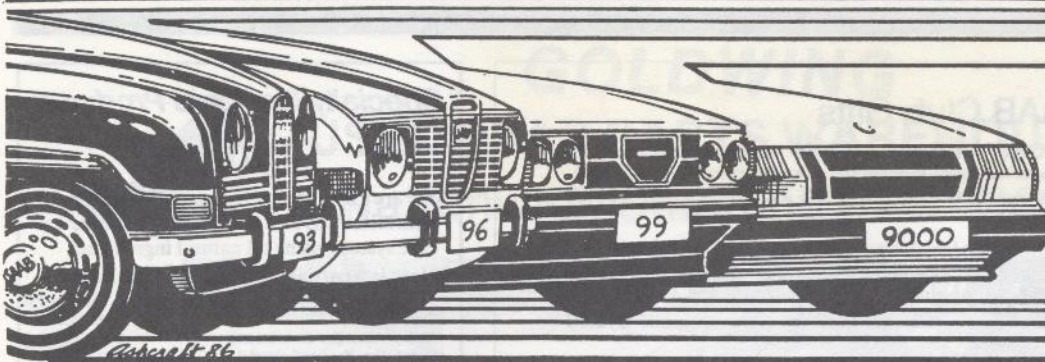
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## Sonett For Sale

'74 Sonett III, 35k mi, clean chassis, strong engine, MSS exhaust, alloys. Needs paint & detailing, all parts included. \$2,300 obo, \$5,300 pkg deal (see ad below), or trade for nice 99. Bill Powers, 841 14th Ave S, St. Cloud, MN 50301. 612/654-8866.

'73 Sonett III, 55k mi, clean int & ext, factory driving lights, Cibie headlites, 5 alloys incl unused spare. Complete original car, very reliable. \$3,500 obo, \$5,300 pkg deal (see ad above), or trade for 99. Bill Powers, 841 14th Ave S, St. Cloud, MN 50301. 612/654-8866.

'74 & '73 Sonetts, both complete. '74 is restored & driveable, 54k mi, new Michelins, new brake & gas lines, good body, HD trans, professionally replaced metal. '73 (34k mi) needs work, better as parts car. \$2,600 for both. Eric Vandenberg, Cincinnati, OH. 513/351-5777 days, 513/961-8551 eve.\*

'72 Sonett III, #001573, Yellow, 29k mi, original and complete, AC, 2 owner southern car, stored 10 years, never wrecked. Not running, not parting. Offers around \$2,750. John Ogilvy, 104 Whetstone Ct, Durham NC 27703. 919/596-4077.

'72 Sonett III, Orange, 79k mi, excellent condition, alloy wheels, MSS exhaust. \$3,900. Ken Langley, PO Box 7, Tiverton, RI 02878. 401/624-6868.

'72 Sonett III, White. Body rebuilt, fiberglass stripped & repainted, new tires, Solex carb, stored winters. 2nd owner since 1976. \$3,800. Ken Whistler, 109 Euclid Dr, Fayetteville NY 13066. 315/637-5493.

'71 Sonett III, Orange, 75k mi, original, no rust. Needs brake MC work. \$1,800. P.E. Mallowney, 6726 Bellamy Ave, Springfield VA 22152. 703/451-5685.\*

## 93s, 95s & 96s For Sale

3 95s, 1 96, all V4, plus many additional new & used parts. Individual items for sale, or haul it all away free. Brad Dorsey, RFD 4 Box 268, Hopkinton NH 03229. 603/224-7669.\*

'70 96-V4, rebuilt engine & trans, new blue paint, no rust. Sound cond, meticulous owner. \$1300. Bond Wright, 1100 Glendon Av #1851, Westwood CA 90024. 213/399-1903.

'69 96-V4 Deluxe, 3k mi on rebuilt suspension, brakes, clutch, trans, exhaust. Fresh interior, paint & dash pad. Extensive rust repair. Everything works including clock. \$3,500 obo. Mike McGinnis, Laurel MD. 301/725-4339.

'67 96, strong GT-850 engine & trans, original Blue paint. Solid car, run every day. Many new & rebuilt parts. \$1,500. Ed Carney, Wilmington DE. 302/999-8796.

'66 MC 850, complete, interior/exterior in good condition, stuck motor, new OS piston set & gasket set, many spares, will consider parting. \$750. John Ogilvy, 104 Whetstone Ct, Durham NC 27703. 919/596-4077.

'60 93F, body in excellent shape, original black paint looks good, still shines. Engine & trans work fine, brakes OK. Great classic SAAB to restore. \$2,500. Ralph Bockoven, Lincoln MA. 617/259-9547.

## 2-Stroke & V4 Parts

'73 Sonett parts car, roller complete w/eng, trans, alloys, interior. Extra nose, hood, rear fenders, roof, trans, alloys, AC parts. \$700 for all, will separate. Bill Powers, 841 14th Ave S, St. Cloud, MN 50301. 612/654-8866.

L & R doors, good shape, \$75 ea. Good trans & 2 spares, \$200 total. V4 heater core, \$25. Seats, F & R, unmatched, \$25 ea. 96 rims, \$10 ea. Three V4 engines, \$150 for all. Rear lenses, \$20 ea. Ken Whistler, 109 Euclid Dr, Fayetteville NY 13066. 315/637-5493.

Lots of unusual & no-longer-available new & used parts, all discounted. Send \$2 for list. Mike Tucker, 57 Botany Woods, Hartsville SC 29550. 803/383-5443.

MSS 43mm carb with intake manifold, complete choke control & linkage. \$200 with your unmodified manifold. Eric Davidson, 16000 Willow Rd SE, Port Orchard WA 98366. 206/851-4011.

From '72 96: 1700cc engine, \$50. 96 two hitch, \$25. Trunk lid, \$25. Cowl vent cover, \$10. 96 steel rims, \$10 ea. '60s vintage Monte Carlo reclining seats w/nav. headrest, upholstery poor, \$40/pr. +shpg. Paul Carl Kappis, 4914 Somers Ave, Trevoise PA 19053. 215/364-2625.

Nylon balance shaft gears, \$35. Roller rocker shaft assy, \$195. 5.43:1 ring & pinion, \$150. Ron Wilcox, 156 Orchard Hill Rd, Harwinton CT 06791. 203/485-1196.

Sonett II hood, excellent condition, \$500 +shpg. Possible trade for Monte Carlo seats or other interesting SAAB stuff. Many other misc. parts. Eric Aberg, 1510 Cougar Ridge Rd, Buellton CA 93427. 805/686-1207 or 688-1027.

Reasonably priced new & used parts for your SAAB project: 95, 96, 97, 99 or 900. Send SASE with needs. John Ogilvy, 104 Whetstone Ct, Durham NC 27703. 919/596-4077.

## 99s & 900s For Sale

'88 900 4dr, 5spd, Rose Quartz w/Bokhara Red velour. 64k freeway mi, 60k major serv. \$9888. Wayne Hough, 1005 8th St, Mukilteo WA 98275. 206/483-7841 W, 347-6925 H.

'87 900 Convertible, Red, leather, 5-spd, w/ Calloway boost kit, tonneau cover, many extras. Original owner. \$19,500. Roger Williams, Tarrytown NY. 914/631-8127.

'81 900S 4dr Metallic Green, 130k mi, 5spd, set of winter tires, new steering rack, starts & runs well. \$2500 obo. Phil Oswald, 326 4th St, Cloquet, MN 55720. 218/879-5826.

'80 900 Turbo, 24k mi, new turbo, 1,000 mi on new Michelins, no rust. 5th gear doesn't work. \$3,500. Richard Vories, Rt 3 Box 101-A, Gainesville FL 32606. 904/376-5857.

'79 900 Turbo 5dr, 121k mi, clean rust-free Texas/Arizona car, never any body damage, rebuilt engine, '85 5spd w/28k mi, water-cooled turbo, new A/C, VDO gauges, HD radiator. \$4,500 obo. Dave Marsh, Phoenix AZ. 602/893-9405.

'78 99 Turbo, excellent mechanicals, avg. cosmetics, new Michelins. \$2,500 or trade? 99 rally parts: Safety Dev. cage, sump-guard, belts, lights, alloys. Package or separate. Ken Payne, 220 Two Notch, Easley SC 29642. 803/458-4346 W, 855-2778 6-9:30pm.

'76 99GL, 79k mi, 4dr, 4spd, Topaz Yellow, no rust, super interior, exc running cond, AC, AM/FM/Cass, '79 engine. \$2,500. Chris Hatcher, 1544 Kensington Dr, Hagerstown MD 21740. 301/797-7154 or 212/966-6175.

'73 99EMS, 66l mi, 2nd owner, no rust or body damage, very restorable. Runs great. \$1,500. Mark Oehler, Reeds Spring MO 65737. 417/272-3369.

## 99, 900 & 9000 Parts & Accessories

MSS Turbo exhaust for 99/900 3-dr up to '81, new, includes rear muffler, tailpipe, kit. List: \$150, sell for \$120. Almost new (<1,000 mi) stock 84-up Turbo exh from cat back, \$100. +shpg. Tim Winker, 2416 London Rd #900, Duluth, MN 55812. 218/724-1336.

All 99 parts from Ted Tucker's business, 50% below cost. Brakes, hydraulic, etc. Send \$2 for list. Mike Tucker, 57 Botany Woods, Hartsville SC 29550. 803/383-5443.

Early 99 emergency brake shoes, \$30/set. Ron Wilcox, 156 Orchard Hill Rd, Harwinton CT 06791. 203/485-1196.

Steel 99 wheels with snows, \$15 ea. headrests from '84 900S, Maroon vel, \$20/pr. +shpg. Paul Carl Kappils, 4914 Somers Ave, Trevese PA 19053. 215/364-2625.

From '84 900T 3dr: Complete trailer hitch w/ ball, \$75. Electronic Ign module, \$45. Complete factory shop manual, \$45. Arctic wipers, \$5. Art Shapiro, 2123 Walnut Ave, Owings Mills MD 21117. 301/356-0441 or FAX 301/987-0480.

Harada & Fuba antennas including AM/FM/ Cellular combo units and amplified electronic models. Anodize Black paint, CHiPs Detectors, CB's, radar detectors, Pre-Lubers, Bilstein, more. Sunset Trader, Dept 9, 905 W Ream Ave, Mt Shasta CA 96067.

New 55-amp Bosch alternator, \$110. 99/early 900 center console, \$25. 900 SR wind deflector, \$30. Early 900 3-spoke steering wheel, pad missing, \$15. 99/900 steel wheels, 1 new, 2 used, call. Ram Rao, Barrington IL. 708/806-8284 days, 708/382-0040 eves.

Complete Saab/Clarion sound system from '87 900T - radio, EQ, amp, cables, manual; perfect cond, \$495. Center consoles; 1 w/tan carpet, 1 black, \$75 ea. Bob Pierson, Freeland MI. 517/695-5299 eves, 313/853-1917 days.

Four '83 900 Turbo alloys mounted with Pirelli Winter 190s. \$500. Michael Dungan, Madison WI. 608/257-1237.

Your Saab manual transmissions rebuilt from \$795. Includes replacement of bearings and seals and set to factory specs. Why buy used and not be sure? Call for details, freight add'l. Mastercard/Visa accepted. Trollhattan Motors Inc., 310 George Ave, Baltimore MD 21221. 301/682-4688 or 1-800-32-TROLL.

9000 bra, like new, \$40. Wanted: 9000 rubber floor mats, Thule rack, trailer hitch. John Peterson, 1122 N 7 St, Fargo ND 58102. 701/235-3121.

Parting out '81 900T 4dr, Lt Blue. 5spd is shot, engine strong (75k). Very clean interior, doors, glass, trunk. Pedro Tai, 905 W Ream Ave, Mt Shasta CA 96067. 916/926-5473.

4 99 EMS rims w/Firestone Firehawk 660s, 185/65R15, \$500. 4 900 EMS rims w/Firestone Firehawk 660s, 185/65R15, \$575. Approx 1200 mi on each set of tires. Bill McCormick, 6343 Taylor Rd, Clinton OH 44216.

Jacobs Electronics Pro-Racer 8 hi-performance ignition system, new, complete. Includes energy pak computerized ignition sensor, variable magnetic core energy coil, energy core 8mm spark plug wires (made to fit '81-'88 8-ylv eng), instructions and hdwe. Won as door prize at '90 Conv. Retail, \$310. Sell, \$210 ppd. Pat Bolmeyer, 1407 Oak Hill Rd, Wilmington DE 19805. 302/994-6357 6-9pm.

Yakima roof rack for 900, has roof locks & pads for kayak, etc, new, \$125. Factory leather steering wheel for Volvo 740, never used, \$100. Tim Schaap, 204 Mallory St, St Simons Island GA 31522. 912/638-4076.

2 Gislaved snows on rims w/hubs. Used 3 months only. Greg Citarella, #5 Old Rte 9, Wappinger Falls NY 12590. 914/297-7693.

Parting out: Two 99s & three 900s, '74-'82. No reasonable offers refused. Kim Hopp, RD#1 Box 335A, Oley PA 19547. 215/987-6509.

900 parts: 4 EMS mags (79) w/lugs, as new, \$120. Aluminum rear louvers, \$100. driving lights w/brackets & switch 79-86 900, \$50. Personal leather steering whl, all 900s, \$100. 79-81 900 shop manuals, 2 binders, \$50. 81-87 900 shop manuals, 3 binders, \$90. 85-on 9000 shop manuals, 3 binders, \$110. Allan Bergman, W Des Moines IA. 515/279-5150 after 6pm.

Parting out: '79 thru '86 900s. 8-valve, 16-valve, Turbos, SPGs. Drivetrains, interiors, body, suspension, wheels, rebuilt transmissions and more. Mike Caro, Wallingford CT. 203/284-8989.

99, 900 OEM parts, wholesale prices to SAAB Club members. Aftermarket parts, engines, transmissions, large assortment of used parts. New cyl head, '81+. New style heater control valve. New style outer CV joint. Call for price. Trollhattan Motors Inc. 310 George Ave, Baltimore MD 21221. 301/682-4688 or 1-800-32-TROLL. Evening & Saturday hours.

Parting out: twelve 99s and seventeen 900s, 1973 thru 1988. New OE sunroof deflectors, 9000 only, \$39. Rod Beckner, 604 E First St, Albany OR 97321. Tele/fax 503/928-6351.

99, 900 headliner kit comes with glue, 3 1/2 yds of material and complete instructions, \$87.50. Other parts available. Trollhattan Motors Inc., 310 George Ave, Baltimore MD 21221. 301/683-4688 or 1-800-32-TROLL.

## Wanted, All Models

Saab rear bench seat cover for '86 900 4dr, Tan. Must be in v y gd or better cond. No rips, tears, stains. Pat Bolmeyer, 1407 Oak Hill Rd, Willmington DE 19805. 302/994-6357 6-9pm.

Saab tool p/n 83-90-155 for adjusting pinion gear. R. Lynn Warren, 206/641-7483.

Fog light assy, dark grey leather front seat base, & factory workshop manual for '87 900 Turbo. Also SAAB Club Newsletters from May '83 to Feb '87 (#114-#156). Dave Marsh, Phoenix AZ. 602/893-9405.

I need someone able and willing to mechanically restore my 1959 93B. Will pay reasonable rates for quality workmanship. Amateurs need not apply. References required. John Bottger, PO Box 25133, Richmond VA 23260. 804/359-4840 W, 804/288-7697 H.

Still needed: 2-bbl V4 manifold, reasonable. James Wortham, PO Box 284, Montgomery Creek CA 96065. 916/337-6868.

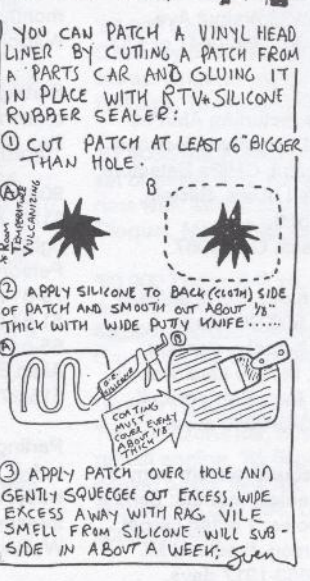
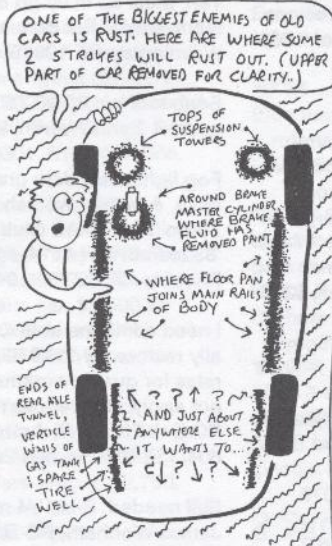
Saab Super Inca wheels for '88 9000T, p/n 89-70-451. Need 1 or 2. Mike Nowling, E 14421 45th Ct, Veradale WA 99037. 509/927-4998.

96 for special project. I haven't got buckets of cash to invest, but this may be a good opportunity to ensure that your old friend (96) keeps motoring. Any location. Brian Davitt, 507 Navarino St, Algoma WI 54201. 414/487-5209.

One piston w/rings for 850cc eng, #781923, code letters AB. Lowell Haas, Hc-61 Box 255, Deerwood MN 56444. 218/546-5398.

Air bag, ABS mas/cyl & reservoir, EZK ignition computer for '90 base 900. Rod Beckner, Albany OR 97321. Tele/fax 503/928-6351.

GT850 engine wanted. Will pay well for reasonably fresh one. Rob Steinway, 540 Iris Ave, Boulder CO 80304. 303/442-4725.



1988-1989

## MEMBERSHIP/SUBSCRIPTION

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(i.e. '84 900 S 4dr. automatic / '78 99 GLE 5dr. 4-spd / '72 Sonett III / '88 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.

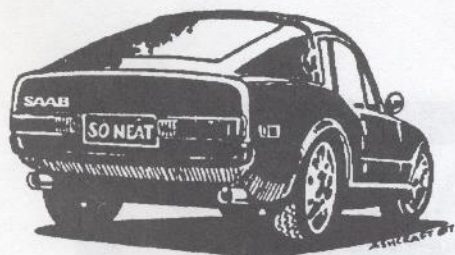
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First year members receive two recent back issues of NINES and two SAAB Club stickers.

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## Rear View

I've written a few times in this column about my first car, a SAAB 93F, a present to myself on my eighteenth birthday. Like most first cars that have lots of miles and can be bought for small amounts of cash, this 93 had its share of troubles. After a week of ownership, the brakes quit, the heater never did work right, and I don't remember the number of times I had to replace the woodruff keys that held the front brake drum to the axle. Then there was the "broken tranny" story and the "blown engine" episode.

Within the past year, I discovered that the gent who so graciously took that little white beastie off my hands for \$100 in 1971 still has it, and is still trying to restore it.

Something Bob Sinclair said on the European trip about giving yourself a birthday present reminded me that I wanted to see if that 1960 93 might be for sale. Another milestone birthday was imminent and I hadn't decided how I was going to treat myself.

I tracked down the owner, but he wasn't interested in selling. "I finally got the engine running," he said, "and I'm not about to give up on it now."

He had, however, found something of mine in the car, and thought I might want it back -- my high school class ring! It's been

twenty years since I dropped that piece of gold from the Beniilde class of 1969. I always thought it had landed in the car, but numerous searches had proved fruitless. It apparently had rolled into some less accessible nook, only to be discovered when the vehicle was being stripped for restoration.

That recent anniversary of my birth was celebrated by going to a flea market, where I obtained an 8-page color brochure for the SAAB 93B, dated 1957, and in Swedish.

Other prizes from that same flea market now on display in my office were a couple of Sonett III models by Matchbox. These are not the original 1973 Matchbox Sonetts made in England, but were cast in China, apparently from the same molds, and have a date of 1985 on the bottom.

You may have noticed new names on the masthead. Following our short-lived marriage, Nancy has found employment at the Environmental Protection Agency's Research Lab in Duluth. She prefers the beauty of nature to that which is man-made, and feels she is making a contribution toward the future of our planet. I know she'll do well and wish her all the best.

By the way, Nancy recently purchased her own Saab, a 1983 900S 3-door. It is



photo by Nancy Forsythe  
 Nancy's "new" '83 in the Colorado mountains.

Ivory Yellow and has been nicknamed "Sunshine". The rough ride of her '85 Toyota 4WD pickup had become too annoying for daily use.

Marketta Mannoja (mar-KEE-tah ma-NOY-ah) has taken over maintaining the ever-growing mailing list and the bookkeeping. She has full time job, but handles SAAB Club duties during her off hours.

Another new addition is an advertising manager. As you may have noticed in the past few issues, there is more and more advertising by firms trying to reach the Saab owner, more than I can comfortably handle and still fulfill editorial duties. Bill Taylor (bill TAY-ler) of Duluth has agreed to take on that position.

Between moving the office again, trying to train the above mentioned folks as to how I do things, and my usual laid-back method of operation, the newsletter seems to be getting further behind. The plan is to get the December issue out mid-month, take time off between Christmas and New Years (my sister is getting married), and put out a special double-size two-issues-in-one-cover (January/February) before February 1st. Layout time won't be cut by much, but I hope to gain back a week at the printer.

Several articles, including the one on driving the new 2.3-liter 9000 Turbo in Germany (which needed to have some things clarified before publication), have been held over until next month.

The membership continues to grow - we passed 3,900 in October. Maybe that magic "4,000" is possible this year.

Part of the credit has to go to a mention of the SAAB Club in the most recent issue of *Saab Soundings*. That little blurb generated several hundred requests for information.

Tim Winker, Editor

# NINES

The SAAB Club Newsletter  
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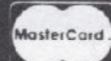
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