



NINES

THE SAAB CLUB NEWSLETTER

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January
1991
no. 199



'82 900 - photo by D. Sulouff, St. Jacob IL

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Regional Club News

Calendar of Events

Milwaukee SAAB Club
February 10, 17, 24 - Nice Ice '91
Single Car Timed Runs on Ice.
Tim Craft, 414/633-7056
Tod Windsor, 708/215-0960.

SAAB Club National Capital Area
March 10 - 30th Anniversary Bash Dinner,
Joe Apple, 703/860-1254.

Stockholm SAAB Club
June 14-16 - Int'l SAAB Clubs Meet
Visit Nykoping, Sodertalje, and world's
largest SAAB dealer. Reservation
deadline - February 28, 1991
Ragnar Johansson, Pipersgatan 32
112 28 Stockholm, SWEDEN
Phone: 08/6525280.

Northwest SAAB Owners
August 2 - 4, SAAB Owner's National
Convention, Seattle, WA.

Ohio SAAB Club
Watch this space for coming events. For
more information, please contact:
Pete Rechnitzer, 216/243-1488.

Interested in starting a local SAAB Club
chapter in the Central Ohio area, with
plans to hold the 1992 National
Owner's Convention in Columbus.

Dan Orzano
2434 Dover Road
Columbus, OH 43209
614/231-3892 evenings or weekends.

Reprints of manuals?

The Saab Club is trying to work out
details to publish copies of older Saab
shop manuals that are long out of print.
Unfortunately, the cost may be very high
due to the number of pages, e.g., the
500+ page factory repair manual for
two-stroke cars 1965 and newer would
have to sell for about \$40 to \$50.

Not all of the old manuals would
cost that much, in fact we may be able to
offer some, including parts manuals, at
less than \$25. Still, it would take a large
investment of Saab Club funds to stockpile
the various reprinted manuals.

Let us know what you think. What
are you willing to pay for a good copy,
either bound or in a loose leaf binder, of
a factory parts or shop manual?

Please let us know what other "trin-
kets" you would like to see us offer under
what is currently called Saab Club Gifts.
Caps, mugs, grille badges, etc?

SAAB Club of North America
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Duluth, MN 55812-2221

218/ 724-1336, 9am - 6pm Mon - Sat
Fax number: 218/ 728-6307

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Editorial contributions are welcome. All
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lication 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.

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on 5 1/4" IBM-formatted disks, please convert
to ASCII text files (<filename>.TXT). Please
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you want the disk returned.

CHANGE OF ADDRESS: Eight weeks
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Please send new address and old address,
including zip codes, to the SAAB Club at the
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for any reason.

!! YOU'D BETTER STOP (BETTER) !!

Changing your brake lines from the stock rubber hoses to Stainless Steel lines makes an INCREDIBLE difference! **Brake pedal travel is reduced by as much as 40%**, and the pedal firms up a bunch. It becomes much easier to modulate your brakes during hard stops, and the brakes feel less over-boosted. **The stainless lines are also much safer.** If your car is less than 4 years old the difference is noticeable. If it is more than 4 years old it's almost unreal! Well at long last we have the lines in stock for 99s, 900s and 9000s. We even have the two little lines for the rear calipers on the new cars. These lines are a great value at \$69.95 per set for 99-900s and \$74.95 on the 9000. The extra short rear lines are only \$29.95

Give you **Non-Turbo 16 valve 900** a real kick in motor with our Sport Exhaust system. The complete system from the converter back is only \$250, and is good for about 8 horsepower! Improve the sound, appearance, power and mileage of your 900S. Similar systems are available for the 900T, including our outrageous **auto-cross system** which uses two SuperTrapp adjustable mufflers. **Street legal, it gives the ultimate horsepower for only \$335!**

Brake Pad Special! CanParts semi-metallic pads; 900 1988 on, all 9000 W/O ABS - \$44.95 Frt, \$29.95 Rear. ABS type - \$54.95 Frt, \$29.95 Rear. 99/900 1975-87 - \$19.95 Frt, \$14.95 Rear. Repco Metal Master; 900 1988 on, and all 9000 W/O ABS type - \$59.95 Frt, \$44.95 Rear. 99/900 1975-87 - \$32.95 Frt, \$29.95 Rear. **Treat your SAAB to the really good brake pads, and save up to \$38 per set as well!** Stop better and keep your wheels clean, too!

GROUP 6 PERFORMANCE

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Letters to NINES

Fanatics

Just wanted to drop you a line with my subscription renewal to let you know how much I enjoy NINES. I've been an ardent Saab-O-Phile for many years, dating back to my new '76 99GL that gave me enough brake problems and miscellaneous headaches to force me to stray from the fold until 1986 when I purchased an '85 900S automatic that I still drive today. It has over 100,000 miles on it, and I am happy to report has given me very little trouble with the exception of the dreaded water pump dilemma and a wheel bearing and head gasket needing replacement.

I just recently purchased an '88 SPG from a Honda dealer in Cleveland. The guy had just traded it in on an Accord EX! (Talk about one confused individual.) I've wanted an SPG for several years, and boy, this is one car that does not disappoint! It rides a little stiffer than I thought it would, but once I scrapped the Falken tires (Yuk!) that were on it and went back to Pirelli P6s (one size up), the ride smoothed out considerably.

I have only one problem with the SPG. I can't get it off my wife! But that's probably good, because I can't get in too much trouble with the admittedly lethargic 8-valve 900S. By the way, in the last two years three of my friends have purchased Saabs because they liked mine! Just thought I'd let you know that the Saab contingent is alive and well in Ohio.

Dan Messersmith
Masury OH

P.S. I cried when I saw *Crazy People* with Dudley Moore. The 99 GLE was the same color as my '76 GL! My wife tells me I'm not far away from the "Saab" character in the movie. A little nudge and I'm there.

As a long time Saab owner ('68 96, '74 99, '78 99T, '84 900T) I read every issue front to rear cover. I am very glad that one of the mechanics at Dana Motors here in Billings told me about your great publication.

I am somewhat surprised at some of the problems your readers refer to. I have been lucky with all of my Saabs except the

'78 Turbo, and everyone knows about them!

My '84 Turbo is in the shop as of now to have the turbo replaced. It has a total of 150,000 miles on it and they are almost all very high speed miles. The wide open spaces and the five dollar speeding fine allow a good driving car to eat up those far apart spaces as fast as you care to drive. People won't believe me when I set my cruise control on 90 and let-'er-rip. At those speeds it gives a person more time to fish all those great places way out here in the West, that most people just read about or watch on some boring TV show.

I must mention what an excellent Saab dealership we have in Billings, Montana. Parts and Service have been great. I am sure this will continue as long as the people that are there will stay.

Don Ferguson
Billings MT

Body building

I noticed in a recent copy of NINES that someone wanted to know what the price of a body shell was after reading my accident story (May 1990). I was quoted a price for a body shell as a part -- no doors, no hood, no hatch, no paint. This was a quote from Saab-Scania of Canada back when it existed. You had better sit down before you continue. The price was \$19,030.00!! In U.S funds that's about \$16,405.00!!

Needless to say I didn't order one. Presumably the price would not be much lower with the new Passport (GM) distribution network.

I can't wait to read about how to put a 16-valve turbo into a 99 engine compartment. I have a complete turbo engine and all of the trimmings and a 1975 99EMS in excellent condition. I have often considered this transplant an interesting project and would love to hear how others have managed.

Bill Briggs
Guelph, Ontario

Lee Smith... Don Andrews... get to that typewriter. If you'll provide the basic details of how you dropped a 16-valve into a 99, I can re-write it. TW

Klinik fixes

I recently wrote the Saab Klinik requesting help to fix three problems on my Saab (October 1990).

Prior to its publication, I fixed the first

problem (squeaky belts). It gave me and my mechanic nothing but trouble. Both of us used every chemical and abrasive material we could think of including your recommendations in the June 1990 issue.

I removed all the belts and emery-clothed all the pulleys except the pulleys on the alternator and water pump. I could not hold these two pulleys and sand them at the same time. The sanding did not work. The noise did not change.

A week later I sanded the alternator and water pump pulleys with the belts in place. To do this I had to sand a segment, then turn the engine over and sand some more, and so on. Almost all the noise is now gone.

The problem is now obvious. When you look at the belts and spray material on the belts you do it from the right side of the car. You spray material on all the pulleys except the alternator belt pulleys which are under the AC compressor and almost all out of sight.

The second item (clunk in a low speed turn) has now been identified. It is a lower control arm bushing. I wish someone had told me what to look for a long time ago.

Regarding the third item (no start when warm), I did not tell you that my car is an automatic. Last week it would not start at a gas pump after I had filled the tank. I wiggled the shift lever as I turned the starter and the car started. I may have found the problem.

I like your articles. Keep up the good work.

Charles Sayle
San Mateo CA

Problem child?

I feel very sorry for the letter writer who supports Sports & Specialist Cars (November 1990).

I also own a two and a half year old Saab 900. I am amazed that so many things could go wrong with his 2½ year old automobile. His list of repairs included the radio, the AC, 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. I really have to wonder where Sports & Specialists found that car. And they took two months to find that gem!

In the 2½ years I have owned my Saab the only problem I've had was a malfunc-

tioning fuel pump relay, which my dealer (Dorschel, Rochester, NY) diagnosed quickly and replaced efficiently. The assistant service manager was certainly not "stressed-out or somewhat grumpy." As a customer I do not expect to pay for service from grumpy people; I expect to receive accurate information which is politely communicated by service personnel. Usually when service personnel are "stressed-out and somewhat grumpy", it's an indicator that things behind the desk are not going well and that customers are not being satisfied.

Sandra Ross
Rochester NY

Brake manual for 88-89 900s

Here's something that might be of interest to club members:

I was recently updating my service manual set for my 1989 900 base car. I previously had an '85 900. I was able to get all the new books I needed, except when I tried to order Section 5, the Brakes book. The parts department at the local dealership couldn't figure out which book. If you order

the book for '87-on, it does not contain the later brakes. That is, the brakes between the hand brake to the front brakes and the anti-lock type (900s, '88-'89).

I called Saab and thanks to some research by Bob Schuler, Consumer Relations Rep. I got the correct book. The 1989 brakes are in the 9000 book 5:1, part number 341214. Saab didn't publish a separate book for the '89 900 brakes.

Stewart H. Bloom
San Francisco CA

Price Increase 3/1

Effective March 1, 1991, membership/subscription to NINES, the SAAB Club Newsletter will be going up. A New membership, which includes the two most recent back issues and two adhesive back decals, will now be \$29.00. Renewal memberships will be \$25.00. You may renew at the current rate of \$20.00 a year (up to two years) through February 28th.

New Six Cylinder Coming?

The Source has landed a new bombshell. There is a possibility of a new upmarket model coming off the drawing boards. As you know, the current model range plans are to use the incredible new 9500/9600 car family as the main line product and the 95/96 and Sonneett models as the exotic high performance models.

The marketing department reports that the cars are receiving such great press the The Factory should consider 'cashing in' by producing an upmarket model. Logically, now that they have taken over the automotive giant, they must appeal to even more market segments.

The Source says to power such a huge machine The Factory had to consider even more power. As well, in certain markets, a car is judged by the number of cylinders it has, which is, of course, only an issue with four-stroke engines due to their natural inferiority.

To appeal to this upmarket segment The Factory has begun design work on such a car. In fact it already has a prototype U6 engine running! The U6 configuration might seem unusual but is basically two Mighty Threes running in parallel joined together by a 'W' shaped chain which joins the two engines at the flywheel and powers the transmission from the center point of the 'W'.

This is not to be confused with the 'Monster' engine that The Factory created a few years back in a 93B to be used as a land speed record car. That car had the two three-cylinder engine running across the car similar to the installation in the 9500/9600 cars.

This U6 configuration keeps the classic 'north-south' pattern of the exotic 95/96/Sonneetts which will help the sales of the new upscale car.

An interesting tidbit is that the takeover of the auto giant was approved to give The Factory more production capacity in the giant's European auto plants which are running far under capacity. The Source couldn't (or wouldn't) confirm this rumour.

Next time, more rumours, big and small. 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, 2416 London Road, Unit 900, Duluth, MN 55812-2221

Can a 2-stroke engine be installed in a V4 car?

Ed Hall
Spartanburg SC

Certainly a two-cycle can be retrofitted into a V4 body. It would be easy with engine and gearbox together. Be sure to change the ignition coil when you change the electricals. If you are using a "mixer" engine, I'd recommend using a two-cycle fuel tank that helps mix the oil and gasoline. Engine mounting points would have to be drilled and the V4 mounts may have to be cut out. I've put the V4 into a stroker chassis, but never a stroker back into a V4. With the two variants parked side by side, it should be self explanatory.

I have a 1969 99 that now has a 1.85 liter injected engine. I also have the original 1.7 liter engine.

- 1) Where can I find parts to rebuild a 1.7 or 1.85 liter engine?
- 2) Can I find parts to repair the transmission and where?
- 3) Is there a place that can repair a head?
- 4) Am I nuts and should really be committed?

(My wife has agreed to number 4.)

Doug Lindsay
Sheboygan WI

The first year model 99, contrary to Saab's ad slogan of late, was a compromise. The gearbox was designed for a 1200cc engine and was a weak link. Adding insult to injury, the Ricardo engine, built for Saab and Triumph, was a maintenance headache. Undependable, prone to leaking head gaskets, melted pistons and poor bearing life, it reflected its British heritage to a tea (no pun intended).

My advice is to update the powertrain to the 1974 Swedish 2.0-liter engine and gearbox. This would be a comparably simple swap; the only real changes would be to mount the alternator as it was on the British engine and re-routing the heater hoses. The EFI components are fairly compatible and you can get by using a mix of sensors, but the best fuel economy and drivability would result from switching over to all 2.0-liter electronics.

If you insist on repairing the British engine (if you're interested in restoring to original condition, for instance), locate a parts source for Triumph TR-7 engines. Hopefully they will be less expensive than from Saab. As for the gearbox, install a rebuilt '74 box which is stronger than the early one. Installing the '74 powertrain may prove to be cheaper and more dependable.

I am interested in alternatives to the Engine Tuning Kit offered by Saab. My current Saab is a 1989 9000 Turbo.

Larry Simon
Reston VA

Why are you ruling out using Saab's factory engineered control box? The high performance box, P/N 02 43 113, dropped in price from over \$500 to a suggested list of only \$312.50. The Sport exhaust, P/N 02 43 543, is recommended for top performance.

Group 6 Performance in Arizona (602-749-1809) or Performance Vehicle Engineering in Connecticut offer their own APC control units as an alternative. Some shops, such as Parrformance in Lititz, Pennsylvania, tune the control unit in your car.

My Saab is a 1973 96 with 200k and a peppy 1.7 liter engine. With freewheel unlocked, the car seems to jump out of or ahead of gear with a low rumble on hitting bumps and/or accelerating quickly. I have a new freewheel hub to install, but could there be different or related problems causing this? What else should I replace while I have everything apart?

I would like to replace the oil pressure idiot light with an oil pressure gauge. I'd also like to add a manifold pressure gauge to directly measure engine load. Where on the intake manifold would you recommend connecting the vacuum hose?

Robert Wagner
Manorville NY

From your description, it sounds like the free-wheel hub is gummed up and the rollers and springs are sticking. Before dismantling and repairing or replacing the free-wheel device, try running a mixture of automatic transmission fluid and kerosene in the box to

clean the glop out of the hub and roller mechanism. Drive the car a few miles until the mechanism frees up, drain the box, and put in new gear lube. If you decide to install the new hub, install new shaft bearings while you're in there.

VDO offers a wide range of gauges and would be my choice to use in your V4. Keep the oil pressure light operable though. As for the manifold vacuum, since you have power brakes, just tap into the main power brake booster hose.

After a diagnostic inspection, a Saab dealer concluded that my 1986 9000 Turbo has a faulty turbo bypass valve. It must be faulty on the safe side as it seems to cut off boost earlier than in my 1989 9000 Turbo. Is replacement of the valve complicated? Could harm result if it is not replaced?

The pictogram on my '86 blinks on and off during right turns, and stays lit with rear lights displayed when the headlights are turned on. I was told that the repair consists of re-establishing a good ground at the tail lights. Where can I find this ground wire?

John Tiefenthaler
Brookfield WI

I'm not sure I understand what you are referring to. The turbo bypass valve has nothing to do with boost cut-out. If, when accelerating, the engine suddenly jerks and seems to shut down, the over-pressure switch is shutting off the fuel pump. This should not be occurring in either car unless they have been tampered with. If cut-out occurs within the orange band on the boost gauge, the over-pressure switch should be adjusted or replaced. It is located on a sheet metal panel above the pedals, with a vacuum line in and one out. There is an adjusting screw in the center of it but the adjustment is best performed with a calibrated pressure gauge and compressed air.

The rear lamp ground wires are black and are to be jumped to the mounting stud of the rear lamp assemblies. Clean the bulb contacts and the plugs with contact cleaner. Be sure the bulbs are the same brand and correct wattage, front and rear.

SERVICE SUBJECTS



FROM SAAB

Consumer Information/Tips 12/90

900 only

Engine Oil Drain Plug Overtightening

(This first item is noteworthy for owners who use quick service oil change stations or service their own cars.)

The engine oil drain plug introduced into 1990 900 manual gearbox production as from gearbox serial numbers A07249- and B03790- must not be overtightened! The drain plug, P/N 87 28 065, can be identified by its 19mm hex head (as opposed to the 13mm head on the previous plug) and yellow chromate color.

Caution

The torque specification for the new drain plug has not changed. Engine oil drain plugs should only be tightened to 34 ± 5 Nm (25 ± 3 lb. ft.) using a torque wrench. Do not overtighten!

Overtightening damage

Overtightening of the drain plug could result in cracks and oil leaks at the oil drain. Main case failures resulting from the overtightening will not be considered as a warrantable item.

Repair of a cracked main case using epoxy compounds or welding should not be attempted. Replacement of the main case is the only method that is approved.

While the 19mm head on the drain plug makes it convenient to snug up, especially when torquing the suspension and steering at the Pre-delivery inspection, use extreme caution and a torque wrench. It can turn out to be a very costly mistake.

Anti-Vibration Bracket for CD player

Due to the harsh playing conditions that the CD player is subjected to in a car, skips may occur on particularly rough roads. To help eliminate this, an anti-vibration

bracket, P/N 02 47 163, is available and should be installed on all 900 models. The bracket secures the rear of the CD basket to the center console.

It is also important that the CD basket is installed correctly and securely on both the 900 and 9000. If the felt pads on the C-bracket peel back when installing the basket, the basket will have enough room to move up and down when the car hits a sharp bump.

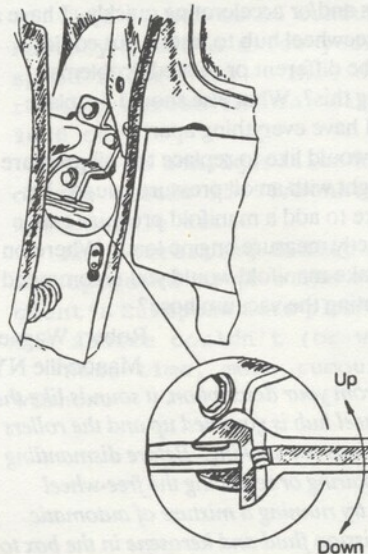
Door Stop "Popping" Noise

On some 900 models, it is possible that a "popping" noise could occur when the door is opened to its limit. When the door is opened, the door stop comes into contact with the door hinge reinforcement, then the "gear wheel" of the door stop rolls to an incorrect position. When the door is closed, the gear wheel rolls back to its correct position, making a "popping" noise while doing so.

To eliminate the noise, the door stop should be adjusted so that it will not come into contact with the hinge reinforcement. Grasp the fixed rivet with an adjustable wrench (or similar tool) as shown in the drawing. Adjust the door stop upwards slightly, while sweeping the door back and forth from the fully open position until the noise gets weaker. If the "popping" noise gets weaker, adjust the stop to the point where the noise is no longer made.

If the noise does not get weaker, adjust the stop in the opposite direction until the noise dissipates.

Note: Do not bend too much as it may cause the door stop to malfunction.



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

Direction Indicator Bulb Replacement

On 900 models, the bulbs for the direction indicators in the dash cluster are the same physical size as the bulbs in the fender mounted side turn signal lights. However, these bulbs are not interchangeable due to the wattage differences between them. The fender mounted signal lights are a 5-watt bulb, whereas the direction indicator bulbs are 3-watt.

If a 5-watt bulb (side turn signal) is installed in place of the 3-watt dashboard direction indicator, the heat generated by the excess wattage is sufficient to melt the socket housing in the dash. Use caution, and check the wattage of the bulb when replacing the signal indicator bulbs.

9000 Only

A/C Cooling Fan Replacement

On the 9000, the A/C cooling fan, P/N 75 98 980, is only available as a complete assembly (fan motor and blade wheel) in the spare parts system. The purpose behind this configuration is that the fan blade wheel is balanced to its respective motor as a measure to minimize vibrations and noises that could be transmitted to the car. If a situation arises where a fan blade(s) is damaged but the motor functions properly, a less expensive alternative to replacing the assembly is available.

Fan blade wheel, P/N 85 51 467, can be used as a replacement. Be aware, however, that this fan blade is not balanced to the motor and the possibility exists that some minor vibration/noise could be generated.

900 and 9000 models

Correction to Airbag Service Manual: Airbag Component

Replacement After Deployment

Saab has revised the list of airbag system components which must be replaced after a collision that has detonated the airbag. The steering wheel is now listed with

Continued on next page

SAAB NEWS

Saab sales improve in November and December

Though total sales of new Saab cars during 1990 were down from 1989 levels, November and December sales were higher than in 1989.

1990's total of 26,397 was 16.4 percent below the 1989 figure of 31,576. November's sales were slightly higher than last year's, 1,608 in 1990 compared to 1,495 in '89. Sales in December surged ahead to 2,147, 48 percent higher than 1989's 1,444.

According to William F. Kelly, vice president, sales & marketing for Saab Cars USA, Inc., "The December sales performance was the result of a combination of unique factors. During December, Saab's factory to dealer end-of-year merchandising assistance program was completed for the remaining inventory of 1990 models. Secondly, Saab Cars USA continues to support its dealers in today's extremely competitive market through aggressive lease rates and advertising. Third, Saab dealers witnessed slightly increased showroom traffic during late December which was sparked by the impending 10 percent luxury tax on cars.

"Finally, the introduction of the new 2.3 turbo, along with the favorable price/value relationship of 1991 models served to make Saab more attractive to consumers."

Overall, sales of cars and light trucks in the United States fell 4.9 percent during 1990. Total sales in 1990 were 13,886,809.

The market for European cars in general also suffered, with sales 4.5 percent below 1989 figures. Of the European makes sold here, only Mercedes and Volkswagen showed increases over last year's totals.

Lear Seating takes over Saab upholstery operation

Lear Seating AB in Sweden has taken over manufacture of seats for Saab Automobile AB. Lear is continuing operations at the former Saab Textil plant in Trollhattan.

"This has been a difficult decision, made in the face of hard overseas competition," said Richard G. Williams, President of Lear Seating Sweden AB. "But by investing in new methods and a modified production system, I am convinced that we will be able to meet outside competition."

Lear Seating Sweden AB is a subsidiary of Lear Seating Corporation, USA, which is a leading independent and global systems-supplier of seats and seat assemblies for passenger cars and light trucks.

In Europe, Lear Seating is well known as being the owner of Nosag in Germany, a prominent supplier of seat frames to a number of European car makers.

Saab has sold several special manufacturing plants in order to concentrate on building cars. According to Steven Rossi, public relations manager for Saab Cars USA, Inc., "Just as we rely on Bosch to provide us with the latest in fuel injection technology, and Teves to provide the latest in brake systems, Lear Seating is a company that specializes in seat manufacture, so it makes sense to have them provide us with seating."

Saab also expects the cost will be reduced by purchasing in a competitive market.

Albert Trommer, Saab Car Museum founder, dies

The liaison between Saab Automobile AB and the Saab Clubs and the man who created the Saab Car Museum, Albert Trommer, passed away on August 26, at age 67.

Albert Trommer joined Saab in 1966 as a member of the materials handling staff. In 1972 he was named head of the visitor's department, an operation he virtually built up himself. He was also the first curator of the Saab Car Museum in Trollhattan.

Trommer also had an immense influence over the growth of Saab Clubs all over the world. He took good care of Club members, instigated contacts between Clubs and encouraged them in all conceivable ways.

Christian Trommer, Albert's son, will take over his father's duties as contact person between Saab and all Saab Clubs world wide.

the components which must be inspected for damage after airbag deployment. Previously it was specified for mandatory replacement.

Daytime Running Lights

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 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 a 10-amp fuse are installed, the daytime running lights will be activated.

Charge Warning Light

It is extremely important that the correct wattage bulb is installed in the charge warning light location to ensure proper operation of the battery charging circuit. Both the 1.2-watt and the 2.0-watt bulb will fit in this location, however only the 2.0-watt bulb is correct for this application.

If a 1.2-watt bulb (with a black socket base) is mistakenly installed, it will take a high RPM for the charge warning lamp to extinguish after initial start up. At idle, the charging system will also not charge sufficiently, which will lead to premature battery wear.

Illumination of "Check Engine" Lamp

Some 1990 900 and 9000 models with the electronic EGR system may experience intermittent illumination of the "Check Engine" lamp even though there are no engine or emission control-related faults. To remedy such cases, a special wiring harness for the EGR system is available as a service solution.

NICHOLAS PELLEGRINO
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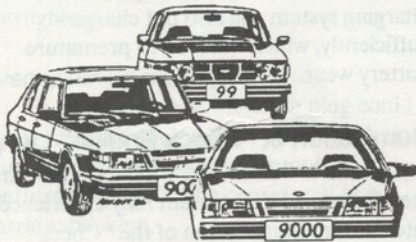
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SAAB NEWS

David Herman addresses World Congress

On January 14, 1991, David J. Herman, president and chief executive officer of Saab Automobile AB, Trollhattan, Sweden, addressed the 15th Automotive News World Congress, presented in conjunction with the 1991 North American International Auto Show in Detroit, Michigan. The subject of Mr. Herman's speech was twofold. He reviewed the ambitions of the 50/50 joint venture between Saab-Scania AB and General Motors (Europe) AG, which resulted in the formation of Saab Automobile AB, and he addressed the future of premium car manufacturing in Sweden.

A summary of his comments follows:

Mr. Herman's opening remarks concerned the creation of Saab Automobile AB. He indicated that the affiliation between Saab-Scania AB and General Motors (Europe) AG was the result of both companies recognizing the opportunity to encourage the independence of key staff functions, while at the same time providing the necessary support and resources to sustain Saab product development, improve cost structures, and optimize the utilization of Saab facilities.

As announced during the formation of Saab Automobile AB, among other opportunities, these advantages take the form of greater purchasing leverage through global sourcing, along with Saab's access to new suppliers. Additionally, the interest of reducing product development cycles, Saab is reorienting its engineering capabilities away from incremental product development toward major program development.

Mr. Herman also pointed out that Saab's activities are led by its own established management team and that there are no reporting lines between Saab and its individual shareholder companies. It is understood that any possible gain which could be achieved through combined research and development between the parent companies would be far outweighed by the loss of Saab's unique product character if there were a chain of command back to either partner.

The second area of Mr. Herman's presentation was the long-range vision of Saab Automobile AB. He stated that Saab is "a team of people for whom the design, production, and sales of unique and premium Swedish cars inspires pride and commitment." Saab's Swedish heritage is a primary source of pride and advantage, and the individualistic demands of its premium customers will continue to be pursued.

Sweden is a country of 8.5 million inhabitants and is home for two of the world's most successful truck producers and two car companies -- all with total design responsibility centered in Sweden. No other country of such size has been able to duplicate this accomplishment, and the educational tradition of Saab engineers centers around the intelligent application of advanced technologies. Saab will continue to emphasize safety, harmony with the environment, and the concept of driving pleasure.

In addition, Mr. Herman stated that Saab is "now concentrating on breaking down traditional management attitudes which don't sufficiently encourage the creation of an effective organization by making all members feel part of a team...." He continued, "Equally important to attaining a stronger commitment is a reward system that allows people to progress through greater skills and higher wages that are reflective of the value of their contribution."

1990 Index

This index covers articles published in NINES during 1990. It does not include Regional Club News, Letters to NINES, Editorial comments, Saab News, Simon DuStroke's columns or SAAB Swap.

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

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

As in past years, there was no issue published for August. Instead there was a combined July/August issue published in July.

(Klinik) = Doktor Nio's Saab Klinik
(SS) = Service Subjects from Saab

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99

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Floppy dash vents (900 goodies)	Jun	18	TRANSMISSION & CLUTCH		
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When for new shocks? (Klinik)	Dec	5	The (Real) Long Run (200k mi)	Oct	18
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AC bracket removal and other tips	Nov	16			
Misfiring 8-valve (Klinik)	Dec	5			
Throttle body "cooling"	Dec	17			

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The following back issues are still available. The supply of those marked with an asterisk (*) is very limited. Prices include mailing.

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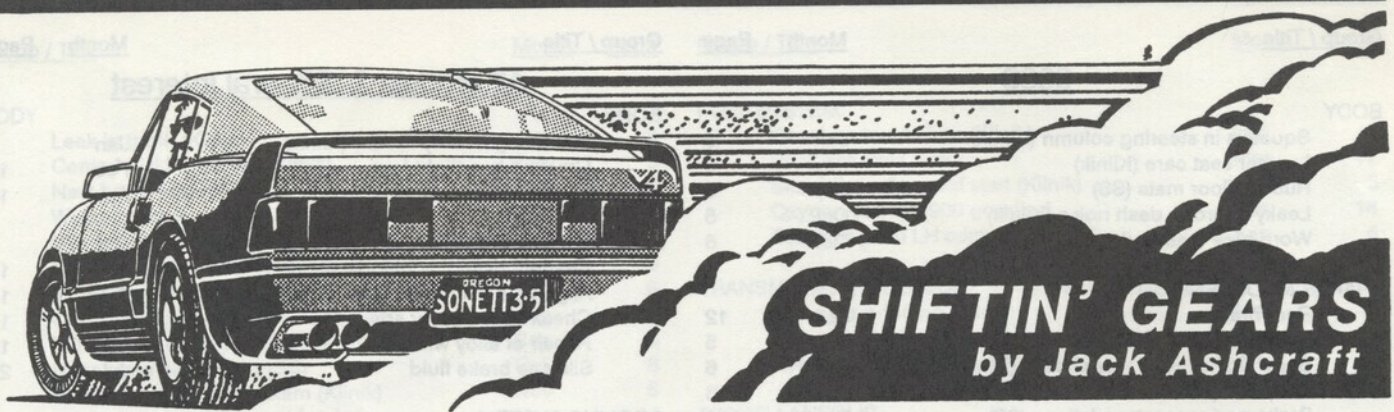
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Group / Title	Month	Page	Group / Title	Month	Page
9000			All Models & General Interest		
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Rubber floor mats (SS)	Sep	6	Windshield cleaning	Apr	16
Leaky sunroof, dash noise (Klinik)	Oct	5			
Worn grey leather (Klinik)	Oct	6	BRAKES & SUSPENSION		
BRAKES & SUSPENSION			Bearing testing technique	Feb	14
Rear brakes	Jan	12	Align yourself for the 90s	Feb	15
Tire replacement (Klinik)	Feb	5	Check space saver spare	Feb	16
Boge self-leveling rear shocks (SS)	Feb	6	Repair of alloy wheels	May	16
The \$500 pothole	Apr	16	Silicone brake fluid	Jul	22
Brake pad recommendations (SS)	Dec	6	COOLING SYSTEM		
COOLING SYSTEM			The "best" coolant (Klinik)	Sep	5
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RECALL 278 - Overheating back-up light switch (SS)	May	6	Choosing Halogen Lighting	Mar	10
Improved alarm ECU & siren (SS)	Jul	6	Dana cruise control (Klinik)	Apr	5
Radio volume control fault (SS)	Sep	8	DIY plug wire set	Apr	12
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Replacement battery (Klinik)	Oct	6	Book Review: Saab Electrics for Everyone	Sep	22
RECALL 278 (Revised)	Oct	8	ENGINE		
ENGINE			Pre-Oilers	Jan	15
Erratic idle (Klinik)	Jan	3	Slick-50? (Klinik)	Mar	5
Hot weather stalling (Klinik)	Feb	5	Deep in Oil	Jun	15
Poly-V belt inspection (SS)	Feb	6	Oil additive (SS)	Sep	6
Cold start rough idle (Klinik)	Mar	5	Proper oil change procedure (Klinik)	Oct	5
9000 cold start update	Mar	16	The correct Mann oil filter (Klinik)	Oct	6
2.3 liter engine... Soon!	Apr	10	MISCELLANEOUS		
RECALL 277 - Throttle cable chafing (SS)	May	6	New Diagnostic Tool: ISAT	Jan	4
Stainless exhaust	Jun	14	A new Saab for \$4500	Jan	14
"Check Engine" light (Klinik)	Sep	5	Audio system maintenance (SS)	Feb	7
Oil leaks (Klinik)	Oct	5	Pozi, not Phillips	Feb	16
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Low idle after high revs (Klinik)	Dec	5	Lost Boys take a Lap (One Lap of America)	May	10
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TRANSMISSION & CLUTCH			Trail of frozen tears - Ice racing a 99	Jun	10
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Radar detector installation	Feb	17	The Last Vigger	Sep	11
9000: It is a SAAB	Apr	15	National Convention '90	Sep	15
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A few 9000 fixes	Sep	19	Racing in Improved Touring	Oct	22
Driving impression - 2.3 9000 Turbo	Oct	16	Saab produces its last 8-valve engine	Nov	11
Driving impression - 2.3 9000S	Oct	16	Computerize your car records	Nov	15
Adding a CD changer (Klinik)	Dec	5	Fuel saving tips that work	Dec	13
9000 Service Manual (SS)	Dec	7	One part fits all	Dec	14
Driving impression: 2.3 Turbo in Germany	Dec	9	Int'l SAAB Clubs Meet in Luxembourg	Dec	22
			Saab/GM Joint Venture		
			GM Buys Half of Saab	Jan	8
			Bob Sinclair on Saab/GM joint venture	Feb	10
			David Herman takes the helm	Mar	8
			New name, new president for Saab U.S.	Sep	10



SHIFTIN' GEARS

by Jack Ashcraft

3.5 PROGRESS

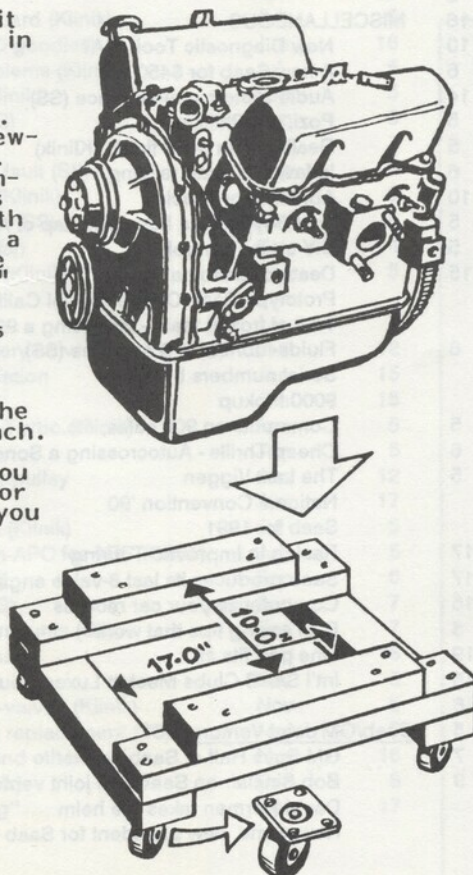
Eldest son Mark (now a Senior Auto Designer for Honda USA) spent the holidays with us. Only a little arm twisting convinced him to help on the shaping of the tail feathers of the 3.5 project Sonett. The rear is about 7" wider than stock due in part to accomodating the wide tires and rims and in part to making everything "work" visually back there. Up front the special cooling system is in place and the fitment of special hydraulic struts to support the hood assembly is underway. Special seats for the car have arrived as have the new tail lamp assemblies and the steering wheel and a whole batch of other goodies. We DO plan to show the car at the national convention in Washington state in August so we're going forward on the car once again.

CHEAP V4 CART

Everyone with a V4 Saab should have some spare parts. Here is a neat way to store a spare V4 engine so it can easily be moved in your shop.

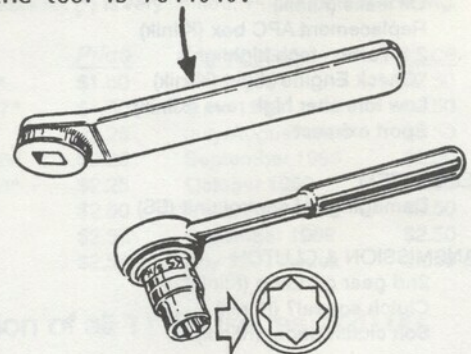
The wood parts are 2x4s nailed together. The castors are screwed to the underside. The only critical dimensions are the ones shown. Overall length of my carts (I have a number of them) are 17.0" wide and 24.0" long.

The V4 engine nests right down into the cart and sits on the block on each side. The oil pan clears the floor by about an inch. The engine scoots around easily and you can build the cart for about ten bucks if you shop a bit for the castors.



BRAKE ADJUST TOOL

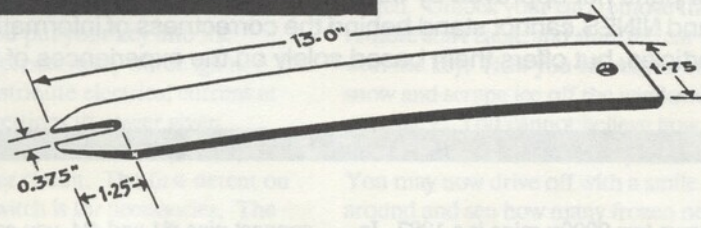
The Saab 95/96/97 brake adjustment key, as Saab called it, was provided in every new car tool pouch. A lot of owners scratched their heads over it but it was (and is) used to adjust the rear brakes on these cars. The Saab part number for the tool is 7844640.



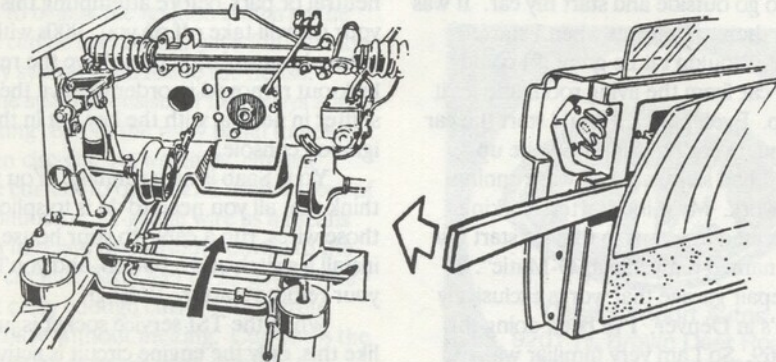
If you can't locate one, a good substitute is the combination shown, a 1/4" drive ratchet and an EIGHT POINT 5/16" socket. Mine is made by KS tools (I think that means Korean Special) its part number is 40900 and it works very well. Attached to the ratchet, it speeds up the brake adjustment job.

NOTE: When adjusting 95/96/97 rear brakes, be sure to lightly oil the adjusting bolt's threads. You can easily do this with an oil squirt can from the outside on the brake drum backing plate. Makes adjusting a lot easier.

DOUBLE DUTY TOOL



This is a handy tool made from a piece of old leaf spring (remember them?) and cut and ground to the shape shown above. I use it to hold the transaxle UP when I install the V4 engine in a Sonett, use it to pry off door upholstery on any number of cars, including Saabs, and use it for general prying jobs.



If I remember correctly, the one I have came off a Triumph TR4 (we used to service a LOT of Brit cars when I had the Saab-Fiat-Citroen dealership) which had a fair appetite for rear springs as well as other chassis parts, particularly when driven hard.

COOLING SYSTEM SAVERS



The average attention paid to the cooling system of a modern car is roughly the same as the worry we assign to the life and times of Antarctic penguins. It is only when we finally tear down an engine for rebuilding that we discover the flake, rust and general CRUD in our engine's water jacket, hoses and radiator. If we are smart, we will have the engine block and heads tank cleaned with a chemical cleaner, will have the radiator completely rebuilt, will replace all the hoses, probably HAVE to change the leaking heat control valve and will put in a fresh batch of anti-freeze and water in a 50-50 mix.

There now is an item available for cars that will add many thousands of miles of life to their cooling systems. For years there has been a coolant filter system available for long-haul diesel trucks. These filters screw on like an oil filter, and in addition to FILTERING, release a corrosion inhibitor into the coolant from a time release capsule inside the filter. These are excellent systems and I have seen engines using the systems with close to a million miles on them whose water jackets looked absolutely like new!

Now a smaller unit is available for cars and we have developed kits for the Saab 95/96/97 cars. They work very well are easy to install, and come with complete instructions. Anyone rebuilding one of these engines would do well to consider the installation of one of these coolant filters.

V4 HEADS RECONDITIONED



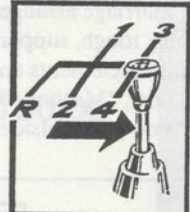
Includes new hard exhaust valves & seals, new intake valves, valve springs & keepers, and new valve guides if required, on 2 Saab V4 heads. Heads OK for unleaded gas.

\$320

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



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- SONETT III HATCH WX'STRIP KIT....\$36
- V4 CHROME VALVE COVERS(2)\$65 XCHG.
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TECHNICAL TALK

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Remote start

The two hardest things to do on a cold, cold wintery, snowy morning are to get motivated to go to work, and to start your car. Friends, I cannot help you with work, but I sure can on starting your car.

Like most families, you probably own two cars. Housing in today's society lists a two-car garage to park two cars. If you're like me, you like to tinker with various projects. My tinkering consists of having everything needed to do whatever projects arise. Where do you put "everything needed"? In the garage, where else.

Now we have to make a decision between husband and wife as to who gets the parking space in the heated garage. Naturally, the wife wins. The husband's role in the marriage arrangement is to be understanding, tough, supportive and to withstand all weather elements and not complain. You know, "Macho". What it all boils down to is "You park outside, Macho man."

We own two 9000s; mine is a 1987. In the morning, after a cold wintery snow storm, I looked out the window and saw my Saab with snow on it... and got depressed. Not from the snow, but from the thought of having to go outside and start my car. It was cold out there. That was when I started thinking: Wouldn't it be great if I could start my car from the living room and let it warm up. Even better, I could start the car in my underwear right after I woke up because I had slept late and was running late for work. My mind started working.

I created a system to remote start my 9000. I named it my "Saab-O-Matic". I own a repair garage that works exclusively on Saab's in Denver. I've been doing this since 1969. So I am very familiar with wiring and circuitry with 900s and 9000s. This is where creativity comes in.

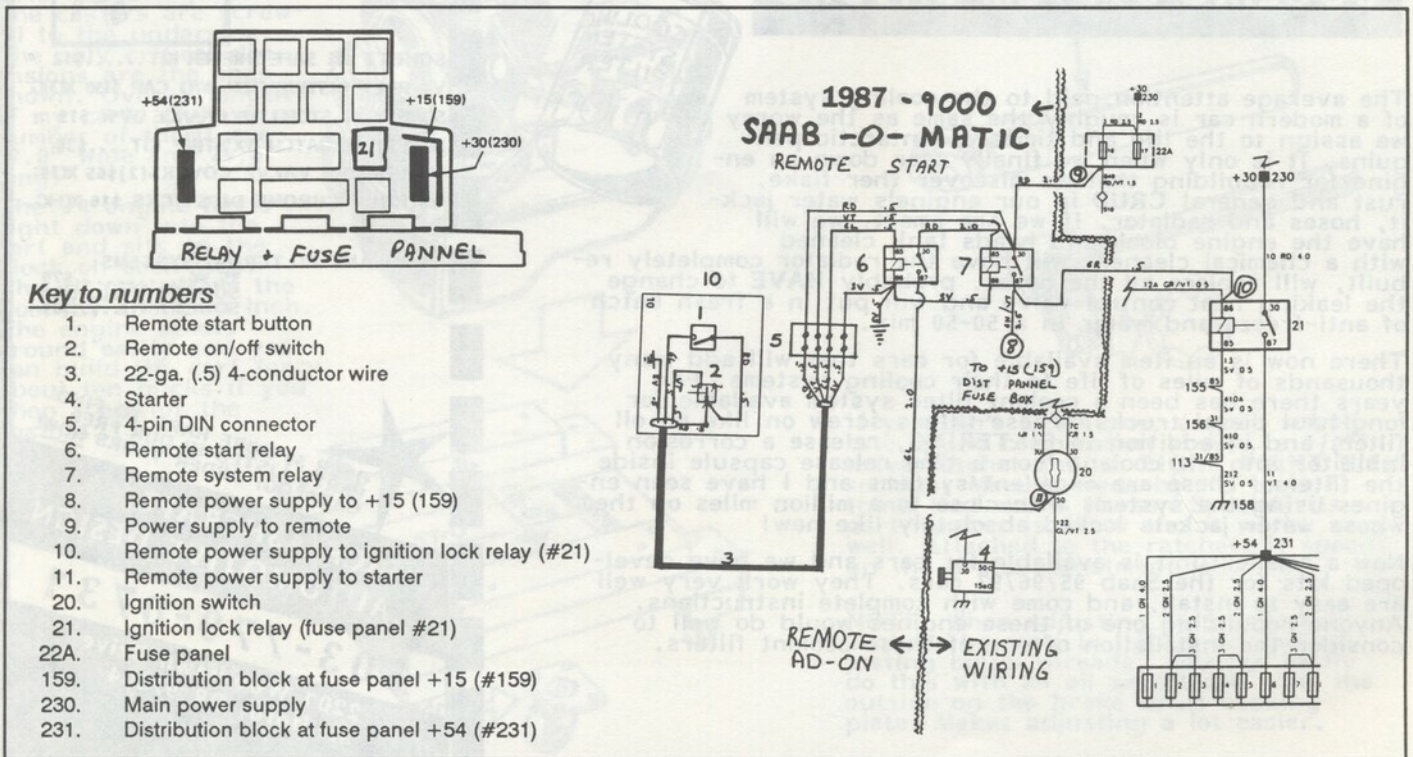
For those who are familiar with the TSI socket (Timing, Service, Instrument) on 900s and 9000s, you know that if you

connect pins #1 and #4, you can power the engine to run. Connect pins #1 and #3 momentarily to activate the starter and the car is running with the keys in your hand.

NOTE: Make sure that the car is in neutral or park before attempting this or your car will take off on you. 900s with a manual transmission must have the reverse lock-out removed in order to have the shifter in neutral with the key not in the ignition console.

Your Saab is now running. You might think that all you need to do is to splice into those wires, run a cable to your house, install a switch and a button, and you'll have your remote starter. Wrong!

When the TSI service socket is jumped like this, only the engine circuit is activated. You will not get any power supplied to the heater fan, seat defrosters, engine gauges, wipers, rear defogger, windshield defroster and other accessories. It's all well and good if the engine is warm, but wouldn't you



rather have a warm car and clear windows? You will need to inquire further into the electrical system.

When you put your key into the ignition, the responsibility of the ignition switch is to distribute electrical current at given switch settings to power given electrical circuits; i.e. Accessory, Run, Start and key buzzer circuit. The first detent on the ignition switch is for accessories. The second position is "ON" or run. This setting gives full function of all systems in the vehicle. The third position is the spring-loaded momentary contact to engage the starter until the key is released. I designed a system to bypass the ignition switch so the vehicle can be started and have full function of every system from inside the house.

The system consists of two relays and an existing relay in the relay panel to power up given circuits. As we know, circuits require current to operate. I used 60 feet of four-conductor, 22-gauge wire as a means to latch in relays to distribute power to the proper circuits. Sixty feet of 22-gauge wire will not carry enough current to operate your vehicle without melting. Current is the responsibility of relays in all circuits.

Here is how it works (refer to the wiring schematic). Power is supplied to remote power switch #2. When the remote switch is closed, power is supplied to activate remote relay #7. Remote relay #7 then supplies power from fuse #16 to power distribution bar #15 (159), located on the fuse panel, and also latching in relay #21 (ignition lock relay in the relay panel) supplying power to fuses #1 through #12. Now you have almost every circuit in the car activated. When remote start button #1 is momentarily closed, the remote start relay (#6) is also activated momentarily to supply power from fuse #16 to the starter solenoid to crank the engine.

When the remote power switch is opened (turned off), power supplying all circuits is cut off, thus the vehicle stops running. Simple? You bet.

To connect the vehicle to the remote start box I used a four-pin DIN connector. Mounted on the dash in a blank switch location is the female end of the connector. I devised a post-drive checklist that, if you adhere to it, will ensure when you use the remote start the next morning the car will not take off without you. Only after you go through the checklist do you plug in the remote start.

In the morning you start the car with

the remote start, let it warm up for ten or fifteen minutes, then turn off the remote switch. Unlock your car, remove the remote start cable and start the car normally with the key. Now you can brush off the snow and scrape ice off the windows if necessary. You cannot believe how easy the snow and ice comes off of a preheated car. You may now drive off with a smile. Look around and see how many frozen neighbors are staring at you.

Two special warnings: Do not attempt

this if you are unfamiliar with electrical wiring and circuitry. Second, this may be hazardous to your health. You may be shot by some jealous neighbor or wife.

I dearly love my wife, but I honestly believe that she would prefer to park her car outside so she can use the remote start, and let me have full privileges of parking inside. Anything to make her life easier.

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If you are the owner of an older Saab, particularly if you live in the Northern or coastal areas of the United States, then you are probably well acquainted with that persistent, insidious foe of sheet metal cars, RUST. Saabs generally hold up better than most cars in the face of sustained corrosion over a long period of time. However, from the standpoint of cosmetic appearance and absolute structural integrity, rust has probably lain waste more old Saabs than any other single reason.

In general, the reason for this is not a lack of quality in material and workmanship. The steel used on the 92, 93, 95, 96, 97 series cars is an excellent mild steel, of a heavier gauge than most European cars of that time, including the VW Beetle. By comparison, the high tensile strength steel used by many Japanese auto manufacturers and on many America "import inspired" cars is much more prone to corrosion damage and much less repairable. Its thinness and brittle, less malleable grain structure makes it more difficult to hammer-work and weld properly. Because of the better "workability" of the steel in the Saab body/chassis panels, almost any old Saab, regardless of how dented or corroded, is a good candidate for repair or restoration.

The main problem areas on a Saab 96 are almost always found at the spot-welded seams, such as the outer rocker panel bottom, the front floor to bulkhead seam, and the seam at the rear of the quarter panel adjacent to the rear fender. Spot-welding of the unibody cars is *de rigueur* in auto manufacturing because it makes assembly of the car fast, relatively clean, and plenty strong enough for most purposes.

From a longevity and corrosion resistance viewpoint however, this type of construction presents some compromises which lead to the problems we are seeing now 10, 15 and 20 years down the road (so to speak).

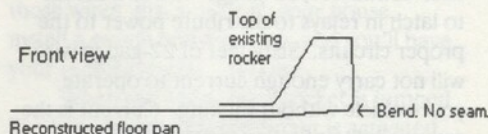
For one thing, any collision damage the car may sustain during its life will usually cause some degree of flexing in and between body and chassis panels. This results in the seams, which are spot-welded every few inches along their length, to open up slightly between the spot-welds. Often some of the spot-welds themselves will crack or break depending on the impact they are subject to. When this happens, the seam is no longer water tight and tiny areas of bare steel are exposed inside the seam itself as the paint cracks due to friction inside the seam.

Another contributing factor is the compromise in the shape and location of a seam to facilitate fast assembly of the car at the factory. 96 rocker panels are a good example of this.

floorpan is sandwiched between the inner rocker and lower rocker panels.

This is how these seams begin to fester and corrode long before anyone can see it blister through the undercoating on the bottom. If you look at a typical rust belt 96, you will see the seam underneath the car where the lower rocker meets the floor taking on a "fluted" appearance where the seam is rusting internally between spot-welds.

No amount of grinding or painting the outside surfaces of this and other seams will cure this problem. The only permanent solution is to cut out the entire seam and reconstruct it. While this seems costly and involved, it is definitely feasible and well within the capability of a competent restoration shop. We have developed a modification of this seam configuration designed to prevent the same problem from occurring after the damage is repaired.



This consists of cutting the rocker panel off the entire length of the car, leaving only the top surface, which in most cases is still perfectly intact. We then construct a new outer rocker which has a seamless bend down its entire length in place of the old downward-pointing spotwelded seam. This panel is then welded to the floorpan and to the old rocker top panel along this entire length with no gaps, in one continuous weldbead. All of our repair panels are acid treated and primed with zinc chromate epoxy primer inside and out. The rocker panel and all box sections we repair are then sprayed inside with a special grease to protect them from moisture or condensation inside.

In this article I have addressed only one small aspect of structural restoration on old Saabs. In future articles, if there is demand, I will go into the technicalities of many other areas of concern in restoring these cars including drivetrain and mechanical repairs. Interested parties are invited to correspond with me care of Nordic Motors during business hours 9-3 (Eastern Time) 617 648-6050.

Steve Bennett
 Nordic Motors
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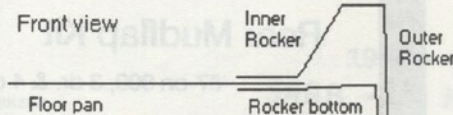
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In this front view of a 96 rocker panel and its attachment to the floor pan, we can see how the seams are located for easy "pinch weld" assembly. Note that the seam between the outer rocker and the rocker bottom sticks out pointing downward, directly into the snow/salt/slush mixture we often drive in. The reason it is made to stick out like this is to provide a welding surface for the arms of the spot-welder used in constructing the car. This tool resembles an electrified ice tong which pinches the two panels together and melts a small 1/4" diameter spot together. During the car's construction, workers go around and pinch the panels together at 1" to 3" intervals. Also note here that if any moisture collects inside the rocker panel box section, it will run down directly into the seam where the

900 assists

Cold engine stalling

I want to share with the other club members the solution to cold engine stalling problem in our 1985 Turbo 16-valve. I spent a lot of time and energy trying to determine the cause of the stalling. The engine always ran fine after the warm-up, but always stalled when cold. I set the engine to factory specs., replaced the oxygen sensor (using the correct part number), cleaned the AIC valve, corrected all vacuum leaks, checked fuel injection components and wiring, checked battery charge, alternator output, installed spark plug gaps, different heat ranges of plugs, reset the CO adjustment screw in the air mass flow sensor etc., without curing the problem. To say the least it was very frustrating.

With this much experimenting behind me I had determined the root cause of the stalling problem to be a lean air/fuel ratio when engine was cold. The signal from the temperature sensor needed help! The fuel injection computer was ignoring the temperature signal; i.e. the design of the circuitry is such that not enough fuel was provided for stable combustion. To ensure the computer was paying adequate attention, I installed a temporary variable resistor in series with the existing temperature sensor. Several experiments with increasing resistor settings determined the minimum acceptable value for reliable cold engine running. I was not done however. The computer was paying too much attention to the temperature signal when engine was warm.

Without the additional resistor, the oxygen sensor would vary the idle speed, but with the resistor the idle was rock steady, proof the oxygen sensor signal was overwhelmed by the additional resistance. As the engine warmed up the resistance had to be cancelled out from the circuit. I searched awhile for a suitable temperature dependent resistor and finally settle on SAAB's own temperature sensor.

Installation of the additional temperature sensor was simplified by an existing threaded hole in the intake manifold, plugged by the factory with a threaded plug. I removed the plug and installed the additional temp. sensor using a thread adaptor. *End to my Frustrations!!!*

To make myself really happy I tried the acid test: Drive down a long hill right after

the cold start with throttle closed, transmission in gear and came to a dead stop after more than 10 seconds; no stall. This modification does not affect the running and emissions of a warm engine, and fuel economy was unaffected.

I've tried many different spark plugs and am convinced ND (Nippon Denso) U-groove plugs are superior to all others including platinum plugs. The gap I use is .026 inch. I also strongly recommend these plugs for the 8-valve engines. Be sure to get the extra extended tip; smoothness, torque and fuel economy all improve.

The engine is smooth and will hold boost half way in the red zone all the way to the red line on premium fuel (the APC system pressure sensor circuit is modified to do this trick).

Catalytic converter replacement

Once the cold start problem was resolved, I became intrigued by the recommendations of some members who reported in NINES a noticeable power gain realized after the stock converter was replaced by a bigger after market unit.

I had to try this myself and installed a 2.5 inch in/out universal converter from Walker (NAPA part #15115). It is only 14 inches long and replaces the stock unit with some welding any muffler shop can perform. The actual time spent in the muffler shop was 30 minutes.

After driving the car with this modification I concur with the other members' opinions on this subject. The engine is smoother, has a substantial increase in torque, especially noticeable in the 1000 - 2400 rpm range, where it exhibits steam engine pull, and revs to 6000 rpm and beyond better than a Ferrari with an especially nice induction system wail. With normal driving the fuel economy has improved. The "turbo lag" (i.e. uneven torque delivery) is less noticeable due to the "grunt" available down low: upshifting at 2200 rpm produces more than adequate acceleration. At cruising speeds the Turbo gauge indicates greater vacuum than it did before for similar vehicle speeds and road grades. The Walker converter has a more open honeycomb structure and only one element; the original had two (I suppose to reduce all three pollutants HC, CO, NOX).

I am speculating the power gain is due more to the less restrictive nature of the

catalytic element, than to the increase in the pipe diameter. There is no increase in exhaust noise level and actually the sound is "sweeter" in the upper rpm ranges. The exhaust "smells" the same as it did before.

The car will run over 100 mph on a particular limited stretch of an open road using a running start and going through the gears; before it would hit 90 - 92 mph. I anticipate driving this car every day.

Truly clean windshield

I am extremely pleased with the results the "Hot Squirt" windshield washer heater provides. It is a little heat exchanger (tube with coil wrapped around) that installs in the coolant hose and uses the engine coolant to warm the washer fluid in the coil. The hot washer fluid cleans the road grime efficiently and in less time than the cold fluid does. It also defogs the windshield in the outside after only one or two minutes of cold engine operation. The hot washer fluid will not crack ice cold windshields. It is available from many auto supply stores.

As good as the Bosch MicroEdge refills are, the better solution to a messy windshield is dual blade wiper refills (in contrast to dual arm wipers). The dual blades leave the windshield "chamois" dry. Also available from auto parts stores.

Fuel injection computer

A while back we had a strange engine cutting out problem. The engine would run fine and then it would quit (city, highway and everywhere else). It turned out to be the fault in the fuel injection computer which would decide to shut the fuel injectors at the most inopportune times. A good friend of mine (electronics engineer and computer wizard) said it was most likely a bad cap (capacitor) on the computer circuit board that was shorting out through its dielectric. He said it would be almost impossible to find the faulty cap and it would be wiser to replace the whole computer.

Following his advice, I located a good one from a recycler and never had to worry about engine quitting anymore. ("Black boxes" are truly great when they work, but when they quit or just quit intermittently they are truly infuriating).

Jacek Filutowski
Gig Harbor WA

Mr. Goldberger writes, and writes, and writes

September 22, 1990

On August 28, as I was returning from a vacation, my now famous son was at home and needed to go to the dentist. An intermittently bad fuse in his '80 900 had caused the alternator, brake, and oil lights on his dashboard to go on (and the radar detector and turn signal to go off). Fearing that his antique was on the verge of an electrical melt down, he took my car.

The dentist appointment was accomplished with no problems, but on the way home an octogenarian in an '88 Cadillac ran a stop sign, saw him coming, and stopped directly in his path. Thanks to the anti-lock brakes, David was able to drive into the Caddy's trunk instead of sliding through the driver's door and probably killing the old man. He then went into the ditch, where the self-tensioning seat belts kept him completely away from the steering wheel, dash board, and safe from injury.

The repair estimate was about \$13,000. All four radiators, all front lights, both fenders, both cooling fans, hood, engine cradle, front sheet metal, front plastic

bumper, and windshield (the windshield damage courtesy of the body shop person who opened the hood into it) were wiped out. The passenger's front door was pushed back to meet the rear door, and the hood was buckled. The front right cowl was compressed such that the vehicle ID plate was buckled upward about 1/4 inch. Adding insult to injury, either a passerby or the tow operator ripped off the radar detector.

The insurance settlement was basically at book, with allowance for low mileage but not for the rear decor panel. The carcass and the settlement check were used as "trade-in" on a new 9000S 2.3, thus reducing the sales tax bite by over \$900. Let me say two quick things about this car:

- 1) the 2.3 engine is smoooooth!
- 2) a funnel is unnecessary for the oil filter as there is no part of the car underneath it! Just put the pan under the filter and unscrew. You do need to reach up from the bottom, however, because the exhaust manifold and air conditioner compressor block access from the top.

My main bitch regarding the whole affair (given the fact of its happening) was my treatment relative to the extended warranty. I purchased the warranty with the understanding that I had been offered a discount for purchasing at the time of the vehicle purchase, said discount compensating me for the time value of money. The shop which purchased my car, presumably to repair and resell, had no interest in paying for the contract and passing it on to the ultimate purchaser, so I canceled the contract. The rip-off is that the contract refund is pro-rated according to the time since it was purchased, even though it was never truly in force because the manufacturer's warranty had not expired. Thus, the SAAB company, or their underwriter, has gotten into my pocket for nothing. I believe that the SAAB extended warranty offers substantial protection for a reasonable price, but you can bet parts of your anatomy that I will not purchase one for the new car until it is two years and 364 days old! I strongly urge other club members to consider the fact that cancellation refund of the extended warranty is pro-rated back to the date of the purchase of the warranty, and not to the date of activation.

And yes, I have changed all the fuses in the 900, replacing most of them with the new style glass sealed variety.

Stephen Goldberger
North Canton OH

October 25, 1990

After driving my new 9000S for a whole month I have the following observations:

The smoothness of the balance shaft engine in the 9000 chassis is astounding. From 2000 rpm up the only hint that there is a piston engine at all is the exhaust noise, which can only be heard during strong acceleration. I surmise that the additional muffling which goes on in the turbocharger will make the turbo version feel like a linear induction motor!

The car has plenty of power. With the larger engine, shorter gearing, and no turbo lag, the 2.3 is better off the line than the 2.0 turbo. Do I miss the thrust which occurs as the boost comes up? Of course, but given the choice, I will take what I have over either the 2.0 turbo's thrust or the 2.3 turbo's price.

I prefer the manual climate control. The version installed in the 9000S uses the same system of air dampers as the ACC system uses, with sheer muscle power replacing the little servo motor(s). Just as with the ACC, I manage to set the controls without hurting myself. Unlike the ACC, intermediate settings on the air flow director are available under manual control. I really like the fact that the heater core is always full-on, making heat instantly available. The compressor can be controlled with either the compressor switch or the fan switch (the compressor is disabled when the fan is set to "0"). The only problem with the system is that the air bag bulge blocks the A/C and Recirc. switch from view. I will probably customize my dash by switching the A/C and seat heater controls. I have a backup sensor for detecting the position of the seat heater switch.

Tires: The Michelin MXL 195/65-15 are reminiscent of the Pirelli P-800 or the Continental CT-21 which I have used on 900s. The ride is soft, the tires are very quiet, and the handling is good. They are not as crisp (no surprise) as other tires I have used on the 9000, P-600 and Goodrich Comp T/A HR (now HR4). The Goodrich was just a little more neutral than the Pirelli, or, alternatively, the Pirelli was a little more stable than the Goodrich, depending on your preference. The Goodrich is not as good in snow as its "M+S" rating would imply; the P-600 is much better in snow than one would expect. I would rate them about equal (i.e., not very good, but driveable) in the snow. Despite the vastly

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different FTC numbers, the wear rate seemed the same.

Oil Filters: I do not wish to debate whether "Genuine SAAB" filters are the only ones to trust. Certainly, the famous *Consumer Reports* rating (Feb. '88, I think) concluded that the Fram filter was significantly better than any other they had tested, but warranty terms may be an over-riding concern. That said, note that the filter size used for the old "B" engine was equivalent to a Fram PH-43 (70's vintage Chrysler). With the "H" engine came a new, smaller size (Fram PH-16), mainly because the space available to the relocated filter would not permit a filter wrench to be slipped over the old size filter. Be advised that the old size filter will still fit, but you must remove it by hand or with a non-traditional wrench (such as a fabric strap.) The 9000 looks like it will also take the larger size without a problem. Now, if one were to choose to use a non-SAAB filter, for whatever reason, why not use the old size and have more filtering area? (According to Fram, the PH43 and PH16 have identical threads, pressure relief settings, and both have anti-drainback feature.)

Anti-Freeze: Xerex, made by DuPont when I was young, is now a trade mark of BASF, SAAB's supplier. I have written to them asking whether Xerex meets either the BASF G-105 or the G-48 specification. I will, of course, write when I get the answer.

Batteries: For years I have wondered why the replacement guides list the SAAB OE battery as having low cranking power. The battery on my new one, which looks about the same as they all have, has a part number label which includes the following:

- 12V/330A/110 min IEC
- 12V/500A/115 min SAE
- 12V/280A/ 62 AH DIN.

Thus, it would seem that the cranking rating the guides are using are the figures from a European rating book. Note that the batteries you find in the Saab dealers' parts department are not the same as the ones that come in the cars, but are made in the new world by Gould. It doesn't make sense to ship lead and sulfuric acid across the ocean.

Steve Goldberger
North Canton OH

January 15, 1991

Has anyone else noticed that the wire guard around the "third brake light" on the 9000 hatchback is positioned at just the

right height over the rear shelf to hold a standard pizza box firmly in place during that critical rush to provide a still-hot meal to your loved ones?

I have just read the car magazine reviews of the new 9000-2.3 Turbo. Your old friend Phil Berg (*Car & Driver*) wrote the most telling phrases - that the only thing standing between that car and perfection is Saab's knuckling under to convention when placing the ignition switch. One more thing remains to be done; tweak the rev limiter to allow 6100 RPM, allowing the car to top out in second gear at 60 mph instead of 59. Saving that third shift might cut another quarter second off the 0 to 60 time. Perhaps bribe Pirelli to add a smidgen to the P-700's radius.

Living where I do, and driving as I do, the awesome power of the Turbo is a waste; if I lived in a more fast-paced region, I would of course be writing the check right now. Saab's practice (of necessity, perhaps) is to outfit all its trim and power versions with common drive train, braking, and suspension components. This means that the fundamental chassis of the non-turbo versions (i.e., my 9000S) designed to withstand the much higher loads, are well-nigh unbreakable. That makes me happy. That also is a significant plus which the lower power Saabs have over many competing makes, especially the infamous A-car.

In our part of the country, with high moisture content snow and sleet, winter wiper blades are essential. The standard blades routinely fill with slush and freeze, and will thus not conform to the curvature of the windshield.

Now, another of my frequent value analyses:

My 1982 900 Turbo carried a list price of slightly over \$17,000, versus the current list price for a base 900 of about \$18,500. In performance, the Turbo had 135 HP and 170 ft. lb. of torque; the base 1991 900, 140 and 133, respectively. The 1982 was a single cam, 2.0L, with Bosch "K" mechanical injection and an oxygen feedback control; the 1991, twin-cam, 4-valve, 2.1L with Bosch "L" electronic injection. Acceleration and top speed put a slight advantage to the older car. Handling benefits the newer model, with both models featuring the same tire specification, and the newer model featuring anti-roll bars front and rear.

In safety the new car features air bag, anti-lock braking, rear shoulder belts, and improved lighting and headlight wipers.

In luxury of appointments, the 1991 base model lacks the sliding steel sunroof, aluminum wheels, and power window lifts on the front windows. (In 1982, electric window lifts were not sufficiently proven to warrant inclusion on all four windows.) The driver's seat in the newer model features more flexible and greater range of height adjustment, and rear seat folding is somewhat more convenient. Both models featured cloth seating. The '91 lacks a rear arm rest. Radio, HVAC, locking, instrumentation and controls, and fit and finish are all comparable.

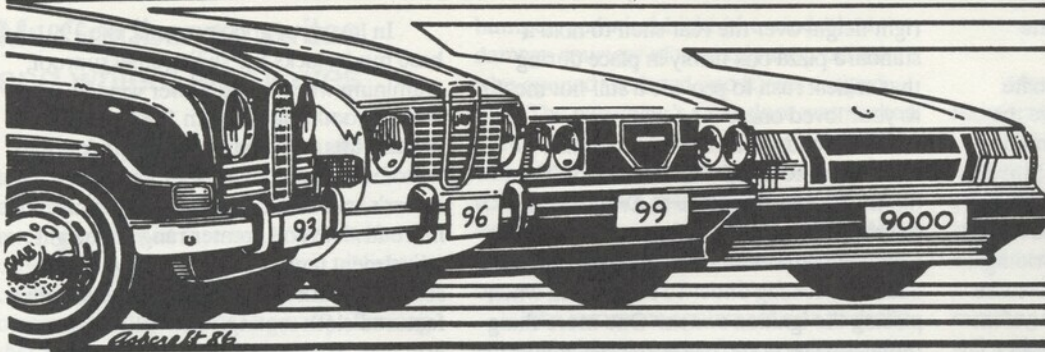
In durability, the new model features improved painting systems, markedly improved transmission (according to Saab), and a 6-year, 80,000-mile warranty versus a one-year, unlimited mileage warranty. And the dreaded heat valve problem is solved.

The approximate inflation rate of 4 percent puts the current value of the 1982 list price at about \$23,250, approximately the price of a 900S, which shares the base model's performance and out-lux's the 1982 model with electric windows even in back, fog lights, electric sunroof, and leather seats.

The 9000 was introduced as a 1986 model with a list price about \$22,000, which included cloth seats, no sunroof, and pyrotechnics in the seat belt mechanism. The 1991 base 9000, at the same price, lacks aluminum wheels, ACC, cruise control, fog lights and equalizer. It adds the balance shaft engine, SDI, anti-lock brakes, the driver's air bag, and the extended warranty. Tire choice is biased toward comfort. Using the same inflation adjustment as before gives a current value to the original 9000 Turbo's price of about \$26,750.

In balance, the current base models almost match the performance and luxury of the earlier top-line models, somewhat exceed the safety and durability of the earlier models, greatly exceed the warranty coverage, and are available at well below the inflation adjusted price level. The product line covers the range from a fully equipped base model, to southern-bordello luxury model, to high-performance luxury. At each step up, the buyer can choose between the higher trim/performance 900 or the same trim/performance 9000. (The only missing link is a low trim turbo, something Saab has never made available. I guess luxury is part of the price for speed.)

Prolifically yours,
Stephen Goldberger
North Canton OH



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'66 Sonett II, #26, 2-stroke. Very good original condition, 50k mi, no floor pan rust. \$8,000. Robert T. Garber, 41841 Lawrence Ct, Elyria OH 44035. 216/324-5507 or 322-6226.

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'72 Sonett III, LIKE NEW! 50k mi, garaged, rust-free California car. New clutch & brakes. Drive anywhere, excellent thruout. \$3,250 obo. Thomas Larmer, 27296 Via Avila, Mission Viejo CA 92691. 714/458-6485 or 213/495-6334.*

Two '71 Sonetts, (very reluctantly) both green, both interiors good to very good, both have body damage but opposite ends, on running, one not, \$1500 for both. Beverley Henderson, Pacifica CA. 415/355-0383.*

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Two 95s: '71 V4 with new paint, AC, AM/FM, Sonett drivetrain, Michelin's. '64 3-cyl, all orig, only 147k mi. Both gd cond & driven daily. \$2,000 ea. Ed Carney, 218 Reamer Ave, Wilmington DE 19804. 302/658-3131.

'70 95-V4 1.5L, very good original condition. \$2,500. N. Sutton, 208 Huntington Place, Lompoc CA 93436. 805/736-8931.*

Last Chance Offer: Four '68 & '70 95 wagons, one '70 96 sedan. Good bodies plus numerous parts. \$1,500 for all or \$300 ea. obo. Bob Englehart, PO Box 1476, Ames IA 50010. 515/232-4477.*

'66 96, triple carb sport engine, some rust-thru but restorable. Extra sport engine, transaxle, wrist pin brngs, radiators, grille, other spares. \$450 obo. John Trice, Lafayette IN. 317/447-1270 or Joyce Potts, 317/268-2294 eves.

'66 96, 3-cyl 4spd, 50k mi, decent body & interior, good running gear, run weekly. Would need little to be nicely restored. \$800. R.E. Antram, Somerset PA. 814/443-2393.

'64 GT-850, very good condition, driven weekends, no rust, extra engine (non-GT), many misc. parts, manuals. Asking \$3,950. Vic Palumbos, Grapevine TX. 817/685-8076 after 7pm CST.

'63 96. no rust anywhere, fresh engine & trans, 4 extra engines & a ton of spare parts. Beautiful Blue baby. \$6,000 takes all. Jack Ashcraft, 2201 Woodlawn Dr, Medford OR 97504. 503/779-0731.

'60 93F. Needs assembly after body restoration. You finish, \$1,000, I finish, \$2,000. Robert T. Garber, 41841 Lawrence Ct, Elyria OH 44035. 216/324-5507 or 216/322-6226.

2-Stroke & V4 Parts & Accessories

'65 96 2-stroke and '68 Sonett II/V4 parts. Send SASE for list. Dave Starbuck, 28 Union Ave, Warren NJ 07059.

1965-66 3-cyl 2-stroke engine, totally rebuilt. Complete with triple carbs, starter, generator, and radiator. Excellent condition, currently running on test stand. Best offer. Chris Paulsen, Harpursville NY. 607/693-2964.*

1700cc V4 engine, professionally rebuilt, many new parts. 10k mi on rural highways. Nat Koren, PO Box 1431, Montpelier VT 05601. 802/456-1705.*

'71 96, 75% parted. What you don't take goes to scrap. Free if you pick it up. Relocating. Busch Goncarovs, 52 Alexander Rd, Colchester CT 06415. 203/537-4990 bfor 9pm.

Parting out '74 Sonett, willing to sell all parts. Mark School, 313 E Greenfield St, Appleton WI 54911. 414/731-5289.

Sonett III parts: Front or rear fiberglass, \$200. Soccerball mags, \$40. Doors, \$30. More. Write or call for list: SAAB Parts, PO Box 17796, San Diego CA 92177. 619/273-7042.

99s and 900s For Sale

'85 900 Turbo 3dr, 94k mi, Konis, Quikor springs & sways, airbags, Calloway chip, K&N, gauges, Euro lites, 4 mounted snows, block & washer heaters. No oil, no smoke. Tight & fast. \$7,200 obo. Lewis Persons, 836 8th Ave, Helena MT 59601. 406/442-3989.

'84 900 Turbo 4dr, 5spd, Grey/Tan, 150k mi, very good condition, strong engine, new clutch. All highway miles. \$3,800 obo. Frank Potocnik, Charlotte NC. 704/588-1111, lv msg.

'81 900 Turbo 4dr with '85 16-vlv eng (60k mi), & '87 5spd. Very good leather interior, Saab sway bars, Sony CD player, new FXS shocks, Euro lites, new Rose Quartz paint. \$6,500 obo. John Rumrill, N Orange MA. 508/575-0338 day

'80 900 Turbo, 3dr, 5spd, 58k mi, orig owner. Sunroof, Blaupunkt, Inca rims, swaybars, European halogens, CB, VDO gauges, alarm & more. Mint! \$4,900 obo. Alain Waksenboim, Forest Hills NY. 718/830-9077.*

'80 99GLi Coupe, 43k mi, Midnight Blue, A/C, Alpine stereo. Mint No. Carolina car, original owner. \$4,000 obo. Joshua Jablons, Cedar Grove NJ. 201/239-1100 W, 212/777-4562 H.

'79 99GL 2dr, 4spd, Dk Blue w/Grey interior, 135k mi, some thru body rust. Parts car or winter beater. \$300 obo. Christopher Johnson, 7130 Platt Rd, Ypsilanti MI 48197. 313/323-0876 W, 313/434-5941 H.

'78 99 Turbo, 100k mi, Slate w/red interior, some rust, no damage, 5 good Incas & 4 soccerballs. \$1,500. Bob Tempest, Cleveland OH. 216/238-8575.

'78 99 Turbo, Anthracite Gray, beautiful condition, 150k+ mi. Rebuilt turbo, engine, front susp, radiator. New paint & headliner, Koni gas shocks, window tint, rear louver. \$3,500. Jim Hunt, 1121 Pepper Dr, El Cajon CA 92021. 619/258-9843.*

'74 99LE, White, new powerful engine, new brakes, fuel pump & many other new parts. Lovingly maintained, new expensive paint, excellent body & mechanical. Needs headliner. \$1,700. David Kronen, 22706 Califa St, Woodland Hills CA 91367. 818/703-7323.

'73 99 EMS and '76 99 GLE.
C.R. Sodergren, 305 Devonshire,
Dixon IL 61021. 815/284-2028 after 5pm.

9000s For Sale

'89½ 9000S 4dr sedan, AT, Cirrus White, Tan leather, ACC, SRS, rear door defrosters, etc. \$21,000. Steve R. McGrew, 1301 19th AV SW, Minot ND 58701. 701/852-9571 eves & wknds.

99, 900, & 9000

Parts & Accessories

PARTS LIQUIDATION SALE! New & used, all models, hundreds of part numbers. Write or call for free list. French's Foreign Car Service, 925 Luke St, Irving TX 75061. 214/399-1222.

'76 99 EMS, solid body, engine complete but needs idler shaft(?), 2 EMS wheels. Not a complete car but a 100% rust-free body. \$400 or part out. Jim Hunt, 1121 Pepper St, El Cajon CA 92021. 619/258-9843.*

99/900 cylinder heads: B-head in VG cond, \$300. B-turbo, VG cond, \$350. H-head from '82, gd cond, \$350. '77 gear drive trans, gd cond, \$350. '78 Turbo chain-drive trans, \$350. B-turbo block w/crank & pistons, \$150. Dave Starbuck, 28 Union Ave, Warren NJ 07059. 201/647-7549 between 7-9pm.

'88 & up alloy wheels, \$450/set. 85-87 alloys, \$100 ea. Incas, \$250/set. 5-speeds from \$450. '83 turbo eng, \$550. Radiators, lights, bumpers for '87 and up - call for price. Mike Kornely, Granville MA. 413/357-6471.*

99 & 900 OEM parts, wholesale prices to SAAB Club members. Aftermarket parts, engines, transmissions, large assortment of used parts. New cylinder heads, 81+; new-style heater control valve; new-style outer CV joint. Call for price and availability. Installation and service available. Mastercard and Visa accepted. Trollhattan Motors Inc., 310 George Ave, Baltimore MD 21221. 301/682-4688 or 1-800-32-TROLL. Evening and Saturday hours.

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 additional. Mastercard and Visa accepted. Trollhattan Motors Inc., 310 George Ave, Baltimore MD 21221. 301/682-4688 or 1-800-32-TROLL. Evening and Saturday hours.

Parting out: twelve 99s and seventeen 900s, 1973 thru 1988; one 1986 9000. New OE sunroof deflectors, 9000 only, \$39.00. Quantity discounts. Rod Beckner, 604 E First St, Albany OR 97321. Tele/fax 503/928-6351.

900 & 9000 Parts: 79-90 engines, 8 & 16 valve, transmissions rebuilt & used, leather & cloth interiors, dash assemblies & pieces, carpets, headliners, wheels & suspension, new & used turbochargers, intercoolers & piping, glass, axles, much more. European Car Parts & Restoration, 57 N Plains Industrial Rd, Wallingford, CT 06492. 203/284-8989.

Stainless hubcap set for steel wheels, \$90. Saab/Clarion audio system from '87 900T, receiver, EQ, amp, cables, manual, perfect condition, \$350. Bob Pierson, Freeland MI. 517/695-5299 eves, 313/853-1917 days.

Parting out 900s: Saab owner with parts cars will beat your best parts deal. Substantial discount for good SOB stories. Jim Moncrief, Flemington NJ. 201/788-7222 (-SAAB).

4 steel wheels w/Sabre wheel covers from '88 900, ex cond, \$250. One alloy wheel from '83 Turbo, gd cond, \$50. Std gearshift knob, \$10. Ashtray assy, \$10. Bra, fits up to '86 900, \$25. Fitted sheepskins, never used, natural color, \$100. Dan Orzano, 2434 Dover Rd, Columbus OH 43209. 614/231-3892 eves & wknds.

Parting out '81 900 Turbo, 4dr, Silver w/blue velour. Most parts available including wheels & tires. Also '82 wheels. All very reasonable. Phil Gibbs, 202-16 23 Ave, Bayside NY 11360.

99 & 900 Headliner Kit, comes with glue, 3½ yards of material and complete instructions, \$87.50. Other parts available. Trollhattan Motors Inc., 310 George Ave, Baltimore MD 21221. 301/682-4688 or 1-800-32-TROLL. Evening and Saturday hours.

Two Gislaved snows rims & hubs, used 3 months. Greg Citarella, #5 Old Rte 9, Wappinger Falls NY 12590. 914/297-7693.

Wanted, All Models

Whale tail spoiler, SPG wheels, OEM Aero kit (complete if possible) from '87 or newer SPG. Dan Orzano, 2434 Dover Rd, Columbus OH 43209. 614/231-3892, eves & wknds.

Shop manuals to cover '81 900S and perhaps later years. Also want back issues of the newsletter. David Potter, 2410 Indian Trail, Austin TX 78703. 512/478-8125.

Wood-rim Monte Carlo steering wheel for 96, lug bolts for late-style Sonett soccerball rims, and Weber 34-ICH carb. Dave Starbuck, 28 Union Ave, Warren NJ 07059. 201/647-7549.

For 95 or 96: 1 or 2 steel wheels in decent condition; rebuildable 1.7 liter engine; rear hub/drum assembly in machinable condition. For pre '77 99: Radiator, good core, end tanks unimportant. For 900T: Electric fan assy, fan thermal sw. Willing to trade for windshields, doors, other treasures. Robert Wagner, PO Box 164, Manorville NY 11949. 212/935-3960 W.

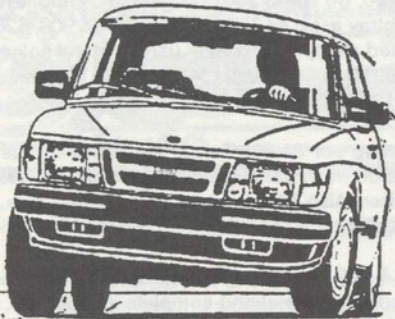
Old newsletter issues, 1983 thru '88. Will pay reasonable price per issue, good quality copies acceptable. Can trade for copies of later issues you may be missing. Steve Taylor, 3837 William Penn Blvd, Virginia Beach VA 23452. 804/486-4966.

93 rear side window w/moulding RH, also 93 front blinkers, misc chrome strips & decklid emblems. Arne Gunnarsson, 38828 Harris Trl, Fallbrook CA 92028. 619/723-9154.

Continued next page

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Saab racing in Europe



The British/German Abbott Racing Team Saab 9000 at the Nurburgring last September. The 9000 runs in class N. Photo by Balz Miller.



Championnat de France RALLYCROSS

French Rallycross Champion Philippe Pouzol in a 16-valve 900 Turbo. (Sorry, the photo was damaged in the mail.)

Wanted, All Models

1967 or '68 2-cycle engine or parts. Need not function, any condition, to be used for a static display. John Skelley, 923 Canterbury, Saginaw MI 48603. 517/792-5242.*

Used 900 parts wanted: Leather shift boot, leather shift knob, Camel colored mats in exc cond, 900 convertible sun visors, and optional gauge pkg for console. Charlie, 714/667-0557 days, 714/551-8761 eves.

2 85-87 SPG wheels, must be straight. Frank, 1-800-999-1820

NOS or good used parts for '57 & '60 93s: Two rear bumper centers, #708374. Four overriders, #708336. RR outer plate, #708601. Bill Seely, 3874 Union St, N Chili NY 14514.

Koni shocks for '74 Sonett III, new or used. Steve Zimmert, PO Box 5301, Los Alamitos CA 90721. 213/596-4335.

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(Use also for Change of Address)

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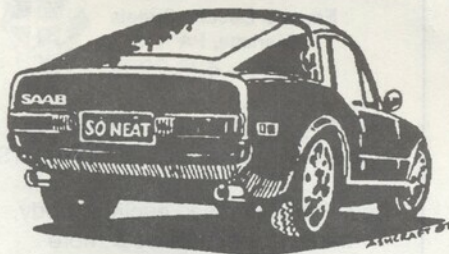
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First year members receive two recent back issues of NINES and two SAAB Club stickers.

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Rear View

Potential project cars

Long time readers know that I occasionally share any additions or modifications that I may make to one of my own Saabs -- the NINE-T9, a '79 99 2-door, and the Winter Beater Mk. II, an '85 900 Turbo (also known as the "Recycled Turbo" or the "125-MPH Doghouse"). There are a couple of parts cars around the garage, too -- the original Winter Beater, a '75 Wagonback, which is still drivable but needs too much work, and a '78 99 Turbo with a tired body. The turbocharged B-engine from the latter is likely to find its way into the NINE-T9.

Other projects I've thought about, but haven't had the time to pursue, include various 93, short-nose 95, or Sonett V4 restorations. How about a 96 restored to look like the factory car that won the Monte Carlo Rallye in the early '60s?

With the interchangeability of 99 and 900 parts, I've considered a 99 3-door with 900 doors (including electric window lifts and electric mirrors) and a 900 Turbo hatch with the spoiler and extra taillights. If I could find an unrusty 99 that could limp its way to Duluth, the drivetrain from the old Winter Beater would drop into that one.

A few years ago, Winnebago offered a motor home called the LeSharro that was powered by a turbocharged Renault diesel

engine. Wouldn't it be fun to drop in a 16-valve turbo Saab instead?

There are thoughts of taking the front of a 900 or 9000 that has been rear-ended and adding a pickup bed or a flatbed. This has already been done by a few folks -- the guys at Clyde Billing Saab in Augusta, Maine, (see below) have built a couple of 99 pickups, and the Saab Museum has a transporter based on a 9000.

A recent thought was a 99 Cabriolet. In theory, a fairly simple task for a body shop; just graft a 99 front end onto a 900 convertible with front-end damage. But if you're going to all that trouble, might as well put in a 16-valve motor, which means modifications to the firewall and engine mounts.

Unfortunately my dreaming exceeds my bank account on most of these ideas.

Rökning Förbjuden

Another survey by J.D. Power and Associates where Saab came out on top (or the bottom depending on your view).

Power says that 69 percent of all car owners would prefer a non-smoking environment in their autos.

The least likely to permit smoking are owners of Saabs and BMWs at 84 percent opposition, followed by those who own Acuras, Mercedes-Benzes, Volvos and Porsches. Yugo and Hyundai drivers are at the opposite end of the list.

Wintersaab

As we all know, Saabs are excellent winter cars. That also makes them excellent *winter beaters*, the "other" car that gets abused during the season of slush, salt and fender benders.

Parrformance in Lititz, Pa., is selling winter-prepped "mature" 900s as Wintersaabs. According to the Parrformance newsletter *Saab Stories*: "Each car is

thoroughly checked over and equipped with four Hakkapeliitta snow tires, new wiper blades, hot engine thermostat and Rain-X treated glass. They're guaranteed to start through April or we'll get you going for free. They may not look beautiful, but they're priced right, under \$3000.00"

For details, call 717-627-SAAB.

Tom Cox sends this tidbit from the July 1965 *Sports Car Graphic* magazine:

"Clyde Billing, SAAB dealer from Washington, Maine, won the annual Six-Hour Ice Race at Brunswick, Maine, on Washington's Birthday for the third consecutive time. Billings drove his SAAB for the entire six hours, using no relief driver, leading the field for four and a half hours, and completing a total of 123 laps. Matt Hunter, also of Washington, Maine, in another SAAB, ran a close second, finishing only 45 seconds behind the leader.

"Of a total of 50 starters in the race, 25 were SAABs. Nine SAABs finished among the top ten, as SAAB swept the field with first overall, first in class and the first team prize.

"The two-mile course was laid out on the ice of a wide bay at the mouth of the New Meadow River in Brunswick. The glare ice had very little snow cover, and the various techniques of leaning on the snow banks could not be used. Instead, the 1965 race turned out to be an outright test of a car's ability to corner on glare ice. No studs or other metal inserts were allowed in the tires."

Clyde Billing is still a Saab dealer in Augusta, Maine, and has several interesting old Saabs in the showroom, including a 92B, a very low-mileage 93, and a Quantum Formula S racer.

We recently learned of the death of Ted Tucker, who ran Loki Automotive in Virginia. Ted often contributed articles to the newsletter in the early days, and was known for his work on gearboxes for V4s. He had been battling cancer for several years. Our condolences to his family.

Tim Winker, Editor

NINES

The SAAB Club Newsletter
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AL95X	67-74 95, 96, Sonett	68.15
AL96X	74-4/78 99	102.25
AL112X	79-80 900 Non Turbo	103.35
AL128X	84-85 900 Non Turbo	186.95

BOSCH FUEL PUMPS

GFP202	82-86 900, 82-84 Turbo	225.06
GFP213	75-81 99, 900, & Turbo	169.95
GFP270	69-74 99E, 99 EMS	135.86
GFP288	1985 900 Turbo 16V	143.88
GFP294	86 900 16v, 9000 Turbo	167.04

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SR77X	70-74 99	86.30
SR78X	75-84 99, 900 & Turbos	93.45
SR79X	69-73 95, 96 & 71-74 Sonett	83.55
SR80X	67-68 95, 96 & 68-70 Sonett	87.95

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02012	81-86 900 All 8 Valve	22.50

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8814591	Pump 67-74 95, 96, Sonett	29.95
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