



NINES

THE SAAB CLUB NEWSLETTER

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no. 207



New 3-spoke wheels on the 900 Turbo models for 1992.

U.S. Saab headquarters to move to Atlanta

William Kelly named President/CEO of Saab Cars USA, Inc. page 7

Over Exposure - Too much FUN in Saab Turbos page 8

Saab for 1992 - More safety & a Special Edition CD page 10

Better breathing for congested 2-strokes pages 13 & 16

Technical Talk

Installing gauges in a 900 dash page 14

Sound alternatives page 17

C.V. boot replacement page 18

Regional Club News

Calendar of Events

New England Sonett Club

Oct. 11-13, Prospect Mountain picnic and rally weekend. Fred Lyngard, 518/370-5221 or 518/882-9128.

Great Lakes SAAB Club

Oct. 12 - Fall Color Tour.
Jan. 18 - Winter Party.
Jim Laman, 616/335-5215

Milwaukee SAAB Club

Oct. 25-27, Press On Regardless Pro Rally, Baraga (UP), Michigan.
Bonnie Zwiebel, 414/541-9203

Ohio SAAB Club

Oct. 26 - Fall Family Gathering, 5pm-10pm.
E. 222nd St. & Lakeshore Blvd.
Pete Rechnitzer, 216/243-1488.

SAAB Club de Montreal

Oct. thru April - Monthly meetings held on the 3rd Tuesday at Town of Mount Royal Country Club, 5 Montgomery Ave., Town of Mount Royal, Quebec. 514/344-2413 or fax 514/344-3269.

SAAB Owner's Club of Canada

Oct. 16 - Guest Speaker Greg Martin of Metro Toronto Police discusses auto theft. North York Public Library, 5801 Leslie St, North York, Ontario.
Nov. 20 - Meeting at General Motors headquarters. Colonel Sam Dr, Oshawa.

Utah SAAB Owners Club

Contact: Chris Cox
P.O. Box 526105
Salt Lake City, UT 84152-6105

SAAB Club of North America

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

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

Those wishing to submit articles or letters on 5¼" IBM-formatted disks, please convert to ASCII text files (<filename>.TXT). Please include a printed hard copy, and a SASE if you want the disk returned.

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

Oops!

The cover of the September issue of NINES turned out poorly as the result of trying to use a color photo of the 9000 CS. Sorry. - TW

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Letters to NINES

Getting Lean

Having recently read The Machine That Changed The World, I enjoyed Stephen Goldberger's review in the July/August issue of NINES. I agree that this book is a "must read" for SAAB Club members as well as industry watchers and insiders.

Mr. Goldberger makes some astute observations about Saab being well positioned among European manufacturers to adopt "Lean Production". While he expresses some concern over the slow rate at which GM is implementing this in North America, Saab's situation is not affected by that, despite the partnership between the two companies.

In fact, the new management in Trollhattan has already made a number of drastic changes for the better, especially in the manufacturing area. In little more than a year, vehicle assembly in Sweden has been consolidated at the main plant adjacent to Saab's development facilities, production capacity utilization has been maximized in Finland, important out-sourcing decisions have been implemented, and significant productivity gains have been achieved. For example, the number of man-hours it takes to produce a 900 has already been cut by 40% and, for the 9000, the time will have been cut by 25% by the end of this year. At the same time, production quality has steadily improved and the need for after-assembly rework has been reduced. These efforts are ongoing and continuous.

As the book notes, there is nothing inherently Japanese about Lean Production. The principles are transferable. There is no doubt that Saab's manufacturing cost and quality will reach Lean Production levels. All it takes is the will to do it (which Saab Automobile has), the proper planning and last but not least, time to introduce new products geared specifically to Lean Production methods.

In parallel with the conversion from Mass Production to Lean Production, automobile companies must also strive for lean-ness on the business side. The objectives are clear (to reduce costs and get closer to the customer while increasing market share), although to date no

company has found the optimum way to achieve them all. The book's authors cite the current and somewhat peculiar new car distribution method in the Japanese home-market, but, they do not see it as readily adaptable to the U.S. Indeed, whether there will be an evolution or a revolution in the way cars are sold and serviced here remains to be seen.

Thanks again to Mr. Goldberger for bringing The Machine That Changed The World to the attention of SAAB Club members.

Dan David
Director, Service and Technical
Saab Cars USA, Inc.
Orange, CT

Attesting to Saab safety

On August 26, I was driving my 1987 Saab 9000S to work on a divided secondary highway. A car in front of me swerved hard to the left, and in trying to anticipate the emergency situation he must have seen, I swerved to the left as well. Unfortunately I overdid it, and without room to stabilize the car, I wasn't able to recover. The car entered the median at about 50 m.p.h., flipped on its right side and slid. During the slide, the car pivoted over on its roof and eventually came to a halt wheels-down.

The entire left side of the car was pushed in from the impact, and the ground and the swing-away left outside mirror smashed the left front side window and left rear fixed window. The front of the roof and the right-side A-pillar were pushed down and back) although not enough to have injured a passenger if there had been one), and this in turn broke out the right front window and the windshield. The interior of the car and I were covered in wet grass, mud, and broken glass, but not much glass hit me.

I am here to tell you that although the car was total loss, I had only a tiny cut on the palm of one hand and a strained back muscle from trying to keep myself upright in the driver's seat. It was a serious accident, but the car did exactly what it was designed to do. Other than my strained back muscle, I wasn't even sore afterwards. NEVER drive or ride in a car without fastening the seat belt. Because of the SAAB's belts, my biggest hassle after the wreck was washing

mud off of my belongings, not waiting for a limb reattachment or a blood donor. Oh, and yes, my '92 9000 is on the way.

Jeff Hubbs
Macon, GA

Proud acquisition

I want to relate to you and other SAAB Club members a very pleasant story that supports not only the sense of pride of being a Saab-nut but also the sense of trust of being a SAAB Club member.

Two years ago I purchased a 1989 900 Turbo Convertible. An unbelievable automobile - performance, appearance and the feeling it gives you as you "cruise" down the road. With the upgrade APC and sports exhaust the car is a sleeper.

I began to read one Saab book after another and really got hooked on the history, engineering and safety aspects of the car. The Newsletter was always welcomed and read cover-to-cover. I especially enjoyed (and enjoy) the articles by Jack Ashcraft. One year ago I purchased a 1970 96 V-4. During the course of the past year, UPS was visiting my home at least once a week with packages from Bayside Saab, Swedish Auto Specialties, Group 6 Performance and last but not least, Jack Ashcraft. My weekend garage mechanics ended when I reached a frustration level concluding - I either have a nice parts car or, with the mechanicals and body work left, it would start getting very expensive. I needed the opinion of a seasoned long-term Saab-nut. I called Jack Ashcraft.

Jack was calm, frank and yes, understanding. I did have a nice parts car. As our conversation continued, Jack said that he was going to sell a 1973 Saab Sonett III and he sent pictures and some data sheets. The pictures arrived and the decision to purchase the Sonett was made in an instant.

Jack, Jack's wife Kathy and I had numerous chats on the telephone. Kathy, by the way was also an extreme pleasure to talk to on the phone. The calls dealt with two subjects: the finishing touches to the Sonett by Jack; arrangements to haul the Sonett from Oregon to Maryland by myself. Each conversation was the same - friendly and sprinkled with humor and seriousness.

After a few minor hassles from the hauler (Intercity Lines) the Sonett arrived on July 24th. The condition of the Sonett

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was exactly as represented by Jack. Wiring, electronics, maintenance, service records, parts rebuilt, parts replaced, exhaust system, tip sheets on performing my own maintenance and of course the detailed drawing of either components or mechanisms of the car. Also, Jack had installed many of the modifications he details in NINES - 4 headlamp conversion, new fogs and toggle, battery box refit, carpet and sound proofing, weather stripping, leather side panels, headliner, new seat insets and ammeter and oil pressure gauges. All I can say is GREAT! GREAT! GREAT! - the Sonett has a deep-throated growl which would make one think if there is anything else under the bonnet except a V-4 and the interior sound proofing is highly recommended.

My thanks to Jack and Kathy Ashcraft - the Sonett (Mr. Four Eyes, right?) is a prize and I will keep the same high standards for the car as did Jack and, as important I am proud of the long distance friendship that we started. By the way, Jack, I have not forgotten the two-barrel Weber and manifold for the Sonett.

Bill Stevens
 Bowie, MD

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Submit your questions with as complete information on the problem as possible, also giving the year and model of SAAB. Problems of general interest will be answered here. No requests for personal replies please. Questions which would require modification of, or would defeat Federally required emissions systems will not be answered. For a proper diagnosis, it is recommended that you contact an authorized SAAB dealer or repair shop.

Send your questions to: SAAB KLINIK, 2416 London Road, Unit 900, Duluth, MN 55812-2221

I am planning a turbo installation in my '78 99EMS with A/C. Any ideas on battery placement and cooling fan clearance?

Stephen Miracle
Montpelier VT

The optimum battery location for your 99 is in the trunk. Use "00" cable and plenty of isolation grommets and run the cable up front to the starter. Fan placement will have to be on the front side of the radiator, pushing cooling air through the radiator. There are many universal electric fans available through auto parts suppliers.

I own a 1982 900 with 177,000 miles on it. I am always getting hot air out of the defroster outlet and the left and right side air outlets, even with the heat control set to full cold and the selector switch set to "0". I checked the water valve, thinking it may not be shutting off completely. It turns 360° with no stops. How can I tell if it works?

The 5-speed will sometimes lock up and require much searching when going into 3rd or 5th. Downshifting into 2nd will also grind if I shift too quickly. I use 10W30 Castrol in the gearbox.

After starting first thing in the morning, the car will shudder and sometimes stall out. Several attempts will do the same thing. I have to hold the accelerator to keep the idle speed up until the car warms up a bit.

My front brake pads are the new Saab type and the rotors are also new. I have a terrible squeak and in reverse they will chatter.

I just traded my 1975 99 in for this car and I am wondering if I did the right thing.

Thomas Trester
Sheboygan WI

The heater control valve is not completely cutting the flow of hot water into the heater core. We have taken a few apart and there are different failures. Some had deteriorated sealing on the rotating portion of the valve, while on others the inner valve broke off the pivot and wouldn't turn at all. The new valve design is almost like a poppet valve in a trumpet. These close and open very positively but have a tendency to leak hot coolant on your feet after a few years. This is the third heater valve design for the 900.

Your shifting problems may be as simple as a broken shift rod centering spring just forward of the shift console, under the heater duct. As for the grinding on second gear downshift, try Redline MTL synthetic gear oil. It has made sticky shifting boxes shift like butter.

Your 900 has the same basic fuel injection system as your '75 99. Using the proper pressure testing and temperature measuring equipment, see that your cold control pressure is within spec. The auxiliary air regulator close to the thermostat housing should be checked to ensure it is open with a cold engine and closes after the engine is warm. This device maintains the idle speed so long as the control pressure regulator makes the mixture rich enough.

Squeaky front brakes. Where have I heard that before? Try removing the pads and sanding the friction surface to remove the glaze, then insure they are not dragging and overheating. I think Group 6 is offering an anti-squeal dampening device for severe cases of squeal and chatter.

We developed transmission problems in our 1975 99EMS and didn't feel qualified to repair it. We replaced it with a good used trans from a '74 99. Everything worked fine, but I am concerned that the axles don't go far enough into the inner drive hubs. Should we have changed in inner hubs? Are the half-shafts different lengths or is this normal? Shortly after the swap one of the bearings on the end of the shaft broke.

Stanley Dye
Latah WA

I think I'm too late on this one by now. Beginning in 1975 the inner driver supports had an extra bearing outside the case to support the driver shaft better. In turn, the axle shafts were shortened, the front hubs redesigned and the brake system upgraded. The best advice I can offer is to combine the two boxes to include the case and driver supports from the later gearbox.

The air conditioner in my 1989 9000 Turbo seems to be ineffective when the outside temperature reaches about 85°F and the sun is out. It has been serviced by

the dealer a number of times with a slight improvement to show for each servicing. Under the above conditions the ACC never gets off its maximum setting and the cabin cools slightly, but never to the temperature shown on the ACC digital display.

Larry Simon
Reston VA

Up to 1989, the ACC system will diagnose its own faults by holding the "auto" and "vent" buttons simultaneously. It will go through a test procedure and then list the number of faults. Press "vent" to retrieve the fault codes, if any. The list of codes is located in the ACC section of manual #8. For example, fault code 1C indicates a short in the ambient air sensor. Press "auto" to restore the system. We found a number of sun sensors that were not even plugged in! If no faults with the ACC system is indicated, the air conditioning has a mechanical fault.

I recently purchased a '78 99GL with AC and automatic. The car has a hesitation and miss at first acceleration, then it might backfire, after which it takes off and continues to accelerate normally.

Edward Smith
Poplar MT

It can be difficult to pin-point maladies such as yours, but you may want to have your injectors tested for proper pressures and spray patterns. Other than that, look for air or vacuum leaks. I'm assuming the ignition system has been gone over including the high tension wires.

I am looking for more horsepower and better handling from my 1974 99GL with 125,000 miles: Headers, freeflow exhaust, electronic ignition, gas shocks, springs, sway-bars. The car is driven daily in all weather.

Matthew Thompson
Cambridge MA

I could fill this page with suggestions and options you could use for your 99. Rather than do this, I'm going to recommend you contact Motor Sport Service in Jamestown, New York (716-665-4200) or Swedish Auto Specialties in Portland, Oregon (503-287-5204). I'm sure they'll each mail a catalog of goodies to you. Good luck!

SERVICE SUBJECTS



FROM SAAB

Consumer Info/Tips - Aug. '91

Cellular Phone Tips

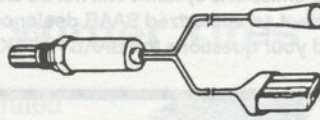
With the recent introduction of the Saab Cellular Mobile Phone in the 9000 CD Turbo model, some questions may arise from customers not familiar with the cellular concept. Listed below are a few points that may help with explanations:

- The quality of reception (both incoming calls and outgoing calls) will be influenced by the cellular site. Some areas of cellular coverage will have better reception and the location of the vehicle within the site will influence the reception.
- When the cellular phone is being operated in the hands free mode and the vehicle is moving, some amount of road noise will be picked up and transmitted.
- The "Locking" feature of the phone is activated by pressing the "SEL" key and then the "0" key. To unlock the phone, enter either the four digit unlock code, or the last four digits of the security code. Reference the cellular phone operating manual.
- The power supply plug connection that is installed by the factory is located behind the center console tidy box and back against the firewall.
- When filling out the warranty registration card for the cellular phone, be sure to include the entire VIN (Vehicle Identification Number).

Revised Maintenance Schedule for Oxygen Sensor Replacement

Beginning with the 1990 model year, the oxygen sensor was removed from the list of regularly replaced parts for all major services (60,000, 120,000, etc.). The oxygen sensor used in these vehicles is the special pre-heated type (see diagram) and the fuel injection systems incorporate an oxygen

sensor malfunction detection and warning indication.



Pre-heated oxygen sensor.

1988 and later models with the LH 2.4 fuel injection system are also equipped with this same oxygen sensor design and fault indication capability.

Our experience has shown that the maintenance schedule from 1990 and later models can be applied to these earlier cars. For these reasons, the oxygen sensor is now deleted as a normal maintenance replacement part at the 60,000 and 120,000 major services for 1988-89 models with LH 2.4 (see chart below).

	900	900S	900T	9000S	9000T
1988		X		X	
1989	X	X	X	X	X

Models with LH 2.4 fuel injection

Owners should be aware that this change, while contrary to information in their Owner's Manual and Warranties & Service Record Booklet, has been fully approved by Saab and will result in lower maintenance cost without any detrimental effects on vehicle performance or reliability.

NOTE

Maintenance recommendation for all 900's with 8-Valve engines (CIS fuel injection) and 16-Valve models with LH 2.2

Saab Parts and 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.

(including 1988 Turbos) are not affected by this change, regardless of whether they have the pre-heated oxygen sensor design. These models lack the fault indication capability and therefore the oxygen sensor must continue to be replaced at specified intervals.

Engine Compartment Light - 9000

From VIN's M1018158 and M2012145, the engine compartment light mounted on the underside of the hood will only operate manually by the existing switch. Because of environmental reasons, the mercury switch on the lamp will no longer be used in production.

Also of note, the operating description for the light is not entirely complete as described in the Owner's Manual. For the light to work with the ignition key in the off position, the head light switch must be in the parking light position. If the ignition key is in the run position the light will work no matter where the head light switch is positioned.

Battery Charging

Recommendations - 900, 9000

In the chart below are the recommended times for slow charging a battery. When charging, the voltage should not be higher than 14.5 volts or the temperature of the battery could become too high.

Rest Voltage	% of Amp Charge	Charge time at 4-5 Amps
12.72	100% charged	nothing
12.54	85% charged	4-5 hours
12.36	70% charged	6-8 hours
12.18	50% charged	10-12 hours
12.00	40% charged	14-16 hours
11.76	25% charged	16-18 hours

Saab's US HQ to move to Atlanta

William Kelly named President/CEO

Saab Automobile AB announced on September 30, 1991, that it will relocate its U.S. headquarters from Orange, Connecticut, to the Atlanta, Georgia area.

Saab selected the Atlanta area - the fastest growing business center and transportation hub of the Southeast - for its new headquarters site since it offers the opportunity to better balance operating overhead through more favorable cost structures, tax rates, and property values. Cost advantages are also anticipated for various support services.

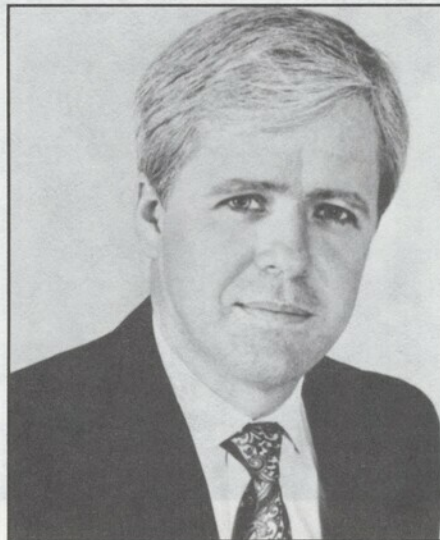
According to Hans Halbach, executive vice president, sales and marketing, Saab Automobile AB, who also serves as chairman of Saab Cars USA, "Like the many other proactive measures that Saab has recently taken to improve its long-term competitiveness, the initiative to relocate the Saab Cars USA, Inc. headquarters is an important measure to improve our business effectiveness and overall cost efficiency."

Saab Automobile AB previously improved its productivity by consolidating the majority of its car manufacturing activity into a single facility in Trollhattan, turning to greater outsourcing of components and subsystems, and centralizing all parent company administrative functions to its base in Sweden.

With the relocation, the Saab Cars USA, Inc. headquarters will function with a leaner organization which will be targeted to serve and support the Swedish automaker's 317 American dealers. Saab also plans to take a progressive approach to restructure its field organization, making it more commercially and customer service oriented. This new focus of the field force is being designed to help Saab dealers improve their performance and profitability.

Only twenty of the 167 employees working for Saab's U.S. office have been offered the opportunity to move with the company to the new headquarters.

The national Parts and Distribution warehouse and the Northeast and Mid-



William S. Kelly, new president and CEO of Saab Cars USA, Inc.

Atlantic Regional offices will remain in Connecticut.

Mr. Halbach further stated, "Saab is taking this action now, while its U.S. sales performance is essentially equivalent to last year, to prepare itself for the increased competition that is projected for the decade ahead and to position the organization in the United States to support the new range of Saab automobiles which will arrive in the beginning of the mid-90's."

Saab intends to start up its new Atlanta-based operation on or about April, 1992. A specific headquarters site has yet to be selected.

Saab's Southeast Regional office is located in Marietta, Georgia, and will likely be moved into the new national headquarters office building. A parts and distribution warehouse in Georgia, built by Saab in 1988 and closed in 1990, remains for sale.

Kelly to succeed Sten Helling

In conjunction with this announcement, William S. Kelly, 43, has been named president and chief executive officer of Saab Cars USA, succeeding Sten Helling. Mr. Helling has chosen to re-

main in Connecticut, and will leave Saab after 11 years of dedicated service with the company.

Helling had been president and chief operating officer since July, 1990, and had taken on the title of chief executive officer on September 1, 1991, when former chairman and CEO Robert Sinclair retired.

Mr. Kelly previously served as vice president, sales and marketing, for Saab Cars USA. Prior to that, Kelly was Saab's national sales manager in the United States and held various Saab field positions. He first joined Saab in 1980, and has a broad background in dealer relations.

Jan-Ake Jonsson, 40, will assume Kelly's position as vice president, sales and marketing, and will report directly to Mr. Kelly. Before this appointment he was manager, North America Coordination, Saab Automobile AB, and served as the principal liaison between Saab's U.S. sales and marketing activity and the Swedish parent company.

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Jekyll & Hyde

To be or not to be topless, that is the question. And the Special Edition Saab 900T Convertible is one persuasive answer. But an answer that appeals to the surreptitious side of ones thoughts. Specifically when the paint is Monte Carlo Yellow and the SPG treatment pulls the body toward the ground suggesting something clandestine from a NASA project. Look out CHP, here I come.

Most of my past experience in cars sans roofs has been of the English persuasion during my college years. And those all not exactly fond memories. For the most part, they portend to be about greasy hands struggling with a wrong-sized misshapen wrench on a glacially liquefied night, thinking vile thoughts about Lucas, England and wetness in general. But not their beer, as that is something that they do quite satisfactorily.

However, the Special Edition Convertible is the antithesis of those memories. Warm and snug with the top up, (rarely was it in that position!) and classy and elegant with the quick release of two windshield clamps and the press of a button. Effortlessly, the soft-top disappears behind the back seat, all in the time of a red-light. Plus there is still seating for two real sized adults in the back. And an ample trunk is still retained for those weekend treks to the country estate (or in my case, a ton of Las Vegas Convention T-shirts that I am still lugging around from 1989).

But the real pleasure is the wicked grin

that appears all so quickly when the Garret water-jacketed 2.0 liter turbo willingly pulls the car into the distance. And the grin spreads as the Big Trees of the Pacific Coast swallow the car whole, forming a dark green leafy canopy high overhead. A cackle is heard... Is that me? Yes. For I am one with the world... now if I could just ditch that darn car with the red flashing light, everything would be perfect. My Yin and Yang would be Yanking.

Logic grabs me firmly in her grasp. I find myself behind the wheel of a red 9000 Turbo. Oh, woe is me. Four large doors and a giant hatch. Reality check. I adjust my ancient Hawaiian shirt, strap in, look for the misplaced ignition, and start the car. I power-dive into the flow of traffic, and find that nasty little grin creeping back up on me. This sucker is FAST! I thought the improvements in turbo lag in the 900T were gratifying, but this 2.3 turbo is something else altogether. Like a red rocket, I become a blur in time and space. I have been transmogrified. UnReality check. 55. Boring. Logic whispers the magic word... Insurance. I slow down. Fast. The anti-lock brakes tap at my foot, gently reminding me of their thoughtful presence.

Suddenly, my inner thoughts are a swirl of conflict. Two very different mental authorities pull at me. And both look like Donald Duck. Must have been all those Disney cartoons as a child. (Okay, so I still watch 'em. I like to laugh). One side of my id whispers, "Go topless... You look sooo good, plus the babe-o-meter is off the scale."

The other side sneers, "16 inch P-700's, very firm sports car-like ride, fast & faster yet, carries five grownups (not that I know any, myself included), split rear folding seat, huge cargo area (now about that 9000T wagon for us dog lovers...)." Hmm.

Suddenly I find my two Ducks sitting down and agreeing with each other. "It's a Saab! Water cooled turbo, ABS, SRS (airbag), Saab Direct Ignition, three point seat harness front and rear. Interior designed by humans for humans..." Hmm.

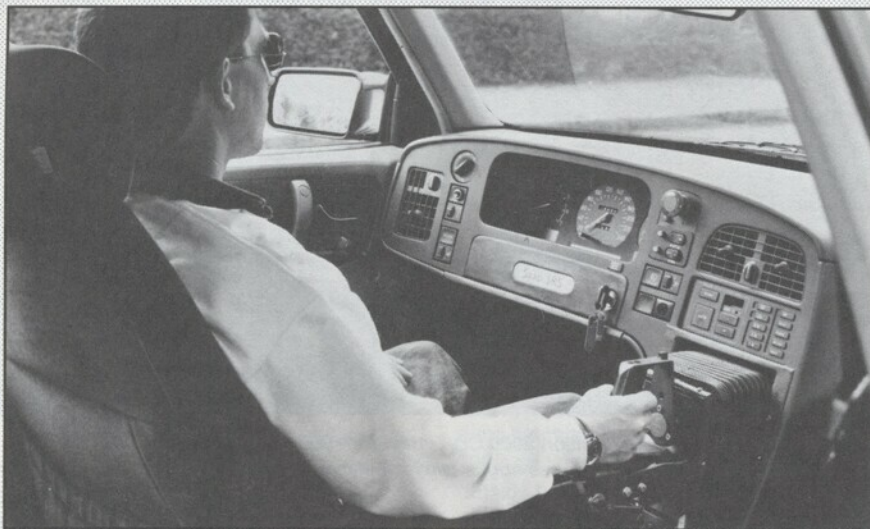
Another voice (Goofy, I think) reminded me of one critical option lacking. Expensive cloth material on the seats. There is nothing like hopping into a top-down convertible after it's been in the hot Portland, Oregon, sun (honest! It was HOT!) Barbecue butt ain't my favorite thing. And ditto for the 9000T on a hot day. Plus on tight turns, I found myself bracing against the door with my knee to prevent sliding from the seat. If leather is to be the only choice, then the front seats need more bolster to keep ye olde butt in place. I've got some suction there, but not that much.

For those that haven't had a chance to wrestle with their brain for awhile, I suggest taking a drive. Then you too, can know the pleasure of Jekyll & Hyde, be it 900 or 9000. Check out the improvements for yourself. There is nothing like finding there is far more to a Saab than gold terminals on the airbag sensors. *Whoopee!*

My pleasure limit is red-lined at the max. Back to my real world - my beloved V-4's. But I find myself fondly contemplating time well spent behind the wheel of two wonderful contemporary Swedish machines. I also find myself casing banks (not S&L's, please!). I even dared to look at my check book after blowing the dust off of it. Maybe next year... Hmm...

Paul Florance
Seal Beach CA



SAAB NEWS**Saab studies Active Steering**

Saab Automobile AB has drawn from its aircraft heritage in creating this one-handed active steering system, eliminating the traditional steering wheel.

The Swedish automaker is exploring the type of road data that should be transmitted to the driver to maximize safety and comfort, while filtering out disturbing and irrelevant feedback. This steering method is already employed in the aircraft industry, where it is called "fly-by-wire". When applied to a car, it is known as active steering, or "steer-by-wire".

By locating a stick control to one side of the driver, Saab engineers would also have total freedom to design the instrument panel for optimal safety in the event of a collision, while the driver's resting forearm can be used as a valuable reference point to receive road data.

Active steering is a project assigned to Saab in the European Prometheus project, which is working to achieve safer, cleaner, and more efficient traffic over European road systems, and represents a new threshold in the development of advanced driver aids, after anti-lock brakes and traction control.

Saab and Opel merge dealer networks in Sweden

Saab and Opel vehicles will now be sold under the same roof in Sweden thanks to a restructuring of their respective dealership organizations. Saab Sverige Bil AB and General Motors Nordiska AB are in the process of amalgamating their respective dealership networks, and will now have a total of 120 dealerships with 150 outlets.

Due to the dramatic decline in automobile sales in Sweden, both makes have an excess of dealerships. Total automobile sales in Sweden during 1988 were 344,000, while the 1991 forecast is only 200,000.

"Saab and Opel will be represented in all larger communities throughout Sweden and our dealers will be able to offer a broad range of automobiles to our customers," said Bjarne Egstrand, managing director of Saab Sverige Bil AB.

"In joining forces with Saab the restructured network will cater effectively to both the important fleet markets and the private customers," said Lars Edwall, managing director of General Motors Nordiska AB.

Saab Automobile AB, Trollhattan, Sweden, emphasized that this measure is being taken to deal with a unique situation in the Swedish car market. The wholesale functions of the two companies will remain unchanged and the individual character of both brands will be maintained.

Saab dealerships sold 19,500 Saab and American GM cars in 1990, while 20,800 Opel passenger cars and Isuzu trucks were sold at Opel dealerships in Sweden.

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Saab for '92

Given Saab's 50-year heritage of designing and manufacturing high performance aircraft to meet the critical needs of demanding pilots, Saab has held a significant advantage over other car companies in terms of its safety record. Saab continues to offer safety enhancement on 1992 9000 models by introducing a system for improved side impact protection, along with Traction Control on the 9000 Turbo and 9000 CD Turbo.

All 1992 Saabs offer a completely refined modular audio system channeling 150 watts of power output (up from 80 watts) for clear Saab sound. All Saabs benefit from a thorough anti-corrosion treatment, including clear-coat finish over all metallic exterior surfaces for utmost durability. Also included with every 1992 model is automatic enrollment in Saab's Roadside Assistance Program.

Saab has also reduced the frequency of recommended maintenance services on all models to lower service costs, lessen customer inconvenience, and reduce hazardous waste.

New Side Impact Protection

To further protect its occupants from unpredictable road hazards, Saab adds new body reinforcements to its 1992 9000 series to increase energy absorption in the event of side collisions. Torsional rigidity is improved, which also aids handling precision, and Saab 9000 models feature reinforced partitions in the rocker sills, a new front seat cross member that links the sill on each side of the car, and a strengthened connection between the sills and B-pillar.

This advancement illustrates Saab's ongoing commitment to safety by today addressing legal requirements long before they are legislated. For example, back in 1957 the Swedish firm added fixtures for front safety belts to its Saab 93B, and specified three-point safety belts at all outboard seating positions in the Saab 900 in 1983.

Today, all Saabs are also equipped with a Supplemental Restraint System (SRS) air bag for the driver's position. In addition, all Saab's include head restraints for all outboard seating positions, and 9000 models feature a seat belt pretensioning device for both front seat occupants.



Saab will offer only 400 Griffin Edition 9000 CD Turbos for 1992. They are distinguished by Eucalyptus Green metallic paint, cross-spoke alloy wheels, and a free maintenance schedule.

Traction Control on Turbo 9000s

For 1992, Saab equips all 9000 Turbo and 9000 CD Turbo models with its new Traction Control System, which monitors wheelspin through the ABS circuit. When slip is detected, the Traction Control unit reduces it through a combination of electronic throttle and brake application on cars equipped with manual transmissions. Those models with automatic transmissions only include throttle control since the slightly heavier weight bias to the front driven wheels offers improved traction as well, and those Turbos have slightly less engine torque.

Saab's newest technology improves performance and safety in poor weather conditions. Traction Control offers improved roadholding and steering control while cornering on slippery surfaces, along with better hill climbing performance, reduced tire wear, and a higher degree of driver comfort and confidence. Saab's Traction Control System adds a few extra components to the ABS system and works on a "select low/select high" principle on cars equipped with manual transmissions. Below 25 m.p.h., when traction loss is detected, the Traction Control System applies slight pressure to the brake at the slipping wheel of wheels. Above 25 m.p.h., an electronic throttle control governs the Traction System, ensuring that no matter how hard the driver presses the accelerator pedal, the system limits the car's speed until the sensors at each wheel no longer detect slippage. Cars equipped with automatic transmissions control traction through the throttle mechanism only.

Griffin Edition 9000 CD introduced

Dignified by Saab's corporate crest and infused with the Swedish automaker's spirit for excellence and elegance, the new 1992 Saab 9000 CD Turbo Griffin Edition is more refined and provides a broader list of standard features than any other Saab. It sets a new standard for the most discriminating Saab buyers and enhances the special Saab ownership experience, with free scheduled maintenance for the first 3 years/40,000 miles.

Only 400 examples of the special Saab 9000 CD Turbo Griffin Edition will be produced for 1992, and their owners will be among an elite group which possesses a true "limited edition", distinguished by Griffin identification which is numbered, a Saab "Gold Card" authorizing free scheduled maintenance for the first 3 years/40,000 miles at the Saab dealership of their choice, a dedicated toll-free "800" number to serve them, and a lengthy list of additional standard safety and consumer features.

Saab's new 9000 CD Turbo Griffin Edition recently made its world debut at the International Motor Show in Frankfurt, Germany, and is complete with every amenity that Saab offers. All Griffin Edition 9000 CD Turbos can be easily identified by their Eucalyptus Green metallic paint and cross-spoke style alloy wheels. In addition, the Griffin Edition includes a cellular telephone with hands-free microphone, custom plush Griffin Edition carpet mats, a Taupe leather document organizer for their automotive records, and a trunk mounted six-disk CD changer.

New in the 9000

In addition to improved side impact protection, all 1992 9000s benefit from a 150-watt audio system, and improved wind-noise isolation.. The hatchback models get increased fuel tank capacity (17.4 gallons vs. 16.4 gallons).

Saab has also incorporated an improved passenger compartment ventilation air filter in all 9000 models to trap pollen, bacteria, dust, soot, and other particles before they enter the interior, allowing owners to "breathe easy" under all driving conditions.

The Saab 9000 (base model, 5-door hatchback) now includes a power steel, tilt/slide sunroof. The sound system includes AM/FM/cassette.

The 9000S adds 15-spoke alloy wheels, integrated fog lamps, electronic cruise control, leather seating surfaces, and a power driver's seat with memory function.

The 9000 CD sedan comes with 4-speed automatic transmission, power tilt/slide glass moonroof with sliding sunshade, dual power front seats with memory, leather seating surfaces, and a remote release for the trunk. A 5-speed manual transmission is available on special order.

Saab's turbocharged 9000 models, the 9000 Turbo (5-door) and 9000 CD Turbo (4-door) are both powered by the 200 hp version of the 2.3-liter engine. This engine has been applauded for its broad, flat torque curve, or "torque plateau" as it is better described. With 244 ft.-lb maximum torque at 2,000 rpm (222 ft.-lb when coupled with the 4-speed automatic transmission), the 2.3-liter Saab engine provides its utmost throughout the normal operating range that drivers experience every day.

A combination Compact Disc (CD) Player/Graphic Equalizer is standard on the Turbo 9000s. The cars are also pre-wired to accept an optional trunk-mounted CD changer.

Leaning toward "sporty", the 9000 Turbo rides lower than the other 9000 models (20mm front, 10mm rear), and the front and rear springs are tuned for further performance, flatter cornering, and optimum steering response. It has a slightly larger front stabilizer bar (19mm vs. 18mm) and is distinguished by its special 16-inch, three-spoke alloy wheels and high-performance 205/50 ZR 16 tires.

Added to the already luxurious 9000 CD Turbo is a rear air conditioning system, a leather-wrapped steering wheel, and plush, carpet floor mats.



New 15-spoke alloy wheels are the most visible difference on the 1992 900S

900 News

The Saab 900 is available as a three-door hatchback or four-door sedan. In 1992, all Saab 900s also benefit from dual outside power/heated rearview mirror and power windows to increase visibility and convenience in all weather conditions.

The exterior of the 1992 Saab 900 is distinguished by its new 16-spoke wheel covers, and an updated color program with three solid and five metallic standard color choices. Also new for 1992, the Saab 900s interior is detailed with more concise analog instrument graphics, likening its appearance to the trend-setting Saab 9000. The Saab 900--priced at \$19,395-- remains well-equipped to meet the high standards of quality conscious consumers.

Saab's 900S is also available in three-door hatchback or four-door sedan models, but is further distinguished by power steel sliding sunroof, and new 15-spoke, light-alloy wheels. Front fog lamps and leather seating surfaces lengthen the list of 900S standard equipment, just as its electronic cruise control and courtesy light delay features enhance its long list of consumer conveniences.

Saab's 2.1-liter, naturally aspirated engine is what drives the 900 and 900S. Its twin-cam, 16-valve design develops 140 hp at 6,000 rpm, and 133 ft.-lbs torque at 2,900 rpm. A manual 5-speed transmission is standard equipment on both models while an automatic transmission is available as an option.

Saab continues to offer two "topless" models for 1992, the naturally-aspirated 900S Convertible and the 900 Turbo Convertible. Both feature an upgraded remote central locking/alarm system which features keyless entry, and a new full wrap-around rear spoiler which is made of freon-free material.

The Saab 900 Turbo, available as a three-door hatchback, is powered by the 2.0-liter, 160 hp turbocharged engine, for which Saab is credited as the leading producer of lightweight and powerful, fuel-conscious engines, and includes a combination Compact Disc (CD) player/Graphic Equalizer, which is CD changer compatible.

The interior of the 1992 Saab 900 Turbo is further enhanced with the addition of a diver's-side power seat. Striking Talladega Red, and Platana Grey, Citrin Beige, and Scarabe Green (metallics) are offered as new exterior colors.

The 900 Turbo SPG and 900 Turbo Convertible Special Edition have been dropped for 1992.

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SHIFTIN' GEARS

by Jack Ashcraft

THERAPY AND TWO-STROKE SAABS

This year's National Saab Convention ruined me. I think it was the early morning sound--that urgent rasp of a Monte Carlo Saab echoing off the ragged cliffs and big Doug firs of Crystal Mountain. It must have shook something loose in the long-term storage part of my head. A part rich in two-stroke stuff.

See, I started my association with Saabs with a '60 93F. Later, I bought a beautiful '64 850GT with less than 18,000 miles. A NICE car. FAST car, particularly for 1965, and I made a number of quick trips across Wyoming running at a steady 80 with it and it never fouled a plug or even hiccupped. Some years later I owned a suicide door '59 750GT, a '67 MonteCarlo 850 and a '67 2-stroke Sonett (serial No. 00151).

Now I own one again...a dark blue '63 Normal (not GT).

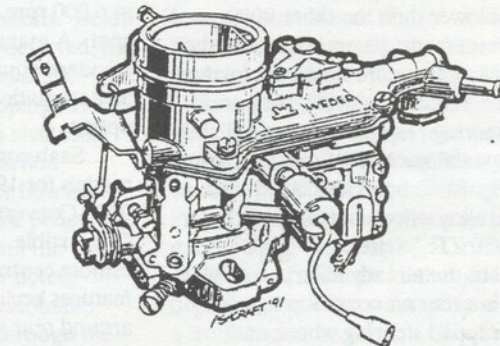
There is something theraputic about driving a 2-stroke Saab. The engine's urgency, the ring-a-ding-ding on the overrun, the ultra smoothness of the engine under load. No other engine sounds like that, not a V4 or a V6, or a big in-line six like a Jag. More like a V12 250GT Ferrari with new mufflers. A sweet, soothing sound.

I get the revs up, bend the car into a corner and sudden-remember how well balanced these cars are--no V4 nose heaviness. The memory banks pour out more images. Of sucking the doors off many a bigger car on dozens of winding back roads in as many states with the blue '64 GT. Swede, I called him. Above all, Swede loved to help me carve up a Buick and seemed to find some extra horses, a few hundred more revs, when it came time to eat up a Buick.

Cruising now, the grins are impossible to suppress. This car respond so well...even the thin patina of blue smoke left in our wake is vaguely satisfying. Sort of a partly smug, partly guilty "Take THAT, environmentalist WIMPS!" kind of feeling. Knowing that ANY 350 V8 Chevy puts out more exhaust crap in a block than this wee ding does in a mile!

WEBER 34 ICH

A lot of people are putting these little Italian Vergassers on their Saab V4s in place of aging Solex or FoMoCo carburetors. And I have been getting a lot of calls for help. This new book tells you how to install the 34 ICH on YOUR Saab. Costs ten bucks (postpaid in the USA) and will save you a LOT of cussin' and hair pullin' during installation. You'll like it!



So I drive it too fast and feel it and listen to it, finally heading for home, and I arrive a little sideways into the broad stub stret that has become my personal driveway. I blip the throttle once, twice, and shut it down, then sit there and smell the familiar unique Saab interior. The particular combination of adhesives, upholstery, sound-proofing materials and paint in an old 96 produces a smell like no other. Serious, businesslike, but friendly, like a well kept old airplane. All cars should smell this good to a man.

I close my eyes and inhale deeply and hold it and for a moment the old Saab is a time capsule, a personal flash-back machine, a shuttle to a simpler time. A time when cars were made out of real steel and harnesses held you in place. Your stop watches had real, moving pointers on them and an 850GT was a rally car to be reckoned with. For a moment Swede is back and he and I have just come home from carving up a yellow Buick on a back road northwest of San Luis Obispo....

The time warp bends, flexes, stops and lets me out. I put Wee Ding in my shop where it has taken up residence, get out, pat its rounded flank and finger the light switch. And grin a lot. Yes, no doubt about it--this is a car worth keeping, worth restoring, worth making room for. Where else can I get a time capsule for so little money?

The lights go out but the grin doesn't. It must be the Swedish glue...

THE FAST V4

I have been surprised at the response to this new book and catalog. A LOT of Saab V4 owners, whether 95,96 or 97 persuaded, would like more urge for their trusty Swede. This book tells you how to give the V4 a shot of adrenalin--the RIGHT way, and the book may be one of the all time bargains on a performance information received vs. dollars spent basis. See our ad below.



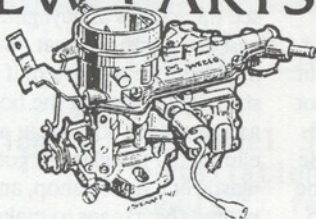
TWO-STROKE PIPES

Wee Ding needed an exhaust system (most 2-strokes do, especially if they have more than 10,000 miles on them) so I checked around and finally bought a complete set--from engine exhaust manifold to the rear bumper--from cool ol' J.C. Whitney, everybody's parts man. When I got the system--about \$65 TOTAL--inspection revealed several numbers on each part. Here are those numbers, all referenced to the Saab part numbers:

	<u>FRONT MUFFLER</u>	<u>PIPES</u>	<u>REAR MUFFLER</u>
Saab No.	7094675	8831422	8831570
Starla No.	89-5139	89-7226	89-7225
Walker No.	52-06122 DK 88002 700-20		51-0673 DK 88103 703-61

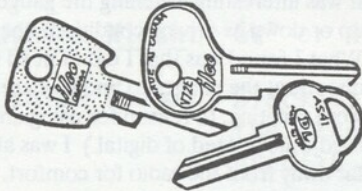
These numbers are for a 93 or 96 NORMAL (not GT) two cycle sedan. Whitney shows the same numbers for the front and rear mufflers for a normal wagon but does not list interconnecting pipes for the wagon. I would use the sedan pipes and modify them to fit the wagon or merely have a muffler shop provide the interconnecting pipes entirely. Good stroking!

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TECHNICAL TALK



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Gauges in 900 dash

I installed a gauge set and center console in my 1989 base 900. As some installation varies from SAAB's instructions, I thought I'd give you some hints and tips on the installation.

I installed the center console, oil pressure, volt meter, and outside temperature gauges. I decided to put the gauges in the radio's position above the fan and heating controls and then move the radio down to the center console's DIN opening.

I called all the vendors who advertise in NINES to see who had the best price. This project was completed some time ago so I won't give prices as they're probably wrong now. Make sure the parts house is quoting gauges with all installation parts. One quoted the oil sender unit as a separate item.

When the parts arrived I saw that the instructions were all dated 1985. I knew that the wiring had changed since then and when I checked my shop books I found I was correct. The instructions for the center console was correct and installation was quite easy, so I won't say any more about that.

However, the instructions for the three gauges said to use the yellow/white wire on fuse #12. That wire is yellow in M89. Fuse #12 carries several items so I tapped in on the inboard side of the red connector #152B. I used the wire leading to the seat heating pad at position #25 on the connector which leads to fuse #12.

I picked a wire for the gauge's lights by splicing into the rheostat wire for the heating controls lighting (green wire). The rest of the wiring instructions are as written.

Be sure to leave an ample length before you cut any wire. Be careful to tie the wiring away from the brake and clutch pedals, springs and anything else that could be a problem.

SAAB's instructions for the oil sender said to install the new adapter in place of the old sender and then install the new sender into the adapter. After doing it that way I

think it would have been easier to put the sender on the adapter first and then install both using an open end wrench. Use a 24mm deep socket to remove the original oil sender.

The pictures used to show the location for the temperature sender are confusing even after I figured out where to put it. If you pick your own location just make sure it is in a place safe from rocks and concrete parking stops when you install it.

When I called each parts house I asked, "Is there enough radio wire to move the radio down to the center console?" Everyone said "yes" including two local SAAB service managers. Not quite! The wiring involved consists of two 10-pin connectors and the antenna lead. They might just be long enough, but you'd have no room to work. Any future service under the dash would be extremely awkward. One of the 10 pin connectors is for power, the other is for the speakers.

My local SAAB dealer did have an extension harness. He gave it to me without charge because it was used, and we have not been able to find a parts number. I spliced the extension into the radio's insert-box. Be careful to check each wire for position in the connectors and then for color. I found two wire colors were reversed. The antenna wire extension is available where radios are sold, or some place such as Radio Shack.

While I was at it I put a toggle switch in the wire that operates the electric antenna to keep it from extending when I'm playing tapes. I put an off/on switch in center console to the left of the ash tray. The switch splices into the green wire that powers the antenna on the 10-pin power connector. Be careful here, because there is a green wire on the speaker connector.

The next problem is where to run all those wires down to the console. Here is what I did. I cut a 2" hole in the lower knee panel. I used a hole cutter at the edge in the center of the panel and then snipped away to make a " " shaped entry. Make sure there are no sharp edges that could cut the

wires when you are finished.

You have to be careful when running the wiring because the center retaining bolt for the kick panel brings two flat surfaces together. If you put any wiring in that area it will be squashed and will probably be cut open. So again, leave an ample working length of wire. I ran the wires away from the center bolt, spreading the wires out so they were flat, no wires crossed, and fixed them in place with duct tape.

The rest of the installation is as written. I've installed cruise control and the Alpine alarm system. The instructions for those were up to date, but as I've said the gauge set instructions weren't. I'm sorry SAAB doesn't publish updates as model changes occur. A simple model-year insert would be sufficient.

When I got it together it all worked and looked great. I used the flat adapter plate for the gauges. Unfortunately, I could not see the gauges in daylight. I'm six feet tall and drive with the seat pushed back. Glare might not be a problem if you're a different size. By unclipping the bottom of the adapter plate, so it sat at an angle, I eliminated the glare. I got a little strip of plastic at a hobby shop, and glued it in place behind the gauges to make a new clip rail.

Now for the most interesting part of the project: When it was all done I spent some time getting used to the installation. It was interesting watching the gauges move up or down as driving conditions changed. What I found was that I didn't need to look directly at the gauges to know where they were pointing, (a reason for using analog read-outs instead of digital.) I was also too far away from the radio for comfort. So I moved everything back to their original positions! A little home R&D that I'm happy to share with NINE'ers and with SAAB, and with Tim who thought someone else might be interested in a weekend project.

Stewart Bloom
San Francisco CA

TracTop® Armrest



TRACTOP® ARMREST MODEL S2 IN SAAB 900S

Description: The **Model S2** is a TracTop® sliding cushion center armrest for installation in all 1983-'90 Saab 900s. Like all TracTop® models it features a **pullout beverage tray** which may be installed to pullout to the front or to the rear.

Cushion Width: 5½" or 4" depending on year.

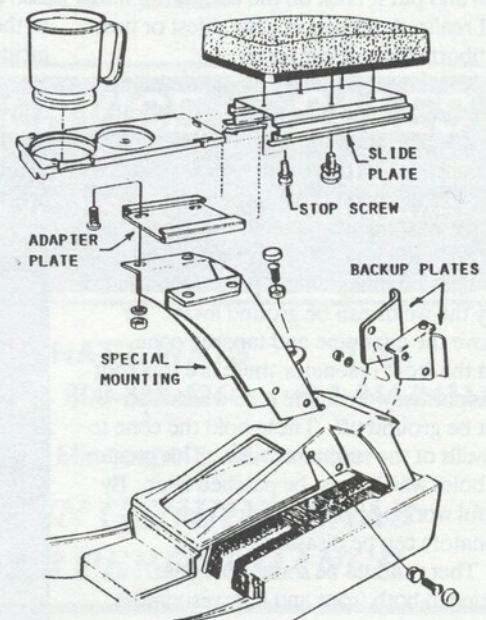
Cushion Color: **Black** is recommended to match the standard black center console used in all Saab 900 interiors.

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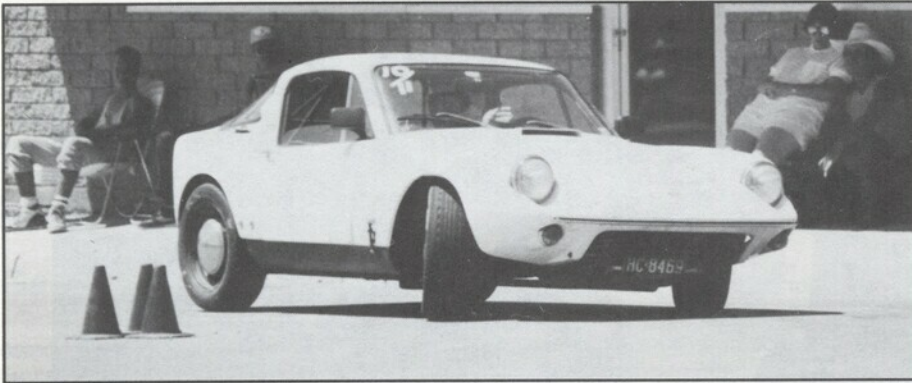
4" " : \$91.50

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Cleaning stroker exhaust

My old two stroker (Sonett-II #187) was losing what little torque an 850cc 3 cylinder SAAB ever had, so I figured it was time to clean out the exhaust again.

I had done this twice before in two different ways. The first method I had tried had been to take it to the local Redi-Strip place in suburban Chicago and they soaked all the bits in their caustic solution. Redi-Strip dunks whole cars to remove the paint without damaging the metal since their solution is caustic not acid. This had worked fine, but there is no such stripping place here in Colorado Springs, so the next time I tried burning it out with my welding torch. This was spectacular as well as effective. I sent the flame up inside the removed parts and as they began to glow red I shut off the acetylene and fed in pure oxygen. Pillars or flame eight feet long and billows of black smoke shot out as the oil residues were carbonized. I shook out the ashes and put it back on the car. It ran fine but I realized this was not the safest or most neighborly form of car repair.

This time I decided I would dismantle the resonators and take them to the local auto machine shop to put in their hot tank. The concave end caps of the resonators are welded to the main tube only at the very end. By cutting just through the tube walls just inside the welds, the caps can be taken off without damage to the parts. Alternatively the welds can be ground away. To remove the inlet pipe and tapered cone from the front resonator there are two spot welds part way down the pipe which also must be ground off. These hold the cone to the walls of the resonator tube. This creates two holes which must be patched later. By careful working both front and rear resonators can be disassembled.

There should be some fiberglass packing in both front and rear resonators

held in place by perforated metal sheets. This has long since blown out of the rear resonator, and was intentionally removed from the front resonator. This should probably be removed and replaced if you want optimum performance and no noise. I have upgraded my exhaust to SAAB's rally tune so I've discarded the fiberglass entirely.

I also sawed my double tail pipe into three pieces about three feet long so they could fit into the hot tank. After the visit to the hot tank, the machine shop sandblasted the parts to remove the remaining carbon. The freshly cleaned parts are shown in the attached photographs ready for reassembly.

Eagle eyed stokers will notice the modified inlet pipe and tapered cone for the front resonator. This is as specified by the SAAB Stage 3 rally tuning, with the cone moved closer to the inlet by several inches. The internal screens in the front resonator are also removed, as are the perforated section of the outlet pipes. This main pipe is also replaced with a section of truck exhaust of the same diameter due to an unfortunate incident with some road debris.

Those who realize that SAAB isn't the only manufacturer of finicky cars that always need tuning will also notice why it is that I've taken two years to get around to writing this article! Three cylinders and no cams are a

lot less parts than six with two overhead.

The rewelding is an easy job, except that the front should be tack welded together in the car to make sure it all lines up right. I left the tail pipe in three pieces and made some sleeves out of sheet metal for the joints. All joints are done with the old style sheet metal clamps since these do not crush the tubing. I was very pleased to be able to buy a bundle of these at the 1990 convention.

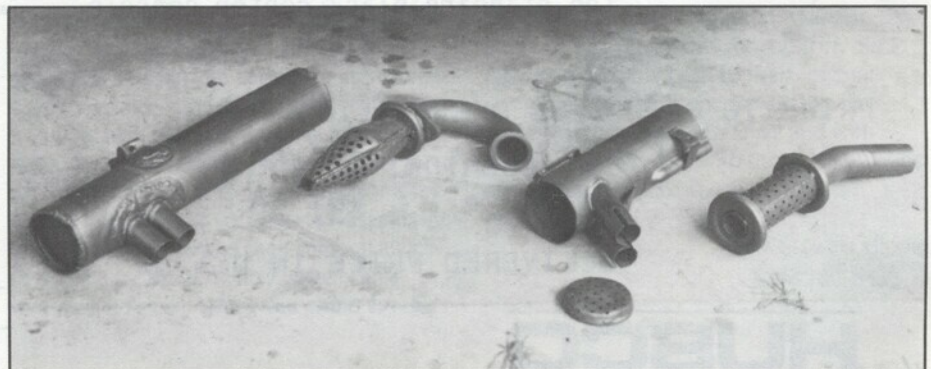
The car runs great again, and it is all easy to do over when needed. I figure I should be able to cut and reweld 10 to 20 times before I run out of cutting space. At once very three years, I figure the exhaust will out last me.

I'm still beating my Sonett up on the local autocross circuit, but it's hard to stay competitive against GTI VW's, Acuras and Turbo Isuzus. I recently put on a tow-bar mount and we have been towing the SAAB to street autocrosses on the other side of the state with Carol Anne's 1973 Volvo Wagon (over 11,000 foot passes). The SAAB can make it on its own, but it gets cramped when you squeeze in the tool box, camping gear, four 195/60-15 001R Yokohama tires and two people.

As a plug for the other Swede, the 145 just showed six 2's on the dial, has 140+ psi compression in the original engine and can top Monarch pass at 35 m.p.h. in 3rd gear towing the SAAB without overheating, while passing flatlanders in big Suburbans. When everything else is broken we autocross it although it never comes even close to winning.

The Sonett is a great ice racer, set FTD every time I take it to local icecrosses. Does pretty well on dirt autocrosses as well. Soon I'll build me a 940cc motor, put in a roll cage and go vintage racing. The old SAAB was meant to race.

Nicholas G. Wilson
Colorado Springs, CO



Replacement Radios

When the original equipment car radio and equalizer was taken from my 9000 I never considered replacing it with the original. Too expensive. That ridiculous "tool". The need to remove two units. Only so-so sound quality.

Being something of an audio buff, and remembering that to get anything like flat audio response required a severe reduction in the mid-frequencies (500-3,000Hz), I sought out a good quality radio with an adjustable "loudness" (as distinct from volume) control. The loudness adjustment is one that depresses the middle frequencies in favor of the extremes. I wound up with a Yamaha YCR-705, though I'm sure others would be as good.

The installation was very easy for I connected the plug and wire from the Clarion unit to the Yamaha, bypassed the equalizer, and merely plugged the radio in. The hardest part was getting the plug and socket apart in the first place; it must call for a special tool.

The Yamaha is better in almost every performance aspect except perhaps its RF in a big city. It seems somewhat more prone to multipath. But its audio frequency and tape performance is far superior to the Clarion. It's much less expensive (it's widely discounted) and removed in a flash. Were I buying a new SAAB I would insist on the radio delete option.

Mel Meer
New York, NY

You may recall that I attempted an upgrade of the speakers in my 1985 900 Turbo (WB Mk. II) last year (NINES, December 1990). This year it I decided it was time for a new radio as the OE Clarion unit had lost the left channel in the cassette deck. Though it was repaired at the local audio facility, I knew of another 900 that was in need of tunes, so I opted to trade up in the car that I drive most.

I also wanted to move the radio/cassette player to the console and put the gauges in the dash. That job is outlined in an article elsewhere in this issue, so I'll stick to the choice of sound system. Though I could have done the installation myself, I chose to rely on the expertise of those who install systems on a daily basis, in this case, Duluth Audio Distributing and Service (D.A.D.S.) (218-727-3053).

Chauncey Riggs III at D.A.D.S. put together a mid-priced system with some expansion capabilities. The base unit is an

Alpine 7292S AM/FM/cassette with CD controls. It has a 25W x 2 internal amplifier and a rear Pre-amp output. Features include 24 station presets and preset scan on the radio, with radio monitor during fast-forward or rewind in the cassette deck. It also has a quick release bracket so the radio can be taken indoors to prevent theft, or to put into another car with a similar mounting box. (Note: Insurance companies usually won't cover the theft of an easily removable radio, though they will cover the factory unit.) This unit has Dolby on the cassette deck, but not Dolby C. I figured the difference in sound quality would not be noticeable due to road noise.

I wanted to add a six-disk CD changer under the right-side rear seat, but there wasn't enough room. Phil Esterly, the installer at D.A.D.S., suggested putting it way in the back in place of the tool tray in the storage area next to the spare tire. Because I often drive on dirt roads, dust finds its way into that cavity, plus I wanted to preserve that space for other spares such as a quart of oil, reflective triangle, tow strap and portable shovel.

The 900 3-door that we used for the Alcan 5000 Rally had a Pioneer CD changer

and amps mounted in the trunk area. This wasn't acceptable in my 900 as I use the back seat down "station wagon" feature of the hatchback quite regularly.

The CD changer, an Alpine 5952S CD Shuttle, finally found a home under the driver's seat. On those rare occasions when I have a back seat passenger, I can warn them about foot placement.

If the radio in your Saab doesn't have CD controls, the Alpine model 5951 CD Shuttle can connect through your FM antenna through an external modulator.

An Alpine 3522 2-channel bridgeable power amplifier (30W x 2) was added to boost power to the rear speakers. It went under the right rear seat area. While it brought the level of the rear speakers up some, it is still necessary to bias the fader control toward the rear. A pair of 2-way 6" speakers in the rear side panels would offer better high & mid-range and better location than new 4x10s in the stock location.

As of this writing, I haven't had the Turbo out for an extended trip, just short jaunts around town. The sound quality is already much improved, but I'm already looking at speakers for the next step.

Tim Winker

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Replacing CV boots

Last weekend I had the pleasure of changing the inner and outer CV boots on my '87 900S. Since then I have replaced four more boots.

Disassembly: Jack up the car and place a jackstand on each side near the front jacking support. Remove the wheel, place the jack under the A-frame and raise it about four inches. Place a piece of 1 x 2 wood between the coil spring support and the car's frame, lower the jack slowly. You will hear the wood crunching. This takes the tension off of the ball joints. Remove the brake caliper. If this makes you squeamish stop here and take the car to the shop. You have only nicked yourself shaving, we still have open heart surgery to do!

Remove the two bolts that hold the ball joints to the A-frame and the strut support (two upper, two lower - not the ball joint spindle nuts). These are possibly rusted in place, get out your propane torch and penetrating oil and work on them. An air impact hammer works great with a fresh socket. After you decide that these bolts are frozen and therefore your ball joints are permanent you can still change the boots without changing major components of your

car. The manual says it can't be done. Remove the nut from the spindle on the ball joint that has the frozen mounting bolts. The bottom ball joint is the one that is usually frozen in place and is the one that is the hardest to remove because it interferes with the CV boot. Unscrew the nut until it hits the boot. Jack up the steering knuckle underneath the rotor, make sure you use a piece of wood. Then get out your largest hammer and hit the A-frame so that you pop the ball joint out of the steering knuckle. Lower the jack. Then remove the nut the rest of the way. Remove the tie rod nut also. Remember to leave the nut on flush with the end of the stud when you hit it with a hammer or you will flatten out the thread and the nut won't go back on.

Everything is free except the boot. Remove the large hose clamp from the inner boot. Be prepared for stickiest black goo to start oozing out. Have drip pan and plenty of paper towels ready. Pull the steering knuckle and shaft straight out. You can rest the assembly on the brake rotor with the shaft sticking straight up. I will mention this for the thrifty at heart, change anything that is found to be marginal i.e.. brakes, ball joints, tie rod ends, rack boots, A frame bushings, shocks, CV joints, wheel bearings, and of course the boot that didn't fail. That is of course only if you like being under your car, instead of in it.

There is a snap ring inside the outer CV that holds in the shaft. It's under all of the black goo. You may want to at this point go to the nearest NAPA store (no plug intended, they had everything needed to do the job at half the dealer discount cost). They have a chemical that the counter guy may swear does not exist, Spray CV cleaner. *The can must say CV Cleaner!!* There is nothing else on the face of the earth that will dissolve the CV grease (black goo). NAPA also had a machine shop that took the assembly, cleaned it, fixed it, reassembled it, and gave it back looking like new. Squeeze the snap ring and pull the shaft out, you can now remove both boots.

Clean up and inspection: Clean the shaft off. You will be sliding the new boot over anything left on it. Spray clean all of the CV grease away. Clean the CV spiders and the receivers. Check to make sure that dirt didn't get into the boot or that the CV did not run dry. If it did either, replace it.

Assembly: You will notice that the CV boot kits come with clamps that may or may not be usable and grease that is not enough. NAPA (no I don't work for them) has the

proper clamps and grease sold in 120 gram containers. Saab recommends 130 grams, I don't think 10 grams will make a difference.

Don't use hose clamps on the boots, the heads are too big and interfere with other parts and will be knocked off after the first sharp turn! I have used both plastic tie wraps and metal clamps with no problems.

Put the CV grease in the freezer for at least a 1/2 hour. This makes it thick and less runny. (My wife says it's good on ice cream.) Pack all the spiders and receivers, use all of the grease. Spray the shaft with WD40 and slide the correct boot onto the shaft. Use the new snap ring that came with the boot kit. Slide the outer boot over the CV and put on the clamps before you put the shaft back in the car. *Make sure the snap ring is seated in the groove on the shaft. Pull on the shaft to make certain.*

Install the inner boot and small clamp. Use the nose clamp that you took off, let it hang on the transmission receiver. Be careful not to scoop dirt into the boot as you slide it into the hole on the frame and onto the transmission, tighten the clamp.

I put anti-seize compound on the bolts that go through the ball joint. If you had to remove the nut off of the ball joint it will be a little trickier getting things back together. You will have to start the nut, and place the jack underneath the A-frame to keep the ball spindle from turning until it is tight. Don't jack the nut into the new CV boot and cut it. Do the same for the tie-rod end.

The rest goes back together in reverse order (I hate when shop manuals do that).

Remember that the boots very rarely last more than 70,000 miles. By then, the rubber has decomposed significantly from the grease, heat, and road grit.

Good luck, and may the force be with you. Next month, (maybe) fuel injection fiascoes for the fuelish.

Jon Katz, Automotive Engineer
Louisville Fuel Injection Service

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Sport Exhaust 5dr 86-88	327.00	275.00
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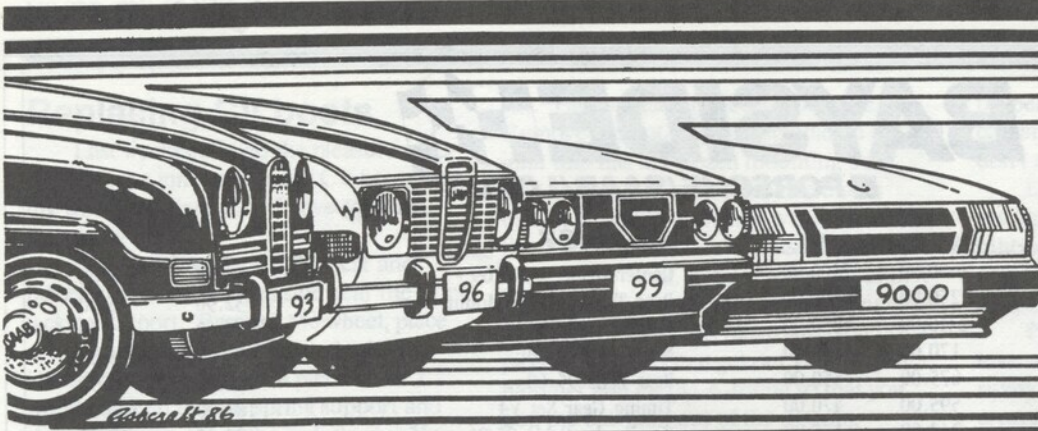
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'68 96 GT-850. Run daily, good condition, BO over \$500. '71 95, Sonett drive train, AC, new paint, radials, good cond, no rust, BO over \$500, Edward Carney, 218 Reamer Ave, Wilmington DE 19804. 302/999-8796.

'68 96 2-stroke, 77k mi. Needs frt brake cyl. Incredible original condition, purchased from original owner. Gray, rust free. \$1,400, or \$1,500 w/ brake cyl. Greg LaPierre, Long Island, NY. 516/467-5082.

'60 93, black w/red interior. Floor has repairable rust. Excellent body, original paint. Engine and trans OK. Restorable. \$3000. Ralph Bockoven, 65 High St, Acton MA 01720. 508/263-4187 after 6pm. Lv msg.

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5 V4 transmissions, rebuildable. Dealer tool set for stroker's. 96 trans rebuilding jig. Much more, must go, cheap. Jerry, Oakridge NJ. 201/627-0616.

Parting out 6 Sonett III's. 2 newly obtained, 1 rear glass w/ hdwe, 4 soccerball wheels, 3 trans, 4 1700cc engs, doors, lenses, hoods, radiators, master cyl's, gauges, door panels, headliners. Mark School, 313 E Greenfield St, Appleton WI 54911. 414/731-5289.*

V4 new trans freewheel parts, freewheel hub assy. Intermediate shaft and gear assy, rear bearing, from dealer, over \$500 worth of parts. Would like to salvage \$250. Also 3 new Michelin XAS 165 hr 15, \$100. Rick Branka, Royal Oak MI. 313/588-9625.

Sonetts for Sale

'74 Saab Sonett, original 1700cc engine. Restorable. New brakes, dual exhaust, \$2000 obo. Debbe Wojack, Box 994, Fairfield FL 32634. 904/591-3335.

'69 Sonett V4, extremely clean, new paint, carpet, headliner, trans, clutch. Totally maintained and rust free. Stored for 15 years, used less than 1 month per year, \$5500 obo. Greg LaPierre, Long Island NY. 516/467-5082.

'69 Sonett-V4, engine needs overhaul, trans good, complete car, rear window cracked, some small body cracks. Restore or parts, \$500 obo. Tim Connors, 293 Bent Twig, Camarillo CA. 805/388-1775

93s, 95s, & 96s For Sale

'72 95-V4, xInt running order, 106k mi, vy gd body and interior, underbody fair, photos avail, \$680. Wm. Maher, 202 W Pennsylvania, Urbanba IL 61801. 217/344-6042 eves.*

'71 96, looks and runs like new. Fresh red paint, new clutch, complete hydraulics, Pirellis, no rust, low miles. Also '68 96 in similar condition. \$3500 ea, both for \$6600. Greg LaPierre, Long Island NY. 516/457-5082.

'71 96 V4, rough, red paint, rust free pan, complete 1700cc engine, tired, trans good, \$500. Mark Rheude, 781 E Swauee Ln, Covina CA 91723. 818/967-2459.

'70 V4 w/ 7 parts cars incl. '67 2-stroke, excellent restorable condition (no title). Over \$2000 new prts, factory manuals, (1) xInt 96 body, \$3000. David Caldwell. 919/363-2048.

'69 96, 20k mi on rblt engine, good trans, new tuned exhaust & tires, \$900 obo. Tim Connors, 293 Bent Twig, Camarillo CA. 805/388-1775.

'69 96 Deluxe, restored, rust free CA car. Ashcraft motor w/ 2bbl Weber, rblt trans and brakes, Konis and new springs. New interior incl headliner and dash pad, wool carpet. Spare avail incl grill, new front fenders, \$4000 obo. Steve Gilbert, 2700 Neilson #830, Santa Monica CA 90405. 213/392-4263.

'68 96, 150k mi. Good running condition. Driven daily. Transmission rebuilt '88. Engine: new crank this year, \$2500. James Sidwell, Suwanee GA 404/945-0384.

'67 96, new blue paint, new orig material and pattern seats. 78k mi. Good clean car, \$4300. James Sidwell, Suwanee GA 404/945-0384.

Complete dash w/ overlay from '71, \$55. Steering knuckles w/ drums from 3 cyl, \$50 pr. Complete gold & green carpets, \$30 ea, Headlight buckets & bezels, \$12 ea. Left and right grill sections, \$20 ea, center section, \$30. Re-lined rear brake shoes, \$22. Many other items, all prices +shpg. Monty Tarr, Rt 1, Box 385, Catlin IL 61817. 217/443-7402 days, 217/427-5203 eves.

'71 Sonett Parts. Back glass & fenders, wheels, trans, heads, good prices. Tal, 3630 Villa Terrace, San Diego CA 92104. 619/299-6695. *

Saab late 96 hub caps (trade for early 96 hub caps?), 96 Saab roof rack. G. Reiss, Phoenix AZ. 602/870-3039.

99s & 900s For Sale

'87 1/2 9000 Turbo, white, grey leather, 5sp, glass sunroof, all options, original owner, all records, creampuff, garage kept, \$13,900 obo. Jim Jetton, 415 Bradley Court, Greenville SC 29615. 803/234-5349.

'85 900T, 3dr, 5sp, silver/red cloth, MSW gold wheels, CB, tinted windows, sport exhaust, very clean, fantastic condition, service records, \$6450. Jim Laman, 617 Beechwood, Holland MI 49423. 626/335-5215 eves.

'81 900 Turbo, 3dr, black, 114k mi, Nakamichi sound system, new TRXs, exc cond, nicest one anywhere, \$4000. John Sexton, 1101 Ogburn, Forestville CA 95436. 707/887-2206.

'79 900 Turbo, 34k mi, showroom cond. Meticulously maintained, garaged and covered since new. No winters, serviced at 30k. Nearly new, \$6800. Robert Boote, Ithaca, NY. 607/273-1236. *

'79 900GLE, 5dr, 4sp, air, cruise, SR, new rack & clutch. Marble green, always garaged, original owner, exc cond, 174k mi, \$2895. Robert Morrison, 5316 Autumn Ln, McFarland WI 53558. 608/838-6273. *

'79 900 GLE, 5dr, 4sp, AC, SR, marble green, 168k mi, gd cond, some rust, no damage, well maintained, orig owner, \$1100. Carl Wennerstrom, Gainesville GA. 404/531-0920.

99, 900 and 9000 Parts and Accessories

87 9000S: Colgan bra, \$80; radiator, \$120; turn signal switch assy, \$50; kick panel, \$20; air mass meter ('86-'87), \$180. All obo. Jeff Hubbs, 2050 Old Clinton Rd, Apt 0-4, Macon GA 31211.

99 AC, complete set of parts. Make offer. Tim Conners, 293 Bent Twig, Camarillo CA. 805/388-1775. *

5sp manual trans, '86 9000 Turbo Type GMT 5301, used w/ 30k mi. Incl SAAB Service Manual 4.1, \$975 +shpg COD. David Webster 212 E Main St, Murfreesboro TN 37130. 615/898-1624 days, 890-6153 nights/wkds.

'91 9000 Turbo Stereo, brand new, includes Saab/Clarion AM/FM cassette with security code and Saab/Clarion equalizer, List \$1100, make offer. G. Reiss. 602/870-3039.

4 ea alloy wheels #9100587 dresses up 72-87 99 & 900 wheels, inserts retail \$321 ea. Sacrifice \$150 ea. Nokia summer tires 185/65 3/16" worn, mounted & balanced included to sweeten deal. Hal Mayforth, 8577 Dean Rd, Hudson Falls NY 12839. 518/747-5758.

Parting out 900's plus semi-trailer full of body parts, engines, front clips, wheels, interiors, glass, etc. Auto Restoration Techniques, Columbus OH. 614/229-2381.

Parting out: '79 900 GLE, '80 Turbo, some 99 parts, no transmissions. Dan Haradem, Avon OH. 216/934-4817.

Parting out: twenty 99s and twenty-seven 900s, '73 thru '88; one '86 9000. New OE sunroof deflectors 9000 only - \$39. Quantity discounts. Rod Beckner, 604 E 1st St, Albany OR 97321. Tele/Fax 503/928-6351.

99, 900 headliner kit comes w/ glue, 3 1/2 yds and complete instructions \$87.50. Other parts available. Trollhattan Motors, Inc. 301/682-4688 or (1-800 32 TROLL) evening, Saturday hours.

Parting out '74 99. All parts avail, recent rebt engine & gearbox, blue interior, 5 soccerball alloys (straight), Pete Ferrara, 1722 Chase Ct, Norcross GA 30071. 404/728-8667. Lv msg.

Inca wheels, \$75 each, \$250 for set of four. Michael Roth, 19 Dearborn St #4, San Francisco CA 94110. 415/252-1370.

Your SAAB manual transmission rebuilt from \$795. Includes replacement of bearings and seal and set to factory specs. Why buy used and not be sure? Call for details. Freight additional. Mastercard, Visa, and Amex accepted. Trollhatten Motors, Inc, 1015A Old Eastern Ave, 2nd Fl, Baltimore MD 21221. 301/682-4688 or (1-800 32 TROLL) evening or Saturday hours.

4 Inca alloys, exc cond, \$200 firm. Six 4-bolt soccerballs, vgc, \$200 firm. Steve Engler, 6335 Bailey Rd, Woodbury MN 55125-2501. 612/458-3439.

Used wheels, 2 aluminum Ronal-3 Saab p/n 8945909; 5 1/2x15, 2 ET-40 for 99/900. Also good 4sp from '78 99. Wheels \$75 ea, trans \$150. Non-turbo cyl heads \$125 ea. Will ship UPS. Jimmy, Statesboro GA. 912/764-7520.

Clarion Equalizer from '85 900T, \$80 +shpg. Tim Winker, Duluth MN. 218/724-1336

Parting out '76 99EMS, Silver w/brown interior, 150k mi. Tim Butler, South Bend IN. 219/291-4734.

Parting out '80 900T - 4spd trans, works exc, \$300 obo. Everything except eng/wheels. Also many misc 96 parts. All reasonably priced to clear out. Eric Åberg, 1510 Cougar Ridge Rd, Buellton CA 93427. 805/688-1027 day/eve.

Wanted, All Models

Four SPG 3-spoke alloy wheels in very good to excellent condition for 85 900 Turbo. Fred Siegele, 1116 Braxton ct, N Wales PA 19454. 215/368-7699.

'84 Aero Flow Kit (early style) rear spoiler, some cracks ok, new or used. Will buy whole kit if avail. Pete Ferrara, 1722 Chase Common, Norcross GA 30071. 404/729-8667. Lv msg.

For '82 900 Turbo 3dr. Accessory black trim panel which covers recessed area around rear lic plate, between taillights. Norman Marsilius, Box 1167, Southport CT 06490, 203/256-1711.

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HISTORY OF THE THREE CYLINDER TWO STROKE

A Quick Visit with the Winners

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In December 1949, the very month the 92 went into series production, Saab won its first rally. The picture included here was taken when the seventh and eighth cars produced were entered in the 1950 Monte Carlo Rally (Greta Molander/Margaretha von Essen - 55th and Rolf Melde/K. G. Svedberg - 69th). Some authorities say this famous photo was taken before the rally while others argue it was 'after their triumphant arrival home'.

In Saab's first major victory, the 1950 *Rikspokalen*, Melde won the princely purse of \$60.00! How rallying has changed!

Winning became almost second nature for both of these drivers and their long suffering Saabs. Melde is probably the unsung hero of the early days, as his role was always crucial for Saab's competition success. Greta, in addition to being the covergirl of fifties rallying, was likely to place well and repeatedly won the Ladies cup in such classics as the Monte (as early as 1952). In 1953 she won the Ladies class of the European Rally Championship!



Greta Molander with Rolf Melde, posing in front of the 92 which Molander drove to 2nd in the Ladies' class in the 1950 Monte Carlo Rally.

To win with a two stroke Saab, so often incredibly underpowered compared to its rivals, required a very different driving technique than that used on the street. The right foot is fully employed holding down the gas pedal and therefore the left must be used for braking. But what of the left foot's normal clutch duties? An engine saving feature of the two stroke Saabs (carried on meaninglessly into the V4 models) was 'freewheeling'. With freewheeling, the transmission disengages from the engine whenever engine braking would occur. Improper use of this feature allows gear changing without the clutch. Presto, the left foot is available to operate the brake. Unlike street use, the brake is used as a form of 'traction control' and also allows the driver to balance the car with the foot always on throttle.

One of the great stories of the period is that of a light blue 93B in the 1959 LeMans. Naturally the car was entered in the 750cc class. (There was also a private British entry which failed to finish.) The engine was modified to produce 65 bhp. 'Preparation' also included reflecting tape on the rear as the car's top speed was only 105 mph vs. 180 for the purpose built racers. During the race, the only repair was a broken alternator bracket. The car averaged 81 mph and finished 12th. Only 13 of the original 55 starters finished the 24-hour classic.

Saabs continued to win and suffer, for

Erik Carlsson appeared on the rally scene and earned the nickname 'On the Roof'. Erik's first Saab was actually his own, a 92 he bought from a farmer, and campaigned with parts found just outside the company's fence. He officially joined the company in March 1956 as a test driver! Erik is most famous for his outright wins in the 1962 and '63 Montes. But there were longer and tougher efforts that gained him the fame he deserves.

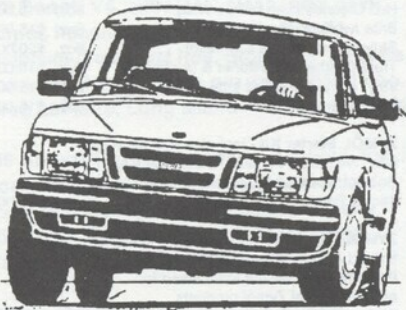
Another of the great Saab stories concerns the hard fought '64 Monte (Erik was 3rd, Pat Moss, Erik's wife and Stirling's sister, won the Ladies Cup). The Ford Falcon team had finally won, and in celebration had turned their winning car onto its roof. They had seen Erik's car turned so after his previous victory. This caper cost Ford a fortune as the car's leaking fluids ruined the beautiful floor of the Hotel.

This is but a taste as the cast of heroes left unmentioned is, well, book length and there are a hundred stories worth telling. For those interested, Tunberg's From Two-Stroke to Turbo gives some coverage of this exciting period.

Next Time: The 96 Bows In

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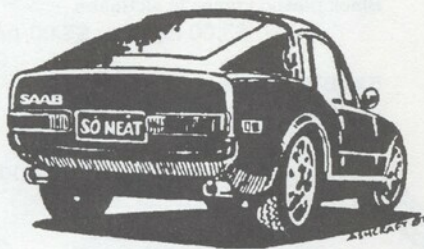
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Rear View

I have learned plenty about CIS fuel injection in the past few weeks, the hard way. It started when I purchased a used 99 2-door in Seattle after the Alcan Rally.

When I first looked at the car at Saabmasters in Seattle, it was suffering fuel injection problems due to "bad gas". A technician there replaced the fuel pump, fuel distributor, and a couple of injectors with serviceable used parts, and installed a new fuel filter, distributor cap and rotor, spark plug wires and spark plugs. It ran fine while I tooted around Seattle making a few final stops, but when I hit I-90 eastbound, power seemed to drop off a little in fourth gear under load. By the time I reached Spokane, it was running on about two and a half cylinders.

In desperation, I called SAAB Club member Jack Vines in Spokane for advice. Jack invited me over and we tried several diagnostic procedures, determining that the ignition system seemed fine, compression was good, and that switching the number three and four injectors caused the engine miss to move from cylinder #3 to #4.

The next morning I limped the 99 to Saab Specialists of Spokane, who replaced the offending injector and a dead oxygen sensor, checked a few other systems and made adjustments, then sent me down the I-road running in top form once again.

Unfortunately, it didn't last. The power began to bog under load in top gear as I came into Missoula, Montana. Doug at Evergreen Engineering in Missoula suggested that I replace the fuel filter, and that helped for another day. I picked up a spare filter at Dana Motors in Billings (the oldest SAAB dealer west of the Mississippi) just to be on the safe side, and installed it when the same symptoms started to show up after Miles City, Montana.

The fuel filter may not have been the problem, however.

When I first looked at the car, I was told that a couple cans of "Heet" had been added to the fuel tank to offset the bad gas. Unfortunately, it wasn't known exactly what brand or formula had been added. If it was the standard Heet in the yellow bottle, which contains methanol, it may have caused some deterioration of the fuel injection system. (A quick warning - if you add some form of gasoline drier/moisture remover to the tank, always make sure it contains isopropyl alcohol, and not methanol which can be corrosive to F.I. parts.)

I have noticed the fuel pump is rather noisy, an indication that the pump rotor is probably worn. That can also lead to loss of power under load.

The gas cap, supposed to be the non-vented variety, had the bottom punched out, so there was no familiar "whoosh" when I opened the cap to re-fuel. One suggestion is that the return line that goes from the engine compartment over the headliner and back to the fuel filler, may have been disconnected, which would cause a gasoline odor in the interior. After replacing the gas cap with a functioning one, there is now a gas odor in the interior, but I haven't yet located a break in the return line.

The final verdict on fuel problems isn't in, but the 99 runs fine around town.

A couple of interesting things about

this particular 99: It is a 1979 GL, VIN 99792001557, in Alabaster Yellow, built in Trollhattan during August 1978. Those familiar with the "NINE-T9" project car may recognize those specs, as the two are virtually identical. NINE-T9's VIN is 99792001245, also built in August 1978. As a twin to the NINE-T9, the latter car is referred to as "the second banana".

Though I had many calls of 99s for sale in response to my wanted ad (and thanks for calling about those cars, I may have buyers for some of them), and I looked at several different 99s, this particular car had the solid chassis I was looking for at a reasonable price.

Immediate plans for the latest 99 are to use it for rallies this winter, then convert it for SCCA Improved Touring class B for next summer. This will be done with the help of another 99 that joined the stable this summer.

When SAAB Club member Rick Corwine recently decided it was time to part with his ice racing/Pro rally 99 which was in need of engine, clutch and brake work, he didn't want to sell it to someone with big ideas and no money, nor to send it to the scrapyard. (There is, after all, some history involved. This particular 99 was once driven by Geoff Brabham in the St. Paul ice race.) He made me an offer I couldn't refuse to take the car off his hands. Unfortunately the chassis on Rick's car has a fair amount of rust and substantial rust holes around the suspension, so I determined that the best course would be to take the roll cage and other racing components from it and put them into a non-rusty 2-door 99 for racing.

Thus is another project born. (Like I really need another project.)

Tim Winker
Editor & Publisher

NINES

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