



# NINES

THE SAAB CLUB NEWSLETTER

no. 217  
December 1992



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## Regional Club News

### Milwaukee Saab Club

Feb. 21 - FVSCC Ice event, Lake Winnebago near Neenah.  
Andy Saksa, 414 / 785-1550.

### Saab Club National Capital Area

Mar. 20 - Tech session at Don Danneman's shop in Laurel, MD.  
Toby Turpin, 301 / 384-6732.

### Saab Club of Montreal

Mar. 9 - Doug Airey, Market Planning, Saab/GM of Canada, will be on hand to answer questions. 8pm, T.M.R. Curling Club.  
John Donald, 514 / 344-2413.

### Saab Owners Club of Canada

*New contact person:*  
Robert MacDonald  
1295 Ogden Ave.  
Mississauga ONT L5E 2H5  
416 / 891-0949

### New Clubs

#### Long Island SAAB Club

Tom Neokleous  
45 Dorchester Rd  
Smithtown, NY 11788  
516 / 360-9012

#### San Francisco Bay Area

Doug Morse  
25291 Morse Ct.  
Hayward CA 94542  
510 / 582-1858

### 1993 International Saab Clubs Meet

May 28-31 - Lillehammer, Norway.  
Hosted by Gammalsaabens Venner (Friends of the Old Saabs).  
Anne Andersen  
Håkon Håkonsgt. 12  
N-2300 Hamar, NORWAY  
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## 1993 National Saab Owners Convention

The 1993 Saab Owners Convention will be held on August 6, 7 and 8, and will be hosted by the Milwaukee Saab Club. The site is the campus of Carthage College, located on 83 acres of Lake Michigan beach front property in Kenosha, Wisconsin. Kenosha is just north of the Wisconsin-Illinois state line, 35 miles south of Milwaukee and 60 miles north of Chicago.

The college can provide for all our needs, including lodging, meals, meeting rooms, pub and recreational facilities featuring a 75 meter indoor pool, saunas, tennis courts and more. The convention format will be a familiar one. Friday evening there will be a welcoming party with snacks, drinks and videos. Saturday will be filled with tech sessions, a concours, a rally and of course the ongoing swap meet. In the evening we will have our banquet and speakers. Sunday will start with more tech sessions and have further activities. There may even be a few surprises.

For those of you interested in airplanes, it is worth noting that the Experimental Aircraft Association's Annual Fly-in will be held from July 29 to August 4 in Oshkosh, Wisconsin. We know that last year many people took a detour to see the Air Force Museum in Dayton. This year you can see many of those old Warbirds flying at Oshkosh (Tuesday is a good day for this), as well as the latest and best in homebuilts and classics. Oshkosh is an hour and a half north of Milwaukee.

Other activities in the area include several large outlet shopping malls, Six Flags Great America amusement park, the Frank Lloyd Wright buildings at Johnson Wax in Racine and all of the attractions of Milwaukee, such as its famous ethnic festivals and brewery tours.

The next issue of NINES, two months from now, will have complete registration information and a mail-in form. We think the idea of having the convention on a small college campus is very exciting and we hope that many of you will be able to attend.

Ian Simpson: 414 / 426-2873  
Pat Greer: 414 / 964-7463

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

Those wishing to submit articles or letters on 5¼" or 3½" 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.

**Photos:** Preferred format for photos is black-and-white, in 5"x7" or 8"x10". Good contrast color photos can usually be accommodated, no smaller than 3½"x5", please. Photos used on the cover will be rewarded with a one year subscription to NINES.

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

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

# Letters to NINES

## Satisfied Pirelli Driver

Jim Onesios wrote to you about a problem with his Pirelli P8s (Issue #216). In March of '91 I purchased an '87 900 with Pirelli P2000s. I was originally concerned with the wet weather performance of these tires having heard some scary stories about other Pirelli models. I am happy to report after 25,000 miles I've been very pleased with all aspects of the P2000s performance. I must add that during the winter months here in Minnesota I change to a full set of Hakkapeliittas, this year the new Hakka 10, so my snow and ice experience with the Pirellis is limited. My point is that if Jim is thinking of a new set or pair of tires I can give the P2000s my personal endorsement.

The new **Professional Perspective** column by Chuck Andrews is a wonderful addition to NINES. I too saw the Minneapolis TV coverage of the auto repair rip offs and the expose on wrecked and rebuilt cars. I felt the rebuilt car story was very negative. It didn't end by saying that there are reputable auto rebuilders out there but gave the message that all rebuilt autos are dangerous and any one in that business is out to rip you off. They are very wrong.

I bought a wrecked 1980 99 in '82 from Andrews Inc. and had them rebuild it. I did things to that poor old 99 that were sinful. I rallied it both Pro and TSD, ice raced it for two and a half seasons, and drove it as daily transport much of that time and for a long time after I quit racing it. There were times I had to remove the seats and jump up and down on the floor to remove the dents from the rocks we hit. It was awful, it was fun! It was hit (never my fault) so many times that the only body panels I never repaired were the trunk lid and the roof. This car was as sturdy or sturdier than new when the technicians at Andrews completed their work. There are excellent shops out there to work on your Saab and believe me they're worth looking for.

I would also like to take this opportunity to register my vote for the Erik Carlsson stamp, pictured on page twelve of the Oct. issue. I favor the young Erik over the older Erik. Seriously I'd love to get my hands on the postcard or stamp. Where can we send for them!!

Lastly the letter from Satch was great. It's been a long time since I read anything from the International Motorsports Journalist. Just the thought of Satch and Grimshaw in the same rally car for an extended period of time is funny but stranded in Dawson Creek for a week, almost too much to take. I certainly hope Satch will keep in touch for future issues.

Rick Corwine  
Minnetonka MN

## Another Pirelli Failure

I read with great interest the letters in the June and October '92 issues from Messrs. Oliver and Allendale concerning their problems with Pirelli P8 185/65 R15T tires on their '89 900S models. I recently experienced similar problems. With barely 18,000 miles on my '89 900S, three tires failed: one with a thrown belt and two with "out of round" conditions, according to my dealer. I had gone to the dealer to have what I suspected to be an alignment within specification but that the left front tire was actually pushing the car to the right? The defects were subsequently verified by a local Michelin and Pirelli dealer (Discount Tire). The folks at Discount Tire were kind enough to prorate the replacement of my defective Pirellis with a nice new set of four Michelin MXV4s. I also went up in size to the 195/60 R15 which fit on the 900S wheels. I find the handling of the Michelins to be far superior to that of the Pirellis.

The folks at Discount Tire also reported they have had to prorate a considerable number of these tires, especially on Saabs. This was not a cheap experience by any means: the trip to the dealer for the alignment and diagnostic work, combined with the four new tires, came to over \$450.00. I have always had good luck with Michelins, getting over 88,000 miles on the OEM set on my '81 Peugeot. The Pirelli folks can be sure I will not be buying ANY more of their products! I can recommend Discount Tire for their prices, service and the fact that they use Coats tire machines which do not touch the aluminum rims during mounting.

Gregory Swain  
Southlake TX

## The Saab 90

For Christmas, Santa left me a great book entitled The Saab-Scania Story, copyright by Saab-Scania 1987 (I must have been very good this year!). Anyway, I highly recommend this book. It is well written,

with lots of "inside" facts and stories that only employees could compile. In addition, it has great photographs of Saab products from all eras.

What really caught my attention however, was the section on the Saab 99 (I really love 99s, but they are getting old). On page 81 the book describes: "the 1985 model underwent such comprehensive modification that the car was renamed the Saab 90." The only photo is a side view showing a great looking sedan - a short, obvious, 99 nose, with the doors, wheel trim, and entire rear end section being 900! The book states that this model was earmarked for distribution in Scandinavia and western European markets only.

Any information on its engine design, level of production, any in the U.S.?

I haven't been this excited since my freshman year in college and I found out that the Sonett III existed - I'm in love!

J. Scott Kobasa  
High Peaks  
Asheboro NC

*The Saab 90 was introduced in May 1984, at the same time as the 9000, as an '85 model. It was available only as a 2-door sedan. The front end including the A-pillars, dashboard and windshield were from the 99, and the rear was the 900 2-door notchback. Power came from the 2-liter, 8-valve four cylinder, it had a single Zenith-Stromberg carburetor, and was rated at 100 bhp. The Saab 90 was discontinued in 1987 after 25,378 had been built. It was never sold in the U.S. market. There is also a description of the Saab 90 on page 161 of The First 40 Years of Saab Cars by Björn-Eric Lindh.*

## Handouts

I enjoy the newsletter - all aspects especially 900 stuff. I'd like to share your newsletter with other Saab owners I meet - but I won't part with any of my past issues. It would be nice if you prepared a one page flyer including an application form and an abstract/contents of the topics covered in the newsletter. Maybe even a "reduced-size" copy, on the back side of the flyer, of the newsletter's inner pages (pages 4 and 5 illustrating a subscriber letter, an advertisement and Doktor Nio's column) as an example. With a handy flyer (I could copy therefore keep it simple), I could give a new Saab acquaintance an opportunity to subscribe to NINES! I like SAABS and I like NINES!

Speaking of Saabs, Chuck Andrews built me an absolutely beautiful 900 5-door -

a '79 roof and rear quarter panels on a '90 900 floor pan. The car is all black with the "Turbo" black trim. Refusing to pay ridiculous head-lamp Euro-lens replacement cost, I had Chuck put an '85 grill and headlights on the car. He also modified the cargo area with a full-size spare tire well. As a final step for convenience, I had the locks keyed to match the locks of my wife's '85 900 (another Andrews car). I am now enjoying the power of the 16 valve engine and the safety of ABS brakes!

Keep up the good work on the newsletter. As a comment on the discussion about frequency of the newsletter (monthly or whenever) I am willing to wait for the high-quality newsletter!

Ken Swenson  
Mercer Island WA

*A sample flyer was published in the March 1989 issue of NINES. A couple of years ago I put out a request for someone in the club with more artistic talent than yours truly to update the flyer, but nothing came of it. Anyone who may be interested in the project (maybe an evening of work), please contact the editor. When a new flyer is finished, it will be included in NINES for everyone to copy.*

*Before anyone accuses this publication of being one large ad for Andrews, I should point out that we often receive letters of praise for this shop. Recent mail has brought more recommendations for Andrews than all other shops combined! Now if there were Saab dealerships that could elicit that kind of praise, Saab owners would be a very satisfied group indeed.*

## Resurrection

I am currently working (slowly) at a reasonable restoration of a rust-free (North Carolina car!) 1971 Saab 95.

The original owner put 69,000 on it, then lost the clutch. He didn't get around to fixing it, so a year later, told his son he could have the car if he could get it running OK. The son finally put in a new clutch plate, but when he tried to start it, discovered that the pistons had frozen to the wrist pins. That was 1981. They are still frozen today.

I have taken the "jello" out of the hydraulic systems and rebuilt the brake and slave cylinders. I've put in new brake pads and shoes and lines. The rest of the car looks serviceable, but I'm stuck on the engine.

I plan to bake the pistons in the oven (they have been soaking in WD-40 for a month) and then hope to somehow break

them loose. Any suggestions/experience with this sort of thing would be greatly appreciated.

If the engine can be worked loose, I'll replace the bearings and seals and gaskets, and hopefully have a fairly young power plant. I have tried to find a carb rebuild kit, but no luck so far.

Incidentally, I bought a rust-bucket 1971 96 (blue) for the engine and accessories but have found that the owner of that car had put on a different carb with a manual choke. Were there problems with the 1971 carbs?

My first Saab, bought new, was a 1959 blue sedan. (Were they called the 93?) I have owned a 1962 grayish brown sedan, a blue 1965 95 (my first V4), and a red 1968 96. I bought a used "yellow" 1974 99, a new green 99, a red used (burn-out) 1981 3-door, a (rolled) silver 1983 4-door 900S and a (totalled) 1985 silver 900 3-door. Presently, I have the '81 and '85 900S and am working on the '71 95. I still have the engines and a few miscellaneous parts from junking out the '83 900 and the '71 96. They may come in handy some day.

I enjoy the give and take with the Twin Cities Saab group and hope my connection with the Saab Club and its newsletter will prove just as helpful and enjoyable.

Bob Anderson  
Newport MN

*You are probably better off rebuilding the V4 engine from the 96 than trying to resurrect the one from the 95. Both the Solex and FoMoCo carbs that were OE on the V4 engines had their share of problems and many were replaced with Weber 34 ICH or Weber 32/36 DFEV (or DGEV -- the difference is which side the linkage is located).*

## GM/SAAB in Canada

NINES Oct/92 states that Saab sales in the U.S.A. are surging. Well since the GM/SAAB alliance took place I can say that in this areas there are fewer and fewer sighting of Saabs new or old on the roads I travel in Ontario and Quebec. I have visited GM/SAAB Dealers in both provinces several times in anticipation of looking over some nice used Saabs to buy or to perhaps buy a new one and each time the show rooms and car lots are packed with Saturns and other GM cars with nary a Saab to be seen. Demonstrators to test drive are not available.

I have yet to see any corporate or dealer advertisements on TV or in the local papers highlighting Saabs. It appears that the deal

with GM does not include selling Saabs in Canada. Two years ago there was never a problem to inspect new and used Saabs at the various dealers, they were ample. Saabs on the road were numerous and corporate advertisements were frequent. I will say that I have received good service purchasing parts for my '77 99LE but the future seems uncertain. Does Saab Scania in Sweden know what's going on? How can they expect to sell cars under these circumstances? One of the original reasons for the Saab/GM agreement was to increase the availability of the dealers to their customers. The dealers are there (Saturn - Saab - Isuzu). But the cars are not.

I bought my car new and have generally received excellent and knowledgeable service under the old system of Saab Dealerships (180k mi). Today I would hesitate to put my car in the hands of an inexperienced GM mechanic. I certainly would think more than twice to buy a new 900 at \$25,000 or more. Saab Canada are not selling many cars to new customers and worse are loosing previous 99 and 900 owners.

Perhaps your readers and or Saab Scania can give me some feed back on what the situation is in the USA. It would be interesting for Canadian readers to know the figures in Canada for 1991 and 1992.

Keep up the good work!! I have been receiving the newsletter since the Dick Grossman days and have seen it improve each year, especially under your era. It's too bad there are not as many home remedy articles as in the past but I guess that's part and parcel of all the new technology in the new cars. Perhaps you could publish some of the more useful ideas from previous letters submitted, especially on the "99."

J. Smith  
Ayers Cliff, Quebec

## Blowed it up good!

What a treat the TV movie "Love Can Be Murder" was for this Saab enthusiast! Airing on December 14, 1992, on NBC at 9:00 EST, the film starred Jaclyn Smith as a lawyer who drives a gorgeous red Saab 900 turbo convertible throughout the movie. At one point there is excellent footage of the car in motion that is absolutely lyrical--poetry in free verse--and guaranteed to give Saab fever to anybody watching.

I know a little bit about Saab fever, since my husband, Dwight, drives a Saab 900 Turbo convertible, and I am still in 1974. We also share turbo charged adven-

tures with our friend Joe Lee, who is the vice president of the Central Pennsylvania Saab Club, and his wife, Bonnie. Traveling in their Saab 9000 is a real pleasure.

Fortunately I taped the movie "Love Can Be Murder," and I would be very happy to lend it to the Saab Club if they choose to put it on the agenda for the next Saab Convention.

As for the fate of the Saab in the movie, I am sorry to say that during the last ten minutes of the film, the villain blew it up as it stood empty at the curbside. Distressing as it was to see that beautiful car in flames, I consoled myself with one thought: "At least it wasn't a Sonett!"

Linda Benecke  
Cherry Hill NJ

### New Saab or Used Saab?

To follow up on my 1989 900 (Letters, Nov 91): I neglected to mention that in addition to the other problems, one of the horn buttons did not work because the wires were jammed under the contacts.

The car now has 56,000 miles on it. Since last report, the dealer replaced the Automatic Idle Control (AIC) valve for the second time, and finally, the engine controller. Most of the surge problem has disappeared, however milder surge (300-400 rpm instead of 800 rpm or so) still occurs occasionally.

Last summer the A/C compressor clutch began to engage very roughly, and to slip and squeal. This is surprising since the A/C had been used only about 50-60 hours. The dealer's solution is to replace the clutch at \$260 plus labor, or wait 'til it fails. I'll wait.

On the way to the 1992 National Convention, the fuel pump began a low-pitched whine that kept getting louder. However, it held up until I got home. The dealer replaced it under a special Saab program with the dealer, Saab, and myself each picking up part of the cost. My share still came to \$180.

Much of the undercoating is now worn off the wheel wells, and the driver's seat cushion has become permanently compressed. In fairness, I am quite heavy, but the seat in my '83 didn't have this problem. Also, the exhaust system hangers loosened to the point that they allowed the system to shift back and forth with a clunk on acceleration and deceleration. And now, the knob on the driver's side window crank has broken off.

In response to my last letter, our editor

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suggested that most of my problems were a matter of dealer service. Actually, many were problems of faulty materials and sloppy assembly. Improperly assembled grilles, speaker mounts, horn buttons, wheel covers, exhaust, doors and hatch are factory problems. Self-destructing windshields, knobs, compressor clutches, and fuel pumps are supplier or design problems. True, if the dealer had been more thorough, I might not have had to return six times for the surge problem, or five times for brake vibration.

The good things are that in general, the body and interior have held up well for over three years. And the exhaust, brake pads and battery are still original.

Based on what appear to be long-term prospects for the car, when I decided to replace my '83, I looked at new 900s and 9000s. But from what I have seen in NINES, it seems that the truest dyed-in-the-wool SAAB people never buy a new one. So I went out and bought a used 1990 SPG.

According to the service records that came with the car, the quality control in 1990 was no better than in '89. But at least someone else had to deal with those

headaches, and I paid only 60 percent of what the car would have cost new. I am sure I can add 100,000 or so to the existing 34,000 miles.

By the way, I am glad it is still under warranty. The whine I had at first though was coming from the turbocharger is actually from the fuel pump. Even so, I am convinced that used is actually the way to go.

Of course, if nobody buys a new Saab, I don't know where the used ones will come from.

Jeff Baker  
Fairport NY

*Quality control was a problem in 1989, and on early 1990 models. That was the period when rumors of Saab being for sale were rampant, and absenteeism and turnover were quite high. Once General Motors took over management, quality improved dramatically.*

*Buying a used 900 (or 9000) is the only way many of us, including yours truly, can afford to own a Saab. And a several year old Saab is still far superior (safer, more comfortable and fun to drive) to a new Toyota Camry or Ford Taurus. - TW*

## U.S. Gov't vs. Old Cars

Every so often the government gets blamed for interfering with citizens' rights, by trying to get old cars off the roads, ostensibly to curb atmospheric pollution. What could be the real causes for drives for such legislation, especially as older cars are in the minority on the roads? Is it a sincere concern for cleaner air or is there some other reason?

The government, which claims to protect the public interest, has authority to regulate emissions in the interest of the common good. Emissions are what are emitted, in this case automobiles. Some measures such as emissions tests and emissions limits may apply to all cars. This may be useful providing that the owner is notified of the level of emissions at the time of the test, and of currently acceptable limits, so that he may, should the level gradually approach the limit, either repair and improve the car's efficiency, or plan to retire the car when its emissions levels become unacceptable. But any pass/fail tests may lead to great abuses as some dealers try to sell people new cars based upon an old car's supposed emissions.

What really determines the emissions of a car, its age or its condition? Some cars less than 5 years old on the road emit noxious amounts of pollutants, simply because they have been abused and neglected. Failure to change oil and filter at needed intervals wears out the rings; once these are gone the engine will consume and waste alarming amounts of oil, and of fuel, exhausting noxious half-burned wastes into the atmosphere. Certainly condition affects emissions far more than does mere age.

The automobile industry is looking for buyers of new cars, spending vast amounts on television commercials, magazine ads, and it would be surprising if they did not spend great amounts upon lobbyists as well. Some self-serving companies may use the popular concept of protecting the environment to promote their own interests, whether or not this benefits the public or the real environment. Would it not benefit the automakers to get laws passed, ostensibly for decent purposes but really for their own gain?

Let us consider whether scrapping all old cars, regardless of condition or emissions, would truly serve the public and the environment. First, what is to be done with the scrap metal which must be stored somewhere and is already a glut on the market? Perhaps any special-interest laws which make it cheaper to mine and ship virgin iron ore, rather than recycling scrap iron, should first be repealed so that recycling may be more economically fea-

sible. Second, how many emissions are caused by the refining of iron ore used to make the major parts of new cars? The North east receives airborne emissions from upwind of it, including the steel mills of the Midwest. It thus protects the atmosphere to keep a car running well instead of buying a new one every third year. Third, as more new cars use more amounts of plastics, many of which are not yet mainly recycled (and much of which gets mixed regarding its type of plastic in the crushing of used cars, further discouraging recycling), what are we to do with this solid waste when these new cars soon wear out and are scrapped? Fourth, getting rid of all these cars, whether new or old, further reinforces the throwaway mentality which is presently polluting our lands, our waters, and our air!

As the older vehicles are really in the minority upon the highways, what can the benefit be of eliminating these? How much difference will it make to the environment or to the industry to get reliable older cars off the roads, as the majority are newer cars, perhaps due to the throwaway mentality partly fostered by the industry that would have us buy a new car every few years instead of making good ones that last. Perhaps they are actually embarrassed by some of these good, older, and well maintained cars, because every old car that is economical, reliable, efficient and in good running condition upon the highway, rather than in some museum, sends a message to the public and to the domestic automakers that they can do better. Perhaps eliminating older cars from the highways is simply a way to stifle examples of good engineering; this stifling of such communication may be interpreted by some as an infringement upon their right of free speech! It certainly does stifle efficient engineering.

If I were offered money for my old car I would refuse it, as it would cost much more to rebuild a used car to my standards, or to buy a new car, or to pay a garage to fix the new car each time the new car failed. I do my own maintenance and believe that I can do as well as many mechanics, being familiar with the car and its strengths and oddities. Furthermore I take proper care that the job be done right so I won't have future problems in that system. Some in the auto industry would prohibit this, or make self-maintenance without unusual and special tools. This is reminiscent of totalitarian regimes which prevent people from doing for themselves, and any such unions or groups that try to prevent a driver from working on his own car pose greater threats to his rights than any supposed foreign threat would.

I drive a 20 year old car with 176,000

miles on it, and as it was designed to last, rather than to break down, and as its previous owners took good care of it, it has been a remarkably economical car to run. This vehicle currently gets about 30 mpg hwy in the summer (better than some new cars), burns very little oil (I do not have to add any between changes), more crashworthy than a few of the newer cars (I have had welding work done on it to bring it up to my standards of safety), and the brake system has been rebuilt. It has been a remarkably reliable vehicle and as I care about the environment, I intend to run it for as long as it remains efficient, or until there is a real change in transportation technology.

I would be most happy to use public transportation services in place of routine trips in my car as this would not only save gasoline but also cut down on emissions. There seems to be, however, some resistance to the spread of public transport, and I wonder what is behind this. During the second World War, some automobile and tire companies bought up public transportation systems, such as trolleys, and sold the steel parts for scrap. They thus made it difficult for the public to use such public transport, creating an increased demand for the automobile (at a time when the country needed to save all the fuel it could!) the automobile's overuse (rather than its proper and moderate use in conjunction with public transport) has resulted in highway congestion problems, parking problems, and emissions problems. I suspect that the automobile industry is contributing to these problems by somehow resisting the logical solution of an increase of public transport which would benefit the public and environment. I do know that there is certainly enough traffic on the road that I live by to support a bus line at least during rush hours.

In conclusion, I am willing to make some sacrifice to the public good if it also benefits the environment, but I am most emphatically not willing to sacrifice my ideals to the desires of large corporations that try to sell new cars under the guise of environmentalism, but which promote a throwaway attitude which pollutes the earth; such corporations may abuse governmental legislation or agencies for their own selfish interests, when such interests do not benefit the environment or the public in the long term.

Dana Morong  
Madbury NH

\* (as for cars over 25 years old, I suspect that the total amount of emissions from all of these 25 year cars does not even approach a quarter of the total emissions put out by some of the newer, but abused, cheap automobiles).

## Doktor Nio's SAAB Klinik

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

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

I am planning to move with my '70 96 to Illinois in the near future. It is running around the 200k mark.

Aside from flushing the cooling and lubrication systems, what wear spots should I look out for before driving 2,000+ miles in one shot? I don't want to find myself blown up in the middle of Nebraska.

Robin MacDuffie  
Oakland CA

*Check the gearbox, change the gearbox oil, and check the gearbox. Also be sure you check the gearbox for noises. If you plan on carrying a heavy load, double check the gearbox. Before you are ready to depart, just to be on the safe side, check the gearbox.*

*All kidding aside, after a thorough tune up and overall inspection for potential leaks, etc., the best advice I can offer is to carry spares. A belt, a set of points and maybe a cap, brake fluid, oil and coolant, and a roll of silver duct tape and some common tools. Have a good trip.*

For a 1969 Saab 96 V4, is it OK to use 165 x 15 tires to replace the standard 155 x 15 tires, using the standard 4" Saab wheel? Would I run into any problems with fender clearance or suspension geometry? Would the front end have to be aligned differently? I've seen 96's using the 165 x 15 size and wonder if that's a common practice.

It seems to me that the car would brake and corner better, get better traction and would also have an improved ride with better mileage, albeit with some sacrifice in acceleration.

I had my entire drivetrain rebuilt by Andy Bittenbinder last year, and he does fantastic work. He used a 1700 block, bored .030 over, an Isky cam, TRW pistons, lightened flywheel, balanced pistons and rods, chrome/moly rings, high-pressure/volume oil pump from a 2600 Capri, etc. There were no oil leaks until I poured in some 10W30 Mobil 1 synthetic, and then I started getting a considerable leak from the front of the engine. I think it's from the balance shaft seal in the transmission cover, but it could be from the pan gasket. It seems to me that Mobil and other synthetic oil

producers should warn consumers that their product might damage seals and gaskets in older cars. Any comment on this problem?

Why is it necessary to go to a leaner jet in the carburetor when increasing cubic inches? My 1498 cc V4 was replaced with a bored-out 1700 with 1756 cc displacement. The "original" MSS single-barrel Holley had a .062 main jet, and I was advised by professionals to go down to .058 or lower. But I figured that, since I was using a K & N low-restriction air filter in an open housing and an enlarged exhaust system with a Walker DynoMax turbo muffler in back of the MSS header system, I could actually stick with the richer jet. And that proved to be the case. I pick jet size by reading the tailpipe and know I'm close when it's a light brown color (white is very lean, grey is fairly lean, dark brown to black is too rich).

A short while back I detected the smell of exhaust inside my 1969 96 V4 while cruising. The exhaust system was in excellent condition, rear windows and trunk closed, so it was a mystery to me. I then discovered that the trunk seal had shrunk over the years and that the exhaust was leaking into the car through the gap that resulted. Readjusting the trunk latch solved the problem.

I have been a member of the Saab Club since 1974 (I purchased my 96 in '73 and still have it), and I wonder if there are any who have been members longer than that.

Tom Mudd  
Saginaw MI

*Your 96 will behave very well with 165X15 tires with no detrimental effect other than increased steering effort at low speeds.*

*Synthetics have been known to leak past seals that normally held with petroleum oils. In most cases the leak disappeared after switching back to regular motor oil.*

*Your question concerning jetting is curious. You've realized the answer on your own by sticking with the richer jet. Since you increased the volume of the cylinders and combustion chambers, it makes sense to increase the quantity of fuel available along with the air. Removing a restrictive exhaust and installing a free-flow system will also lean the mixture to some extent.*

I own a 1978 99 Turbo. At 100,000 miles I replaced the Bilstein shocks and Bridgestone tires with KYB gas shocks and Bridgestone SF-371 185/70 HR 15 tires and I've been experiencing a very rough ride since. At 135,000 miles the ride has not improved. I should know better than to change two things at the same time, and now I can't tell whether it's the shocks or the tires that are the problem. I recently borrowed a set of Pirelli P-8 175 tires, and the ride was better.

I don't believe these KYB shocks are as good as the Bilsteins; the front tires seem to go airborne at the slightest bump. They could actually be a shock designed for the 900 series with fittings for a 99. I put them on because of the high cost of Bilsteins, and they are supposed to be an equivalent shock. I put the Bridgestones on because the brand was on the car and I was talked out of Michelins and Pirellis.

Someone who had the same experience with KYBs took them off the front and replaced them with Bilsteins, and solved their harsh ride problem. However, my tires are not guilt free as they are a high mileage tire and therefore a harder tire.

Did I stray too far from the Saab standard? Should I get rid of the KYBs or the tires? Or both? Or should I learn to enjoy lurching in and out of potholes?

Jerry Van Cleave  
San Francisco CA

*First of all, I have not been pleased with the dampening quality of KYB shocks fitted to 99 or 900 suspension. Secondly, I've seen Bilsteins with much more than 100k miles still doing a better job of keeping the springs under control than most new shocks.*

*Tires that are high speed rated are usually more prone to low speed harshness do to their stiffer sidewalls. The P-8 is a cushy tire, much more resilient on sharp impacts. Try Boge, Sachs or Koni gas shocks first, or reinstall your old Bilsteins!*

I'm writing to describe an unusual problem with the temperature gauge in my 1969 96. When I first start the car, the gauge reads as it should, with the needle barely moving into the area marked "L."

As the car warms up, however, the needle is erratic and finally pegs on "H," especially as more electrical switches are turned on (lights, electric fan, heater, etc.). A bench test shows the gauge and sensor to be OK.

I find that the gauge will read normally in the car if I run a separate ground to the base of the sensor. It is obviously a grounding problem, and did improve slightly when I cleaned the area at the base of the sensor, but it is still not reading properly. I am using a new sensor, and have verified that the wiring is good. Any suggestions?

W.Noel Einolf  
Richmond VA

*The problem you describe is at the instrument panel grounding connections. As I recall there is a separate ground for the lamp in the gauge and the gauge grounds to the metal dash with the bracket. Try removing the gauge and cleaning the bracket studs and nuts. Check all the other black ground wires behind the dash as well.*

I have a 1987 900 Turbo 5-speed with 57,000 miles and seem to have the wandering idle problem that you have addressed previously (NINES, APR 91); however, resolution of the problem has eluded me. When started cold, the engine hunts

from 500-1200 rpm's and progressively gets worse (ranging from 200 to 1500 rpm's). Pushing and holding down the accelerator for an increased rpm does not alleviate the fluctuation.

Once the temperature gauge comes off "L", the idle is fine; however, another problem then crops up. When coming to a stop and the clutch subsequently pushed in, the tachometer dives rapidly down to 200 or so rpm's and then recovers to normal idle. The tachometer dives to 200 at every other stop/downshift!

The Saab garage here has performed the 60k mile service, cleaned-out the throttle body and checked the base-idle, ground connection, AIC, throttle dashpot, throttle switch, all vacuum lines and the oxygen sensor. They say all are OK and '87s are prone to such throttle wondering at start-up.

Is there anything else to check? Your diagnosis would be greatly appreciated as it is about time to sell the car (and purchase a new Saab, of course!) and I would like to get this problem cleared up so as not to frighten away a would-be buyer.

Martin Kelly  
Glendale AZ

*The engine is hunting because it is running too lean, cold and warm. Since you are from a mild climate area, it never gets cold enough for full cold start enrichment to have an effect.*

*Saab claims band-aids such as adding 500 ohms resistance to the NTC transmitter is not recommended, but replacing the EFI control unit with the later recalibrated one for \$600.00 will cure the uneven idle.*

The left rear suspension on my 9000 measures 25.5 inches from the center of the top of the wheel well to the ground. The other three measure 26 inches. This is troublesome to me, as each time I view the car from the rear I see a list to the left.

Recently I took the car to a Connecticut authorized Saab dealer and was told that this is within the Saab specs and, therefore was not covered by the warranty. Considering this is a \$37,000 automobile, I am disturbed. Is the dealer right?

Robert Ehmann  
Owls Head ME

*I cannot speak for the dealer. You may contact Saab's Customer Relations Dept. and have the local factory rep inspect the condition. I suspect the problem may be in the "Nivomat" self-leveling rear shock absorbers and that should be a warranty item.*

## Don't ask Big Daddy for advice on Saabs

*The following question and reply were printed in the Ask Big Daddy column, which prompted the letter and response below:*

**Q.** My 1980 Saab 900 GLE has the B-type engine, fuel-injected without the turbo. The car starts without any problem when the engine is cold. However, it often will not restart when it is still warm after sitting for a half-hour to two hours -- all depending on the ambient temperature.

The cause for not restarting is that no gasoline is being pumped to the injectors. I have had the spark plugs out, and they are dry.

I suspect the electrical system but have not been able to pinpoint the problem.

Could it be in the fuel accumulator, airflow-sensor mixture control, fuel distributor, or control pressure regulator?

The fuel injection system is Bosch K-jetronic. The fuel pump was replaced just a few miles ago, and the fuel filter has been in for about a year, or 8,000 miles. The Saab has about 115,000 miles on it. -- Torben L., Wescosville, Pa.

**A.** Unfortunately, there are a lot of complaints with your vehicle, especially regarding starter problems.

I have discussed this with several Saab experts, and all said that the computer system on these cars functions properly for 60,000 to 70,000 miles, but after that the car's starting ability ceases to be consistent. For some reason it doesn't get enough gas, or it gets too much gas, or it doesn't get enough spark.

The really bad news is that to replace all the parts to eliminate the problem costs in the neighborhood of \$3,000. This is no small sum, but if you really like your Saab, you'd better bite the bullet.

Any ideas how we can keep a bozo like Garlits from screwing up Saab's reputation with his no-knowledge answers to common, and easily corrected problems? This is not the first time he's given bum advice that can scare off potential Saabers. Do you suppose you could get him to call you instead of the "Saab experts" he goes to?

Bob Sullivan  
Mahwah NJ

*I think "Big Daddy" better stick with "big blocks" with "big carbs" 'cause he sure ain't got no idea how CIS fuel injection works. Sorry Don.*

*I can't imagine who these SAAB experts were that he consulted. After 70,000 miles the computer systems cease to function? Give me a break!! All CIS injected engines, whether it be SAAB, VW, BMW or Mercedes will suffer from hot starting difficulties due to pressure loss at the injectors or system check valves at some point in their service life. A good Bosch manual such as Bentley's can help diagnose the problem.*

Doktor Nio



## Professional Perspective

# Reuse your Antifreeze

Years ago when repair shops started talking about changing antifreeze on a regular basis we were stared at, laughed at, virtually accused of coming up with a gimmick for which to charge money. Most intelligent people (Saab owners) after hearing Saab's recommendation and our experience, allowed their coolant to be changed. Some weren't totally convinced until we began to have real evidence from the early "B" engine heads. As you may recall or have personally experienced, the aluminum head castings were prone to porosity holes in the combustion chamber areas which were caused or accelerated by acidic antifreeze. The result was a booming business in heads and head work. As the "B" engine evolved, the porosity problem faded, but didn't totally disappear because of the stubborn

American who said: "I never changed it in my Ford or in the 96 I drove for years!" Even after all the explanations, some car owners still only want to know the freezing point.

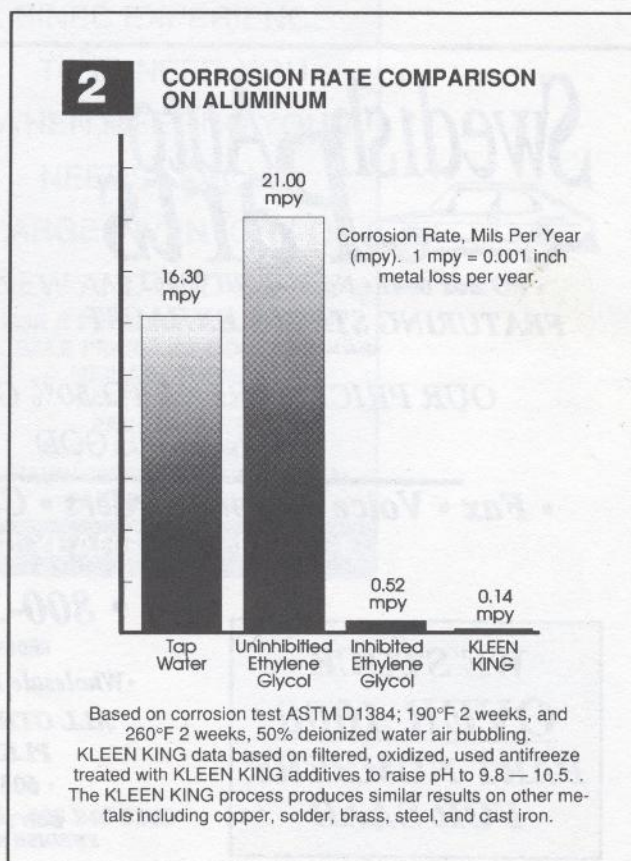
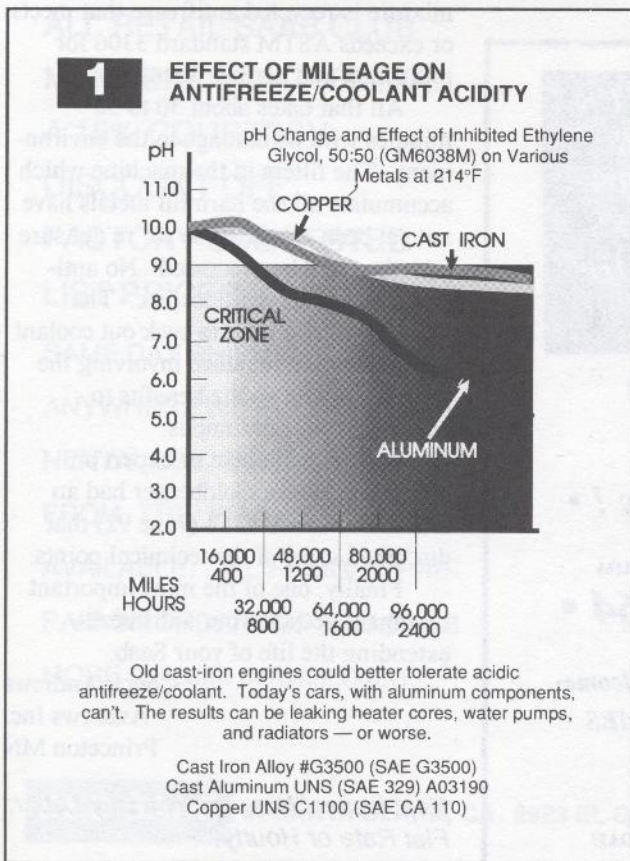
We have seen a resurgence of porosity problems recently on "H" engine cooling system components. The housing on the back side of the water pump, where the hoses connect, is an especially bad spot. Many of these castings have been corroded completely through!

Whether we like it or not, as any car is driven, the antifreeze becomes acidic. The acidic antifreeze will soon start to dissolve metal engine parts. Illustration #1 gives a good example how quickly it can happen.

Once upon a time we used a volt meter to demonstrate acidic coolant. It

was impressive, but today's pH testers are really the test that makes the difference. A pH tester samples the coolant and gives a reading. The corrosion rate comparison chart (Illustration #2) shows how tap water, uninhibited ethylene glycol, and recycled coolant compare.

According to Century Mfg. Co. of Minneapolis, 250 million gallons of ethylene glycol antifreeze are produced in the USA in one year. About 20 times that amount is in use - or 5 billion gallons. What happens to that coolant when it's replaced? I realize some put the pan in the yard where the neighbors' pets might lap it up. Others dump it down the city sewers, while those who live in rural areas might put it in their septic systems. By the way, in our area a private septic system is called a direct



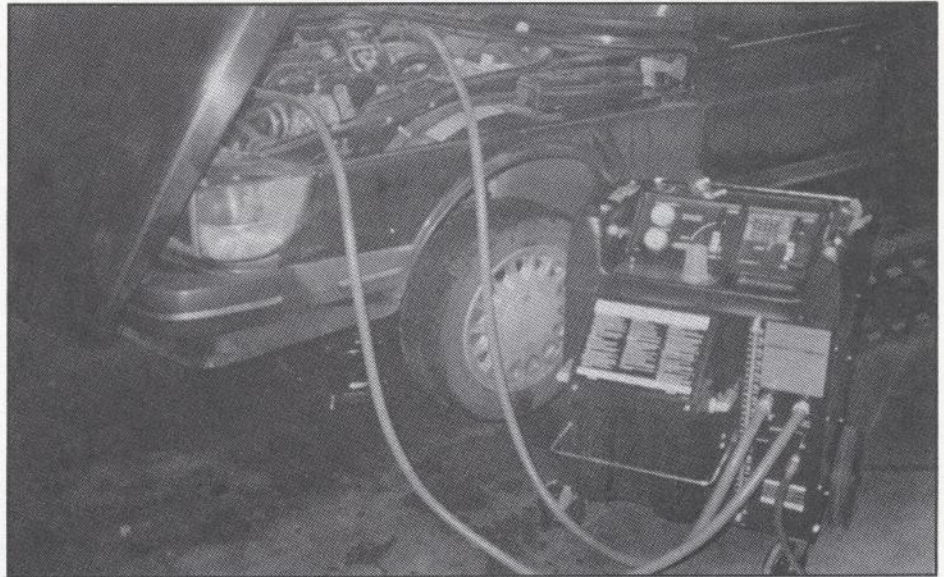
All charts, figures and the trade name Kleen King are from Century Manufacturing.

injection well.) How would you like drinking ethylene glycol even after it's been percolated through the ground!? Most of the heavy metals should be strained out, I suppose!

For several years our state's Pollution Control Agency required us to store antifreeze drained from cars, then to transport it into town and dump it into the sewer system. Not handy, but safer than killing the neighbors' pets! Many areas charge a disposal fee and the antifreeze is hauled away by licensed haulers and reprocessed (or possibly dumped in a "safe" way?!).

So recycling your existing coolant seems to make more sense. Since the information provided came from one company, they could be biased in favor of recycling, but there's no dumping or disposal of many million gallons of coolant every year. I have to think there are advantages - millions of them.

So I've worked around to you not changing it yourself, but taking your Saab to someone who has the machine.



How does it work and what does it cost?

A special machine is hooked to the car's cooling system. It back flushes the system (machine is air powered - no electricity), filtering out the scale and suspended matter. Toxic dissolved metals are changed to harmless oxidized

solids and filtered out. A chemical called Antifreeze Extender is added to adjust the pH level to 9.8 to 10.5 and to add the needed inhibitors. A small amount of antifreeze is then added to adjust freeze point to -34F degrees or 265F degree boiling point. This coolant mixture is recycled antifreeze that meets or exceeds ASTM standard 3306 for protection and performance.

All that takes about 30 to 50 minutes with no damage to the environment. The filters in the machine which accumulate all the harmful metals have not yet been classified so we're not sure how they will be processed. No antifreeze is lost on the floor, etc. The machine is also used to suck out coolant for routine maintenance involving the cooling system, so the benefits to consumers are continuous.

I'm not a chemist or expert on antifreeze. Steve Goldberger had an article in NINES #214 (June 92) that discussed some of the technical points.

Finally, one of the most important reasons to recycle your antifreeze--extending the life of your Saab.

Chuck Andrews  
Andrews Inc.  
Princeton MN

Next issue: "How Do You Buy Labor: Flat Rate or Hourly?"

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# SERVICE SUBJECTS



## FROM SAAB

### Installation Procedure for Plush Floor Mats

Application: All Models  
PSI 09/92-0235, Sec. 1/Pg. 23

Plush floor mats are now standard equipment on all 1993 models, except the entry-level 900S.

To ensure a correct fit, please follow the instructions below when installing the driver's side floor mat. The two carpet fasteners must be installed. A copy of the instructions are also included with each set of mats and should be placed in the glovebox.

#### Installation Instructions:

1. Place floor mats in the vehicle in the correct positions. The floor mats are custom designed to fit the floor pan. The driver's floor mat is designed to rest against the base of the foot rest, or interior wheel well.

**Warning! Make sure there is no interference between the driver's floor mat and accelerator pedal.**

2. Locate the center of the driver's side floor mat fastening eyelets and mark them with a pencil directly on the vehicle carpet. (See Figure 1.)



Figure 1. Marking Carpet

3. Remove the driver's side floor mat.
4. Push the auger end of the fastening devices into the vehicle carpet (at point

marked with pencil) and apply pressure until the auger ends pierce through the vehicle carpet. Continue twisting clockwise, until the fastening devices are installed to their shoulders in the vehicle carpeting. (See Figure 2.)

5. Reposition the driver's side floor mat in the vehicle so that the fastening eyelets in the floor mat lines up over the fastening devices installed in Step 4.

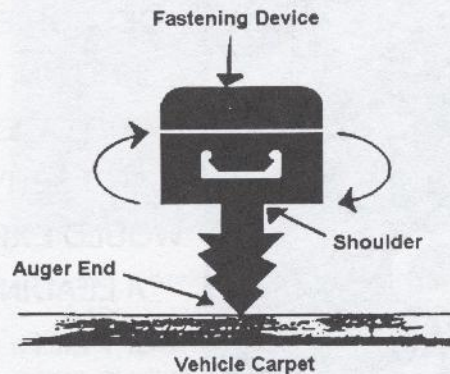


Figure 2. Fastening Carpet

6. Turn the top half of the fastening devices (swivel tab) one-quarter turn to lock the floor mat in place.
7. To remove the floor mat, turn the top half of the fastening devices (swivel tab) one-quarter turn to line up with the fastening eyelets.
8. Place the set of instructions from the package in glovebox.

#### Driveability Improvement: CIS with Heated O<sub>2</sub> Sensor

Application: 1988 900 Model Only  
(B201 - 8 valve - engine)  
PSI 11/92-0270, Sec. 2/Pg. 22  
Supersedes 08/90-0018

A service procedure has been developed which improves the driveability of 1988 900 models (equipped with the B201 engine and Continuous Injection System) during the initial warm-up period. This service procedure entails making maximum use of the tuning specifications, installing a set of new injection valves with Viton seats, and installation of new fuel injection components.

#### NOTE

*Before taking any steps to install new parts, it is imperative that the basic tuning settings of the engine are optimized to the*

*maximum permitted tolerances. Ensure that there are no leaks in the injection system, the throttle housing is clean, the sensor plate height is adjusted properly, and that all fuel pressures are correct. If fuel pressure readings indicate a bad warm-up regulator, it should be replaced with a new one.*

#### Parts Required:

Viton Injector (qty 4)	P/N 78 56 354
Warm-up Regulator	P/N 75 15 554
(P/N 02 45 159 has been discontinued)	
Auxiliary Air Valve	P/N 91 14 869*
Modification of existing vacuum impulse switch*	

\* This component/change is certified only for the 1988 900 with B201 engine.

#### Tune-Up Specifications

Correct tune-up specifications are essential:  
 Timing: 21° BTDC at 2000 rpm  
 Spark Plug Gap: 0.6 mm (0.024 in.)  
 Intake Valve Clearance: 0.28mm (0.011")  
 Exhaust Valve Clearance: 0.48mm (0.019")  
 Pulse Ratio: (engine at normal operating temperature) 45%  
 Idle Speed: 875 ± 75 rpm

#### Action:

If driveability problems occur with the engine tuned as specified above, the following steps should be performed:

1. Install the new auxiliary air valve (Figure 1).
2. Remove the spring from the vacuum impulse switch (Figure 2). After reinstalling the switch, test for proper function.
3. Fit the set of Viton injectors. With the engine at normal operating temperature, set idle speed to 900 rpm. Recheck the pulse ratio.
4. Install new warm-up regulator if necessary. See Note above.

This procedure is not covered by emissions control warranties.

Saab Parts and Service Information updates are provided to NINES as a courtesy to Saab owners by Daniel L. David, General Manager, Service and Parts, Saab Cars USA, Inc.

## Factory Service Manuals - 900, 9000

Complete sets are pre-assembled. Some recently distributed editions of section booklets may need to be ordered to make the set current. Dealers should always have the most current sections for shop use.

**Obsolete individual sections:** These sections are available while supplies last for customers with older cars for which they are applicable. They do not contain the latest information and should not be used in the dealership context.

## 900 Service Manual

Complete 6 volume set - 900

03 20 051

Section	Description	Part Number
0	News M 1992	03 44 762
0	News M 1991	03 42 600
0	News M 1990	03 39 838
0	Technical Data 79-80	03 36 838
0	Technical Data 81-92	03 46 189
1	Service 79-83	03 24 210
1	Service (incl. PDI) 1992	03 44 945
1	Service 1993	03 46 817
1:1	PDI/Break-In 90-91	03 42 782
1:2	Service 85-88	03 38 525
1:2	Service 90-91	03 43 327
2	"B" Engine 79-80	03 21 265
2:1	Basic Engine 1981-88	03 38 533
2:3	Fuel System 81-88	03 38 541
2:4	Exhaust, Cooling Systems, Turbo 81-86	03 31 058
3:1	Electrical Systems, Instruments 79-88	03 31 066
3:1	Electrical Systems, Instruments 87-	03 35 455
3:2	Electrical System, Sys. Diagrams 84-86	03 31 074
3:2	Electrical System, Sys. Diagrams 87-88	03 38 632
3:2	Electrical System, Sys. Diagrams 89-90	03 40 273
3:4	Wiring Diagrams 87-88	03 38 632
3:4	Wiring Diagrams 89	03 19 681
3:4	Wiring Diagrams 90	03 40 232
3:4	Wiring Diagrams 91	03 44 036
4:1	Manual Transmission 79-88	03 19 699
4:1	Manual Gearbox 89-	03 19 772
4	Automatic Transmission 79-	03 28 930
4:2	Automatic Transmission 1986-92	03 46 353
5	Brakes 79-	03 31 082
5:2	Brakes, ABS 1990-	03 40 265
6	Front Assembly, Steering 79-88	03 38 574
7	Suspension 79-91	03 42 121
8	Body	03 25 365
8:1	Body Repairs 1979-1991	03 44 317
8:2	Interior 79-86-	03 35 505
8:3	Heating, AC 79-86-	03 35 513
8:5	Convertible 86-90-	03 40 240
8:6	Airbag 1990-92	03 42 097

## 9000 Service Manual

Complete 8 Volume Set - 9000

03 26 629

Section	Description	Part Number
0	News M 1993	03 46 635
0	News M 1992	03 44 671
0	News M 1991	03 42 691
0	News M 1990	03 39 929
0	Technical Data M85-92	03 41 149
1	Service (incl. PDI) 1992	03 44 853
1	Service 1993	03 46 726
1:1	PDI/Break-In 90	03 41 156
1:1	PDI/Break-in 91	03 42 873
1:2	Service 1990-91	03 43 228
1:4	ISAT (Preliminary)	02 14 254
2:1	Basic Engine 86-89	03 13 841
2:1	Basic Engine B234 1990-	03 41 900
2:3	LH Fuel Injection System	03 13 858
2:4	Exhaust, Turbo, Cooling Systems 86-87-	03 34 045
2:5	Traction Control System 1992 (Training/Service Manual)	02 15 707
2:5	Traction Control System 1991-92	03 42 428
2:6	DI/APC	03 41 198
2:7	Trionic Engine Management System	03 46 924
3:1	Electrical System, Instruments 86	03 26 488
3:1	Electrical System, Instruments 87-88	03 37 188
3:1	Programmable EDU Trip Computer M90-92	03 45 371
3:2	Electrical System, System Diagrams 86	03 26 496
3:2	Electrical System, Sys. Diagrams 87-88	03 37 196
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3:2	Electrical System, System Diagrams, Operation and Fault Tracing, M92	03 45 033
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3:4	Comprehensive Wiring Diagrams 91	03 43 624
4	Transmission, B234 News Supplement	02 14 601
4:1	Manual Transmission 86-87	03 34 078
4:2	Automatic Transmission 86-88-	03 35 596
5:1	Brakes 86-90	03 41 214
5:2	Anti-Lock Braking System 88-	03 37 212
5:2	Anti-Lock Braking System Mark IV M1993	03 47 013
6	Front Assembly, Steering 85-92	03 45 553
7	Suspension 86-91	03 43 632
8	Body 4-Door	03 39 580
8:1	Body 86-88	03 37 238
8:2	Interior 86-87-	03 34 110
8:3	Heating and Ventilation, AC 86-88	03 37 246
8:3	Automatic Climate Control, ACC2 90-	03 43 053
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**Owner's Manuals**

Owner's Manuals listed below are available through your Saab dealer. Some manuals are in limited supply and will be discontinued when stock is depleted. Manuals not listed are no longer available.

Model Application	Year	Part Number
97 Sonett III	1974	02 90 478
99	1969	01 00 990
99	1974	02 90 494
99	1975	02 90 502
99 GLE Supplement	1976	02 90 536
99	1976	02 90 510
99	1977	02 90 544
99	1978	02 90 569
99	1979	02 90 577
99	1980	02 90 783
Caring for your Turbo booklet	1978-79	02 90 791
900	1979	02 90 775
900	1980	02 90 775
900	1981	02 90 858
900	1982	02 91 328
900 APC Supplement	1982	02 97 598
900	1983	02 91 328
900	1984	02 91 385
900	1985	02 98 299
900	1986	03 29 318
900 Convertible Supplement	1986	03 08 510
900	1987	04 00 754
900 Convertible Supplement	1987	04 00 580
900	1988	04 00 945
900 Convertible Supplement	1988	04 01 059
900	1989	04 02 776
900	1990	04 02 974
900	1991	04 04 020
900	1992	04 04 798
900	1993	04 05 167
9000	1986	03 29 219
9000 Automatic Supplement	1986	03 08 494
9000	1987	04 00 747
9000	1988	04 00 820
9000	1989	04 01 810
9000 Edition II	1989	04 01 828
9000	1990	04 02 834
9000 2.3 Liter Supplement	1990	04 03 444
9000	1991	04 04 012
9000	1992	04 04 764
9000	1993	04 05 035

**Accessory Owner's Manuals**

Radio Owner's Manual	Year	Part Number
Clarion MTR's	1985	02 61 784
Clarion Aftermarket	1986	02 73 227
Clarion Owner's Manual	1987	02 73 425
Clarion Owner's Manual	1988	02 73 714
Clarion Owner's Manual	1989	02 13 868
Clarion Owner's Manual	1990	02 47 114
Clarion Owner's Manual	1991	02 14 726
Clarion Owner's Manual	1992	02 47 551
Clarion Owner's Manual	1993	02 46 553

**Other Owner's Manuals**

DCC Owner's Manual	02 89 777
Saab Guard Owner's Manuals	02 74 191
Saab Accessory Anti-Theft Security System Manual (900/Alpine)	02 46 306
Saab-Guard to Alpine Alarm Module Conversion Operating Instructions	02 16 028
Mobile Telephone 1991	02 47 288
Mobile Telephone 1992	02 15 962

**Warranty/Service Record Booklets**

The warranty booklets are available by using normal ordering procedures. Starting in 1982, a service record coupon booklet was incorporated with the warranty information.

Model Application	Year	Part Number
900/99	1979	02 90 072
900/99	1980	02 90 742
900	1981	02 90 866
900	1982	02 91 278
900	1983	02 91 336
900	1984	02 91 393
900	1985	02 98 307
900/9000	1986	02 77 004
900/9000	1987	02 79 851
900/9000	1988	02 88 951
900/9000	1989	02 89 967
900/9000	1990	02 14 411
900/9000	1991	02 14 890
900/9000	1992	02 15 632
900/9000	1993	02 46 546

## Parts & Service Information System

This is the current Parts and Service information medium. Additional historical microfiche were introduced during 1991-92.

Description	Notation	Part Number
PSI Binder	3-ring Swedish style, 2/set	02 14 478
PSI Binder Label Set	2 labels, Vol I, Vol II	02 14 643
PSI Divider Set	0-19 Plastic dividers	02 14 668
PSI Microfiche File Page	1 per binder	02 14 650
Accessory Manual Microfiche	Set of 2 fiche - May 90	02 15 129
Multiple Supersession Microfiche		02 15 137
Spare Parts Reference Manual Microfiche	- May 90	
Recall Bulletin Microfiche	- May 90	02 15 343
SI Microfiche	1/71 - 5/90	02 15 335
PSI Microfiche	1/71 - 5/90	02 45 936
Service Tips Microfiche	1978 - 1986	02 16 184
Technical Tips Microfiche	1987 - 1991	02 16 101
		02 16 119

Note: SI Bulletins 8A (900: P/N 02 15 376) and SI Bulletins 8B (9000: P/N 02 15 384) are included on SI Microfiche P/N 0245 936. This means everything once contained in loose leaf form in the old Red S.I. binders can be discarded.

## Service Information Bulletin Manual

The multi-volume red S.I. Manual was used for service information bulletins issued up to May 30, 1990. The following bound service bulletin information material is available while supplies last. All valid information contained therein is included in the historical fiche in the newer PSI system.

Description	Application	Part Number
S.I. Supplement No. 1	1/71-10/79	02 90 957
S.I. Supplement No. 2	11/79-8/81	02 91 286
S.I. Supplement No. 3	9/81-12/82	02 91 369
S.I. Supplement No. 4	1/83-10/84	02 98 711
S.I. Supplement No. 5	11/84-12/85	02 77 244
S.I. Supplement No. 6A	(900), 1/86-5/87	02 89 066
S.I. Supplement No. 6B	(9000), 10/85-5/87	02 89 058
S.I. Supplement No. 7A	(900), 6/87-12/88	02 13 926
S.I. Supplement No. 7B	(9000), 6/87-12/88	02 13 934
S.I. Supplement No. 8A (microfiche)	(900), 1/89-5/90	02 15 376
S.I. Supplement No. 8B (microfiche)	(9000), 1/89-5/90	02 15 384
S.I. Supplement Index	1/71-12/88	02 13 983
Recall S.I. Supplement No. 1	1/72-1/80	02 90 833
Recall S.I. Supplement No. 2	2/80-8/85	02 79 083
Recall Inspection Guide	1/75-1/80	02 90 841
Recall Inspection Guide	1/77-8/85	02 79 075
Service Tips	1978-82	02 91 377
Service Tips	1983-85	02 77 251

## Other Service Publications

Publication	Part Number
<b>Early Service Manuals</b>	
Saab 99 Service Manual 75-80	03 14 948
V-4 Drivetrain Service Manual 95, 96, 97 (reprint)	02 90 908
Sonett III Service Manual (reprint)	01 01 501
<b>Component Service Manuals</b>	
Air Conditioner Service Manual (99)	02 68 045
Special Tool Catalog, Edition 5	02 15 483
<b>Service Manual Binder</b>	
Service Manual Binder (4-ring, A-4 size)	01 09 868
<b>Installation Instructions/Fault Tracing</b>	
Saab Anti-Theft System	02 46 314
DCC	02 89 819
Clarion Fault Tracing	02 14 619
Passive Seat Belt Tester Use	02 14 437

## Parts Publications

Publication	Part Number
<b>Parts Microfiche</b>	
2 Stroke	06 50 994
V-4, 95, 96	04 00 028
Sonett 97	06 52 198
99 69-73	04 00 002
99 74-81	04 00 010
900 79-80	06 51 844
900 81-85	06 52 172
900 86-89 U.S.	06 62 072
900 90-	01 70 068
9000 86-89 U.S.	06 61 553
9000 90-	01 70 050
<b>Accessory Microfiche</b>	
900 90-	02 15 517
9000 90-	02 15 525
<b>Books</b>	
Air Conditioning Spares Booklet 96, 97, 99	02 99 693
Quick Reference Catalog 99 1975-80	02 79 406
<b>Binder Only</b>	
Parts Manual	02 90 007
Accessory Manual -May 30, 1990	02 98 166
Spare Parts Reference Manual -May 30, 1990	02 98 265

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## The Sports Sedan for the '90s

### 1993½ Saab 9000 Aero

A true "stealth" Saab, the dynamic--yet understated--1993½ Saab 9000 Aero ups the ante in the luxury/performance sports sedan niche by exemplifying the automotive character that today's responsible performance enthusiast demands--exceptional acceleration, handling, roadholding, styling and state-of-the-art passive and active safety features, all in one spacious 5-door aerodynamic package.

The 9000 Aero is powered by Saab's most powerful engine ever--a specially-tuned and upgraded 2.3-liter. A larger turbocharger with 10 percent greater capacity--first debuted in the Saab Ecosport prototype--boosts horsepower to 225 Hp, 25 Hp more than turbocharged 9000 CS or CD models. Drivers will also enjoy segment-leading tractability and acceleration to cruising speed with a muscular maximum torque of 258 ft.-lbs. at a very advantageous 1950 rpm. Known for its impressive response at a very low rpm range, the Saab 9000 Turbo's broad, flat torque curve has actually been described as a torque "plateau."

A recalibrated Trionic engine management system automatically and instantly adjusts ignition, fuel injection and turbocharger boost pressure for optimal performance, fuel efficiency and fewer exhaust emissions.

A 5-speed manual transaxle is standard equipment. The Saab 9000 Aero is also available with an automatic transmission, but only with the 200 Hp (222 ft.-lbs. torque) turbocharged 2.3-liter engine.

The Aero gets the full lower body treatment--special spoilers, deep rocker sill extensions, integrated wheel lip moldings--for better aerodynamic stability at high speed and in cross-wind conditions, as well as for looks. The chassis has also been lowered 8 mm in the

front and 5 mm in the rear. Consequently, lift has been reduced ten percent.

Stick on aerodynamic pieces and more horsepower don't do much good without a corresponding improvement in suspension, and the 9000 Aero has it. The front and rear stabilizer bar diameters have each been increased by 1 mm to 19 mm. The diameter of the front strut piston rods has been increased from 22 to 25 mm to improve bending stiffness under load. Consequently, any possibility for strut "stiction"--the interference or "sticking" tendency of the strut's sliding action while absorbing road irregularities--has been eliminated even under the most demanding driving conditions. As a complement to the 9000's extremely stiff body structure, this Saab innovation cuts ride harshness while adding to the Aero's agility and responsiveness. Front

and rear dampening characteristics are also increased 30 percent for improved performance, and the 9000 Aero's spring rates are ten percent stiffer.

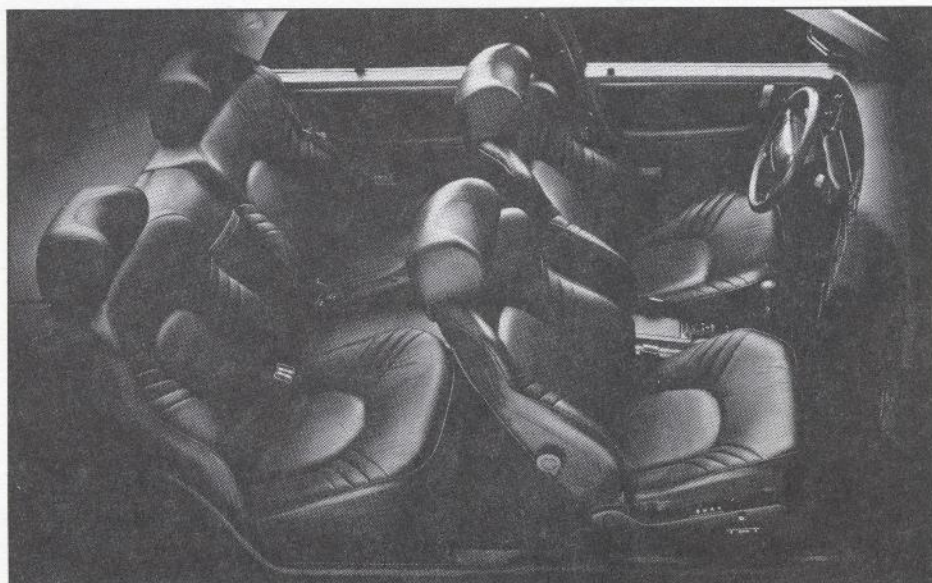
Anti-lock brakes and Traction Control are, of course, standard features on the turbocharged 9000 Aero.

New-generation, high-performance Michelin 205/55 ZR 16 tires raise the Saab standard for handling precision and contribute to the 9000 Aero's exceptional roadholding. The three-spoke aluminum alloy wheels are 1/2 inch wider (6½"x16") than on the standard 9000 Turbo, which means the 9000 Aero's front and rear track is 1/2-inch wider than other 9000 models.

The distinctive, all-new sport interior is highlighted by sumptuous leather seats which are body-contoured, along with the front and rear head restraints, for utmost lateral support. These unique Saab seats incorporate exclusive side bolsters with specially-tanned, diagonal insets that provide a higher coefficient of friction than the rest of the seating surface to keep occupants securely positioned during aggressive cornering. The electrically-adjustable, leather seats were also first unveiled in the innovative Saab Ecosport prototype. In addition, the Saab 9000 Aero features a leather-wrapped steering wheel, gearshift knob, and manual transmission gearshift boot, as well as with a redesigned air bag center pad.

Buyers can specify the 9000 Aero in Imola Red, Black, Cirrus White, LeMans Blue metallic and Eucalyptus Green metallic.

Saab 9000 Aero deliveries will begin during the Spring of 1993. Distribution will be limited to only 100 cars a month for the United States market.





## Got mine in Europe

I just returned from 4 weeks in Europe where I took delivery of a new Saab 900 through the International and Diplomatic Sales (IDS) program. Upon returning, I was going through my mail and found the article covering the 1971 Saab 96 in the December 1992 issue of *Collectible Automobile* which contained the address of your club.

I have always enjoyed cars which had unique engineering and styling. My father has restored several Hudsons including an unusual 1946 pickup and a very rare 1951 Hollywood Hardtop. I once owned a 1950 Studebaker and appreciated its very unusual looks and interesting engineering features (hill holder, and overdrive transmission). Currently, I own another unusual car, a 1962 Rambler American convertible which I enjoy very much due to its uniqueness and the surprising level of quality in its construction.

My introduction to Saabs came early on since my uncle in Pennsylvania owned a model 93 in the early 60's and then moved up to a model 96 later in the decade. He bought Saabs for their then unusual feature of front wheel drive and their reputation for handling on snow and ice. I have vivid memories of these cars as a child, riding down the New Jersey Turnpike and around the Pocono mountains of Pennsylvania.

I was introduced to the Saab 900 when a friend of mine bought a used 5 door Turbo in 1984. It was a very fast and practical car. Unfortunately, tuneups were very expensive and needed very frequently with the turbo engine. My friend eventually sold his Saab but the experience with that car gave me an appreciation for Saab's unique engineering and the desire to someday own one.

I was recently faced with the task of replacing my 1984 Mazda 626. I purchased the Mazda primarily due to its high content of advanced engineering features and low price. This was at a time when most of my friends were only looking at Hondas and Toyotas. Mazdas were considered to be something of an

oddball car; a reputation certainly gained from their rotary RX-3 and RX-4 models from the 70s but not really applicable to the front drive 626 models. Still, most people at that time who were looking for new cars in that category overlooked Mazda. I thought about purchasing a Saab 900 at that time but they were beyond my financial means.

Fortunately, this time Saab was within my new car budget and the time also coincided with a trip to Europe that I was planning with my parents. The combination of my planned trip to Europe, the Scandinavian Summer Bonus program that was offered by Saab this summer, and my desire to own a Saab made the decision to buy a new 900 and take European delivery very easy. Once I made the decision to buy the Saab, I had to make some fast changes in my travel reservation but I was able to arrange for my parents and myself to fly into Gothenburg, Sweden, where I would pick up my new Saab.

We had a very enjoyable trip visiting many of the places in Europe where my grandfather and father were during the first and second world wars. We put a total of 4,221 miles on my Saab over a four week period without any problems. Once broken in, the Saab could easily pass 100 mph on the German *autobahn* and we cruised effortlessly between 80 and 85 mph averaging 25 miles per gallon. Outside of Sweden and Germany Saabs were rather scarce. In France I only saw a handful of other Saabs and the car attracted a fair amount of attention where ever we went. My parents and myself will always remember our trip through Europe in the Saab.

I'm sure that my Saab will provide the means for many more memorable trips in the years to come. I have found that belonging to a club that supports owners of unusual cars greatly improves the experience of ownership so I'm interested in joining the Saab Club of North America.

Bruce Berger  
Tehachapi CA

## Saab Enhances '93 IDS Program to combine New Car Savings with a European Vacation

Choose a high-performance 1993 Saab 9000 or 900 as your next premium European vacation souvenir, and you'll save on both car and travel costs. Saab's popular International and Diplomat Sales (IDS) Program has been enhanced for 1993, and now offers buyers even greater opportunities to begin the special Saab ownership experience in one of Europe's great cities, while also enjoying exclusive price savings, travel conveniences and vacationing peace of mind. The savings are available for tourist, military and diplomat sales.

Available through any of Saab's 305 U.S. dealers, the IDS program encompasses Saab's entire 1993 model line, including the new Saab 9000 CSE and CS. Depending on which Saab model the buyer selects, savings can be as high as \$3,505. In addition, IDS participants enjoy significant savings by eliminating the need to secure a high-priced European rental car for their vacation stay.

The convenience of 13 delivery and 28 drop-off sites throughout Europe also offers immense flexibility for the Saab buyer and traveler. Memorable locations include Saab's hometown of Trollhattan, Sweden or the magnificent cities of Europe, such as the eternal city of Rome, Germany's once and future capital city of Berlin, and always-unforgettable Paris.

Pick up your brand-new Saab in Gothenburg or Trollhattan, headquarters of Saab's Swedish parent company Saab Automobile AB, and you'll also receive a complimentary arrival package, featuring free airport to hotel transportation, one night's hotel accommodations, breakfast and dinner for two, a tour of the historic Saab Automobile Museum and the Saab assembly plant (restrictions may apply).

As an added bonus, Saab will ship cars back to the U.S. for local delivery at no charge, if owners select Bremerhaven, Germany or Gothenburg, Sweden as drop-off points. Fees for transportation and shipment from the 26 additional drop-off locations begin as low as \$50.00. IDS Program customers are also spared the high price of customs clearance, marine insurance, U.S. duty, ocean freight and port brokerage fees associated with home shipment. Duty alone can be as high as \$800.

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## SAAB NEWS

### U.S. Saab sales increase slightly in 1992

Saab Cars USA, Inc., the U.S. importer of Saab 9000 and 900 automobiles, announced a year-end sales total of 26,363 cars, a 1.3% increase over the previous year's sales total of 26,014 units. Saab also retailed a total of 114 cars through its international and Diplomatic Sales Program. Despite the automotive industry's consistently challenging business climate, Saab not only enjoyed a solid sales performance, but showed marked sales increases in both 9000 and 900 model lines.

The success of Saab's new 1993 9000 CSE and CS contributed to the Swedish automaker's 1992 sales increase. Overall, 1992 9000 series sales accounted for 10,354 units, a volume increase of 6.1% over 1991. The always-popular Saab 900 Convertible series also continued to accelerate, and constituted an impressive 21.6% share of 1992 sales. During 1992, convertible sales increased 30.3% over 1991.

William S. Kelly, Saab Cars USA, Inc.'s president and chief executive officer, stressed that Saab's unique blend of performance and responsibility attributes has contributed to one of the industry's most loyal customer bases: "Saab enjoys tremendous owner loyalty, because we offer the type of automotive features that today's responsible car owner demands—and we deliver these features without sacrificing performance."

"From Saab's legendary safety innovations—for which we have received numerous industry accolades—to powerful performance, Saab translates into long-term value, versatility, practicality and, above all, driving enjoyment," Kelly emphasized.

### 15 years of Turbocharging celebrated with special 900

This being the fifteenth anniversary of the 1978 99 Turbo that launched the turbocharging revolution of the 1980s, and the last year of the Saab 900 as we have known it since the 1979 model year, Saab Cars USA will offer a commemorative edition 900 Turbo, to be unveiled at the New York Auto Show in April. Details of the special edition 900 are not yet available. See the next issue of NINES for specifications and pricing.

### Winter Motoring booklet gives cold-weather driving tips

Winter's worst weather conditions not only demand a safe car, but safe driving techniques as well. Important guidelines for handling the season's icy, cleet- and snow-covered roads are included in Saab's informative *Winter Motoring* booklet, available free of charge at participating Saab dealers.

### Saab's Trionic Engine Management acclaimed by Danish Motoring Journalists

The Saab Trionic engine management system has been awarded a special prize for "technological innovation" by the Motoring Journalists' Club of Denmark. New for 1993, the Saab-developed Trionic system is standard equipment on all Saab 9000 CS and CD models equipped with turbocharged engines.

Saab Trionic is an "adaptive" engine management system that automatically adjusts ignition timing, fuel injection and turbocharger boost pressure for optimal efficiency and performance as driving conditions change. The system uses one 32-bit microprocessor to control the three engine operating parameters/sub-systems, which results in a vehicle that burns less fuel, gains greater efficiency from every gallon of gasoline consumed and produces lower exhaust emissions.

Perhaps the most unique advance within the Saab Trionic engine management system is its innovative ionization measurement process, which monitors the combustion process through a low voltage signal across the spark plug electrode gap. With Trionic, Saab now also uses the spark plug as a combustion sensor. The need for a separate knock sensor is therefore eliminated.

According to Stig-Goran Larsson, vice president, product development, Saab Automobile AB, "The Saab Trionic system has the power today to meet tomorrow's demands for cleaner-running, more powerful and fuel efficient cars. Trionic will serve as a platform for further Saab Development of engine monitoring and control systems."

## Saab at top of rustproofing league

The Saab 9000 has proved to be excellently rustproofed. This was revealed by a Swedish study in which the Saab 9000 was found to be the next best in a group of almost 50 models. The Saab 900 also did well in the study, and has proved better than average in resisting corrosion.

The Swedish study is based on statements obtained from around 10,000 car owners interviewed by the National Swedish Board for Consumer Policies. Although the study was originally published in 1991, it has now been processed further by the consumer editorial department of 'Dagens Nyheter,' Sweden's biggest daily newspaper.

The results show that 30 percent of the owners of 1984-1986 cars (in some cases, up to and including 1989 models) have found corrosion attack on their cars. Seven percent reported extensive damage to the body or load-bearing parts.

The Saab 9000 was next best out of the 46 cars included in the study. Only six percent of the owners had found surface rust on their cars.

On the Saab 900, 24 percent of the owners had observed rust. The Saab 99/90 was also included in the study, and only 17 percent of the cars were found to have surface rust. No serious corrosion attack was found on any of the Saab cars included in the study.

A partial list of the cars studied is shown below:

Make and model	Deep-seated rust %	Surface rust %	Total cars attacked %
Mercedes 200/220/230	-	2	2
<b>Saab 9000 (87 - 89)</b>	-	<b>6</b>	<b>6</b>
BMW 5 series	-	6	6
Volvo 740 estate car	-	8	8
Audi 100	-	10	10
Mercedes 190E	-	11	11
Mazda 323	-	11	11
Toyota Camry (87 - 89)	-	12	12
Volkswagen Golf	-	15	15
Toyota Corolla	-	15	15
Mazda 626	-	16	16
<b>Saab 99/90</b>	-	<b>17</b>	<b>17</b>
Volvo 740 Sedan	-	17	17
Ford Sierra	-	17	17
Toyota Starlet	-	20	20
Audi 80	-	23	23
<b>Saab 900</b>	-	<b>24</b>	<b>24</b>
Opel Rekord (84 - 85)	4	20	24
Nissan Bluebird	2	22	24
Peugeot 505	-	27	27
Mitsubishi Galant (85 - 86)	7	21	28
Volvo 240 Sedan	5	24	29
Volkswagen Jetta	-	29	29
Peugeot 205	-	29	29
BMW 3 series	-	29	29
<b>AVERAGE</b>			<b>30</b>
Renault 5	-	34	34
Nissan Micra	2	35	37
Honda Accord	6	37	43
Honda Civic	5	42	47
Subaru	6	42	47
Nissan Prairie	6	42	48
Alfa 33 (87 - 88)	2	46	48
Volkswagen Passat	5	51	56
Fiat Uno	13	46	59
Volvo 240 estate car	6	54	60
Mitsubishi Colt	8	63	71

The rustproofing of the Saab 9000 after the 1989 model has been improved further, partly by expanded use of galvanized sheet steel in exposed areas.

The study is based entirely on cars used in Sweden and thus subjected to the humid, temperate Swedish climatic conditions that promote corrosion attack. Moreover, about 75 percent of the Swedish road network is unpaved. So many cars in Sweden are exposed to flying sand and stone chips that cause mechanical wear and therefore make very heavy demands on the rustproofing of the underbody and wheel arches.

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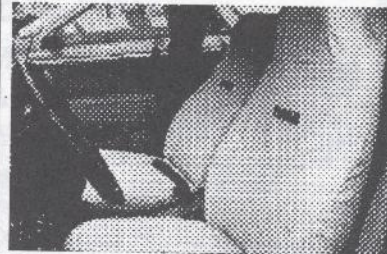
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## For hard charging Saab owners

It seems like every major company offers a credit card with their name on it these days. Not to be left out, Saab Cars USA recently announced the exclusive Saab Visa card.

Issued through MBNA America, one of the largest bank issuers of credit cards in the United States, the special affinity credit card offers Saab owners and enthusiasts an outstanding menu of

features and benefits, as well as the opportunity to showcase their product pride.

Saab Visa card holders will take advantage of competitive interest rates, credit lines up to \$50,000, no annual fee waiver option for the lifetime of the card



and, of course, unsurpassed customer service.

Initial test marketing of the Saab card produced an excellent response rate, with one-fifth of all queried owners applying for the card. According to Dan Chasins, director of marketing for Saab Cars USA, "Saab is fortunate to have a loyal customer base that strongly identifies with

the traditions, heritage and individuality of the Saab product. Carrying this exclusive card is just one additional means of displaying their enthusiasm for Saab."

For more information on the Saab Visa card call 1-800-847-7378, ext. 400.

## 9000CS a AAA "Best Car"

The turbocharged Saab 9000 CS has been chosen as the best car in its price category by the 34-million member American Automobile Association (AAA), the country's largest motoring organization. As one of AAA's top ten car picks, the new 1993 CS out-scored every other competitor tested in the \$25,000 to \$30,000 price class.

Not only did the Saab CS achieve first place in its cost category, it scored the second-highest number of points among the total top ten winners. Points were assigned by AAA's automotive engineering experts, who conducted comprehensive tests on 121 passenger cars, rating them in a variety of every-day driving conditions. Using a ten-point scale, each car was evaluated in 20 categories.

Saab scored a "perfect ten" in several categories, including braking ability, interior workmanship and ease of entry/exit. AAA auto experts cited acceleration, steering/handling, overall ride, braking and passenger/cargo room as the 9000 CS's best features.

AAA's top ten winners are highlighted in the January/February issue of *AAA World* magazine, as well as in the 1993 edition of AAA's Auto Test Book.

## Exclusive Saab Dealership Celebrates 35th Anniversary

When Saab Motors first commenced commercial operations in the United States during 1957, the unusual little car quickly gained adherents and established a solid following.

Months later, in midyear 1958, Victor Sports Cars, Inc. (*dba* Victor Saab) was established as an exclusive Saab Sales & Service dealership, pioneering this Swedish marque in the Delaware Valley. Now it may be the only one among Saab's 310 dealers nationwide to have remained under the same ownership and management uninterrupted for 35 years.

Recently, to celebrate this anniversary, the principals of Victor Saab, Victor D. Hajj and Stefan Kuszniir, were honored at a dinner banquet hosted by Larry Nay, V.P. Saab Eastern Region, and Ron Prevatt, Saab Delaware Valley District Manager.

A plaque marking this historic milestone for both Victor Saab and Saab Cars USA, was presented, and is now proudly displayed in the showrooms of the dealership.

Originally located in Philadelphia, the dealership was moved in 1973 to 1125-35 Easton Road, Abington, PA, in order to be closer and more conveniently available to its customers.

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## Bigger garage wanted

I've added several more Saabs to the collection this year – the total is now over fifty! I'm not talking about the full size, drive around variety, but the much smaller, toy-sized Saabs that can be displayed on a shelf. And I say "toy-sized" because not all are toys, but very well designed and constructed models, including some that are hand-built.

There are collectors for virtually everything. Among automotive collectables are sales brochures, posters, repair and parts manuals, books, cloisine pins and grille badges, clothing – virtually anything that has the marque name on it. At Saab Club events in Europe you are more likely to see collectables for sale than you are parts.

One of the most popular and easiest to display collectable is the model car. They are available in many price ranges – from the child's toy costing as little as a dollar, to handbuilt limited edition models costing several hundred dollars – and in many different sizes. Among the limited editions are specially decaled or painted versions of a mass-produced model.

A German Saab fanatic is reported to have built a total of six models of the 1956 Sonett Super Sport, one for each of the actual prototypes built by Saab.

Cars which are built in small numbers, such as Saab, usually are also hard to find in models -- models of high-powered, high-priced exotics the exception. Consequently, miniatures of Saab cars are not easy to find.

Beginning on the next page is a listing of mini-Saabs compiled by Iain Hodcroft who runs Griffin Models in Great Britain. A key to the abbreviations used and a list of sources for Saab miniatures is on page 28.

The list is divided alphabetically by manufacturer. The format for each listing is:

### Manufacturer

Country  
 Scale (1:xx)      Material  
 Manufacturer's part number  
**Model**  
 colors, details, year introduced  
 plus any special information

If you know of other Saab models or of other variants that are not listed, please write to the Saab Club or to Iain Hodcroft. His address may be found on page 28 under Sources.

Tim Winker



## Collecting Saab Stuff

Saab cars have enjoyed a wide popularity among makers of scale models. Iain Hodcroft, who is no doubt the world's foremost authority on Saab models, has identified over 60 variants. They range from the recently released wood 92 prototype to the rare Bandai (Japanese) tin 93B friction toys, through Saab-authorized Tekno (Denmark) and Somerville (England) 1/43rd scale diecasts, into more familiar Stahlberg (Finland) 99, 900 and 9000 plastic models seen at dealers for years.

I have been pursuing Saab models for many years to complement my extensive collection of sales literature, manuals, posters and any Saab artifacts. To date I've rounded up about 40 variants. Amongst the most nicely detailed diecast models are the Tekno line from Denmark. Saab listed these models as accessories for many years, often sold for \$1.00. Tekno produced 93s, early and late 96s, and 99 steel bumper models. They have gotten quite hard to find;

occasionally a 96 will turn up at a flea market for a few dollars. However, at large toy shows, where they are scarce, excellent boxed examples can command prices in excess of \$100! Obviously the later 96s and 99s are more abundant, in fact the 99 model was reissued a few years ago and still turns up on toy collector retail lists. Meanwhile, the only 93 Tekno I've ever seen came from Iain Hodcroft and was embarrassingly expensive. How expensive? More than two real Saab 93s! Such is the collectors' fever. The 93 is odd in that no interior was ever included.

I also have an early 96 dealer display that is a collector's dream come true. I found it at the Sturbridge convention. They represent the color range available, have interiors and still have simple plastic headlights. Before the 1965 Tekno 96 models came out, a few early cars were made with rhinestone headlights - these are rare. The new headlights greatly improved the appearance of all later Teknos. In Sweden I saw a '65-and-on Tekno dealers' display for Saab models, a silk screened birch plywood affair. It is definitely on my wish list.

At present I am contemplating having reproductions made of a 1950's porcelain dealer sign, searching for early sales literature featuring Saab 92 and 93 models and for early dealer posters. This summer I traded a Tekno 96 for a 1960 96 poster. More recently I acquired a pair of 1965 posters. I would like to hear from other collectors or anyone interested in Saab memorabilia. Please keep your eyes open for early and odd Saab collectible items. Who knows, someone might just have a *real* early dealer sign!

Rob Allen

114 Kimberly Road  
 Hamden CT 06518  
 203 / 248-8798 eves/wknds



A display of wee Saabs at the Saab Car Museum in Trollhattan, Sweden.

## Anguplas

Spain  
1:86 plastic toy

107

1963 96

intro 1965, ceased production early 70's.  
(See also EKO).

## Asahi

Japan  
1:20 tinplate toy

IF-79/RS

1968 99 2dr

1 gn/bk stripe. Battery control (Bandai casting).

2 ye/bk stripe. (Bandai casting).

## Autodrome

Holland  
1:43 white metal kit

pn?

1969 96-V4

## B.D.B

Holland  
1:43 white metal kit

93 (split windshield)

no glazing, 1984. Reissued 1990

1:86 white metal kit

95

no glazing, 1985

## Bandai

Japan  
1:20 tinplate toy

744

93B

dk rd: bk: met bn: met gy: gn: others?

dk red: gn: met gy: others?

99

red: og: gn: gn/white?

ye - rally decoration

others?

## Brio

Sweden  
1:16 plastic toy

92

crm: red: og

1:43

92

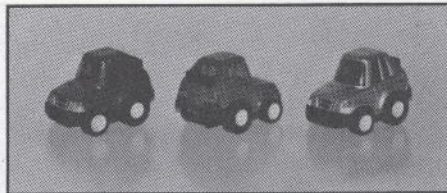
Lt green

Very fragile, produced early 1950's, no interiors, several bright colors.

Produced in at least 2 different scales, some w/friction motors.

## Brooklin

(See Rob Eddie)



## Buddy L

USA/China  
not to scale (1:60 ?) plastic toy

NPN

900 Turbo

very crude toy, pull back motor.

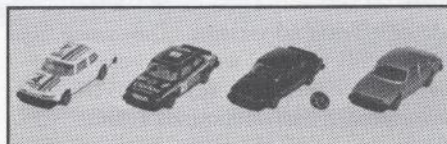
1986 silver

1990 red

1991 mid blue

1991 yellow

See also DIL (same toy-diff base)



## Burago

Italy  
1:43 diecast toy

4009

900 Turbo 3dr

sl 'Sonab' labels. intro 1988 (rd printing)

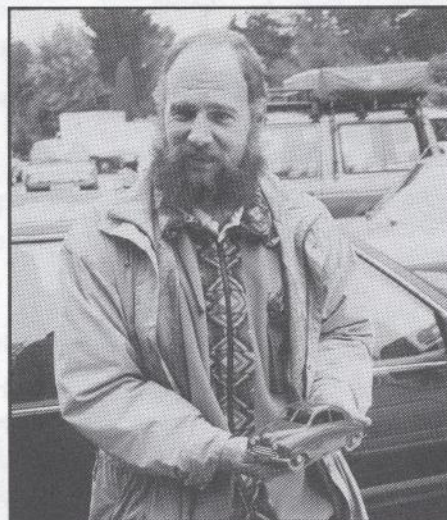
white 'Sonab' labels. intro 1988 (rd printing)

4029

900 Turbo 3dr

sl 'Turbo' labels. intro 1988

white 'Turbo' labels. intro 1988



Gerald Gaberscik of Graz, Austria, shows off a rare early 1950s 1:16 scale Brio SAAB 92.

4101

900 Turbo 3dr

black 'Clarion' labels. intro 1983.

black 'Viskeen' promo. Holland 1985/86

red 'Clarion' labels. intro 1983.

silver 'Clarion' labels. intro 1983.

black, no labels.

black, rd/og/ye stripes, 1983

red, no labels.

silver, no labels.

silver, rd/og/ye stripes, 1983

white, no labels.

4107

900 Turbo 3dr

white 'Sonab' labels. intro '83 (gn printing)



1:27 diecast toy

9107

900 Turbo 3dr

1 white 'Sonab' labels. intro 1983.

2 sl 'Sonab' labels. intro 1988.

3 black 'Clarion' labels. intro 1990.

4 sl '452' labels. intro 1990

Note: *Factory error-labels from M.Benz 190!*

## C.G.Hobby

(via Hobby 2000 Liege)

Belgium

1:43 transfer kit

NPN

99EMS

'Boucles de Spa' 1976, sl (needs Tekno 99 as base model)

'Swedish Rally' 1977, black - Polar caravans (needs Tekno 99 as base model)

Note: *May use Modell Auto Replica kit #000126 in place of Tekno.*

## Corgi

GB

1:43 diecast toy

9000 Turbo

106

og "Recaro" 1985

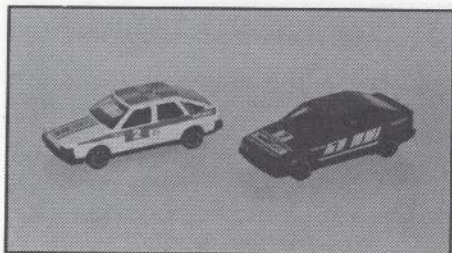
white "Recaro" 1985

106/1

red 'Virgin' 1987

106/2

white 'Virgin' 1987



### Corgi 9000 Turbos #106 and #107.

- 106/3**  
black 'Mobile', 1988
- 106/4**  
white 'Police', 1989. (3000/5000 only, sold in Woolworths GB)
- 106/5**  
white 'Polis', 1989. Export Sweden (sold singly & in gift sets)
- 106/6**  
red 'Brandchef', '89, Sweden (gift sets only)
- 106/7**  
red(1) 'Fire Chief' '88, GB (singly & in C27)  
red(2) 'Fire Chief' '88, w/blue plastic rooflights, GB (singly & in C27)
- 106/8**  
red 'Datapost', 1989, GB (in gift set C28)
- 106/9**  
dk blue 'Poliisi', 1989, Finland (in C19/6)
- 106/10**  
white 'Politi', 6/90, Norway (in C19/7)
- 106/11**  
white 'Federal Express'  
(announced, never produced)
- 106/12**  
white/blue 'Polis', 8/90, Sweden (in C19/8)
- 106/13**  
red 'Brandweer', 12/90, Holland
- 107**  
red 'No 7' (black), 1985  
red 'No 7' (green), 1985 (v. rare)  
white 'No 7', 1985 (v. rare)
- 113**  
red w/bk rubbing strip, '86, export Sweden  
white w/bk rubbing strip, '87, exp. Sweden
- 1:43 'Supertronic'  
**9000 Turbo**  
**152**  
black 'Flames' tampo, 1985

**152/1**  
ye 'Goodyear' tampo, 1988  
ye 'Goodyear' tampo, 1988 (w/out motor)  
(rare)

**152/2**  
red 'Castrol' tampo, 1988  
red 'Castrol' tampo, 1988 (w/out motor)  
(rare)

**153**  
rd/wh '19' tampo. large. (rare) 1987  
rd/wh/bl '19' tampo. small, 1988

NPN  
**9000 Turbo**  
dk gn, flames, 1985 (sold in Tesco stores GB)  
red 'Virgin', 12/91, GB (in C79 w/Jeep)  
red, no overprinting, 12/90  
white 'Police', 1/91, GB (in C77 w/helicopter)  
Brandkakov - Sweden (refinished?)  
Check interiors... some have separate steering wheel!  
Polis/Brandweer made in China, only reported in Sweden

### Corgi "Classics" Range

China  
1:43 diecast toy

**96662**  
**1961 96 Saab Sport**  
Light blue, Pat Moss' E. African Safari #5.  
Dec. 91

**D711/1**  
**1961 96 Saab Sport**  
red. Dec. 90

**D711/2**  
**1961 96 Saab Sport**  
blue

**D712/1**  
**96 Saab Sport**  
red - '63 Monte Carlo winner, #283  
(See also Dorset Diecast Models)

Note: In "Great Book of Corgi" (Marcel van Cleemput 1989) there is a photograph of prototype 1963 by original Corgi company. Mattel bought Corgi Toys Limited in 1990.

Right: Three Corgi Classics Saab Sport models plus Dorset Diecast Models limited edition with decals to represent the winner of the 1960 RAC Rally (#178).



### DIL

(see also Buddy L)

China  
not to scale (1:60?) plastic toy  
NPN  
**900 Turbo**  
very crude, pull back motor  
dk blue, 1987?  
mid blue, 1987?  
sl, 1987?

### Dacapo Silver AB

Holland  
1:38 diecast  
NPN  
**900 3DR**  
1) 900 3dr. Chrome plated money box.  
2) 900 5dr. Chrome plated money box.

### Dannini

(See Grand Prix Models - Dannini)

### Dinky

GB  
1:40? diecast toy  
**156**  
**96-V4**  
mt dk red, intro. 1966, deleted early 70's (a blue version is reputed to exist).

### Replacement parts for #156:

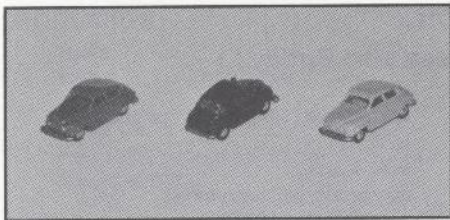
doors, grille assemblies & vac form windows.

NPN  
**900 Turbo 3dr**  
pullback motor, og "25" Saab 900 Turbo racing labels  
pullback motor, og "3" Saab 900 Turbo racing labels

### Dorset Diecast Models

GB  
1:43 diecast toy  
**4**

**1961 96 2 stroke Saab Sport**  
Re-finished Corgi Classic (#D712/1)  
to represent 1960 RAC Rally winner  
Limited edition of 250  
issued 23.5.91



**EKO**

Spain  
1:86 plastic toy  
NPN  
96-V4

crm: lt gy: lt gn: mid gn: red:  
black (red roof light - Police).  
ex-Angulas molds, other colors exist(?)  
early versions have chrome detail.  
now obsolete(?)

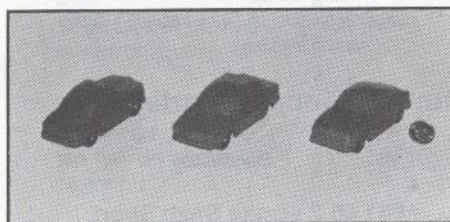
Note: German Saab Club issued Eko 96  
in special "Snow scene", 1990.



**Emek-Muovi**

Finland  
1:20 plastic model  
9000CD

'embassy blue': wh: gy. 1989. red. 1990.  
black/wh. (reissue of Stahlberg 9000)



**Galanite**

Sweden  
1:43 soft plastic toy

1965 96-V4  
og, red, blue, gn (round headlamps).

1969 96-V4  
og, rd, bl, lt gn, dk gn, med gr, dk rd, dk og,  
og-ye, (square headlamps).

1969 99 2dr  
lt & dk og, rd, bl, dk & lt gn, dk rd, ye/rd,  
gn/rd/ rd/ye (all w/colored wheels)

**Giodi**

Italy  
1:60 ? plastic toy  
4A ?  
900 4dr  
lt bl, bg, 50mm length, pull back motor.  
(more details requested, can anyone  
confirm existence?)

**Grand Prix Models**

**- Classic 43**

GB  
1:43 white metal, handbuilt  
1004  
96 2-stroke  
50 on wood plq w/sl plated signature  
Monte Carlo winner, 1963.  
bt rd, dk rd, 1984  
reissued 1989 by Western Models.

**Grand Prix Models**

**- Dannini**

GB  
1:43 white metal kit  
DN3  
96-V4  
Rallye Coupes des Alpes. (should be 2stk)

**Grand Prix Models**

**- GPM racing**

GB  
1:43 white metal kit  
8014  
99 Turbo 2dr  
1980 Mintex Rally, 'CLARION'

**Graphyland**

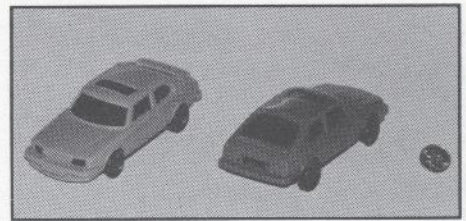
France  
1:43 resin kit  
K38  
900 Cabrio  
Issued Nov. 89

**Intercars/Nacoral**

Spain  
1:43 diecast toy  
123  
99 Combi 3dr  
(opening drs, bonnet & hatch)  
crm: gy: rd: ye-og: dk og: dk gn: met lilac:  
met dk rd (other colors may exist)  
(sold thru Saab dealers in UK in late 70's)

**Kees**

China  
1:37 diecast toy  
NPN  
9000 Turbo  
met. blue (tows a caravan) intro 1987  
red (tows a caravan) intro 1987.



**Lucky**

Hong Kong/China  
1:24 plastic toy

3084  
99 2dr  
og, bk bonnet, opening hood, spoke  
wheels, friction drive. 1971  
white, red, opening hood, others? 1972

1:36? plastic toy

2011  
900 Turbo 3dr  
ye: red "Saab Turbo" labels  
red: white: black: blue "Turbo" labels  
battery operated



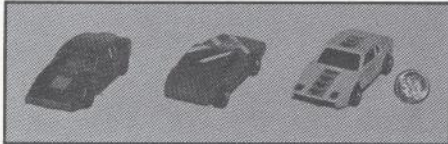
**Majorette**

France  
1:62 diecast toy  
284  
900 Turbo 3dr  
sl 'turbo' tampo, opening drs, 1982?  
black 'turbo' tampo, opening drs, 1982?/88  
met bl 'turbo' tampo, opening drs, 1983?  
met gn 'turbo' tampo, opening drs, 1984?  
red 'turbo' tampo, opening drs, ?  
diff colored interiors (red, ye, white)  
diff colored glazing (clear, blue, amber)  
Note: Sometimes sold under other  
marketing names & in twin packs.

**Marpitoys**

Holland  
1:43 white metal, handbuilt  
NPN  
95-V4  
Conversion of Somerville #123, to  
represent 1977 'rubber  
bumper' version.





### Matchbox - Lesney '1-75'

GB  
1:55 diecast toy  
65

#### Sonett III

met. turq blue, opening hatch  
white (very rare) originally sold in USA only.

### Matchbox - Intl Superfast

England (1986)  
1:55 diecast toy  
11/12

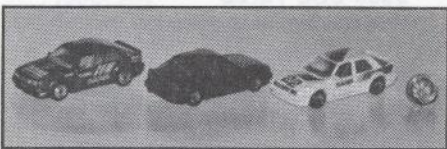
#### Sonett III

gold, maroon & white, '5'  
gold, red arrows, wh band  
lt blue, red arrows, wh band  
orange, maroon & white, '5'  
*No hatch, crude.*

China (1987-)  
1:55 diecast toy  
11/12

#### Sonett III

og, maroon & white, '5', '87  
gold, red arrow, wh bank, '87  
gn, gold & white, '5', 1988  
lt bl, dk bl arrows, ye bank, 1988  
*No hatch, crude.*



### Matchbox - Lasers

China  
1:60 diecast toy  
LW-27  
9000 Turbo

met blue, 'Pirelli/Saab' tampo. 1988

### Matchbox - Miniatures

China  
1:60 diecast toy  
MB 15

#### 9000 Turbo

met red, intro 1988  
sl, 1992 (sold only at Sam's Club, USA)

#### MB 22

#### 9000 Turbo

wh w / og/rd/ye stripes, #22  
"Saab 1950-90" promo by Treavalon,  
Holland  
met bl, Dec. 91 (German World Rallye Set)  
standard red issued in replica "Matchbox" -  
Canada

### Maxwell

Hong Kong  
1:20 plastic toy  
NPN  
99 5dr  
yellow, no interior, friction drive

### Meri-Provence

Italy  
1:43 resin/white metal kit  
07?  
96 2-stroke  
1964 "Rallye Fiori"  
(announced 1989 - due late 1992!)

### Modell Auto Replicas

W Germany  
1:43 white metal, kit & handbuilt

#### 1102

#### 1961 96 2-stroke

red, white, other colors avail.  
From '92 kits, etc in resin (castings made  
by Tin Wizard for Danhausen of  
Aachen.)

#### 1106

#### 1965 96 V-4

white, blue, mid blue, other colors avail

#### 1126

#### 1968 992dr

red, met lt blue, other colors avail

#### 1142 (1150?)

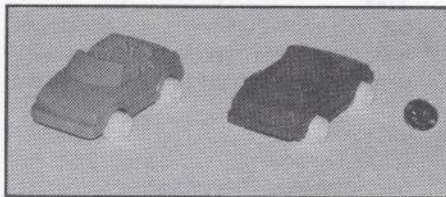
#### 1958 93

red - others?

*All above produced in batches as required.*

### Plasto

Finland  
1:43 rubber toy  
1905  
99 Combi (3dr)  
red: orange: green: blue



#### 900 Convertible (not to scale)

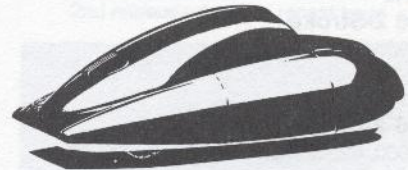
blue: red, both w/white wheels 1989  
white: black, both w/red wheels, 1989  
yellow: green, both w/red wheels, 1990.  
black 'POLIS' (white printing)

### Playart

Hong Kong  
1:30 diecast toy  
7923 (gift sets, different #s)  
900 5dr  
(opening doors, hood and hatch).  
bk: met gn: met gy: met rd: wh: gy: met  
blue: wh/bk (Polis): wh (Politie): wh w/  
bl stripe (Polis)  
black - "Racing Champion" & "Turbo 88"  
Slot racer (1:50 scale) reported

#### 99

green, slot racer



### Playsam

Sweden  
1:20 wood-painted black  
NPN  
92/001 Prototype  
'Executive toy' 1990

### Playwell

China  
1:20 ? plastic toy, battery operated  
NPN  
99 5dr  
bge  
bge, rally stickers "16 Trans W.C."  
white, Polis

#### NPN

#### 900 Turbo 3dr

black, racing labels  
red, racing labels  
white, Polis  
wh, racing labels (rd/og/ye stripe "25")



### Polistil

Italy  
1:43 diecast toy  
EL56 /CE56  
99 2dr

rd: bl: met bn: bn: met bl: lt gn: dk gn: met  
gn (other colors may exist)  
(Two diff types of wheel exist.)  
(CE56A black "LCM 20" decals)

## Provence Moulage

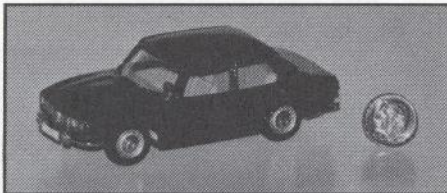
France  
1:43 resin kit

**K176**  
**93B**  
1959 Le Mans #43, dk blue  
1959 Le Mans #44, lt gy  
(deleted 1990.)

**K350**  
**1962 96 2-Stroke**  
Road car. Rally versions to follow!

**K40**  
**96 2-Stroke**  
1963 Monte Carlo winner

**K696**  
**96 2-Stroke**  
1960, 62, 63 Monte Carlo Rally kits



## Rob Eddie

(made by Brooklin)

Sweden/UK  
1:43 white metal, handbuilt  
**3**

**1969 99 2dr**  
dk gn, bk interior, intro 10/90 Sweden  
dk gn, bge interior, intro 4/91 UK  
Carolina blue, 12/91, Norway (limited to  
200)

Note: A limited run of 250 'Polis' versions  
may be produced.

## SEV Design

Holland  
1:43 diecast, handbuilt

**900 Turbo 3dr**  
Burago conversion, several colors, 1987

**900 Convertible**  
Burago conversion, several colors, 1988

**900 Pickup**  
Burago conversion, several colors, 1988

**9000 Turbo**  
Corgi conversion, several colors, 1988

**9000 CD**  
Corgi conversion, several colors, 1988

**9000 Convertible**  
Corgi conversion, several colors, 1989



## Siku

Germany  
1:55 diecast toy  
**1066**  
**9000 Turbo**  
sl ('87); rd ('89); wh "POLIS", Sweden ('89)

## Schuco (?)

Germany ?  
1:87 diecast toy  
**NPN**  
**93 split windshield**  
maroon (example in Saab Car Museum)

## SJM

Sweden  
1:87 plastic  
Refinished Wiking 900 5dr  
1) White "POLIS" w/ black  
2) White "POLIS" w/ bl/ye

## Small Wheels

(See Western Models - Small Wheels)

## Somerville

**GB**  
1:43 white metal handbuilt  
*Normally sold only in Sweden for at least 1  
year before other markets. Later  
versions often have detail differences  
due to batch prod.*

**119**  
**92**  
dk gn (cast w/wipers), 1982? Sweden  
dk gn (photo etched wipers), 1985 GB etc.

**119a**  
**92**  
crm, 1952 Monte Carlo Rally 1983? Swed.  
crm, 1952 Monte Carlo Rally 1985? GB etc

**122**  
**9000 Turbo**  
black prototype, 10 produced  
sl, Saab factory only, 1984? 50 produced  
black (no tail gate struts) Sweden 1984?  
bk (painted tail gate struts) GB etc 1985?  
bk (revised rear spoiler) 1988

**122a**  
**9000 Turbo**  
1987 - sl Talladega 'Long Run'  
Saab Factory only  
1988 - sl Talladega 'Long Run', GB etc.



**123**  
**95 2-stroke (bullnose)**  
blue, Sweden 1986, GB etc 1988  
rd, Sweden 1986, GB etc 1988

**125**  
**Sonett II**  
red, Sweden 1985, GB etc 1986

**127**  
**9000CD**  
Eduardo gy, maroon int, issued 1988,  
Geneva motor show, presentation box  
Eduardo gy, maroon int, iss. 1988, Sweden  
Eduardo gy, tan interior, iss. 5/91, GB etc  
Beryllium gn, tan interior, iss. 5/91, GB etc

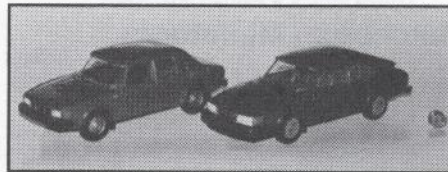
**130**  
**900 Cabrio**  
cherry red Saab factory (1/90)  
black, cherry red, GB etc (10/91)  
kits also avail (10/91)

p/n 142133  
**9000 CSE Turbo**  
Sold only thru Saab dealers in Sweden, '92

Note: No new Saab models will be issued  
by Somerville in the near future.  
Existing castings will be released in  
rotation, & kits will be made avail  
when each model is re-run.

## Stahlberg

Finland  
1:20 plastic  
NPN - (sold through Saab dealers)



**99 GL 4dr Sedan**  
rd: dk bn: lt bn: dk bl: met lt gn:  
dk bl "POLIS"  
1981, sl: wh: rd (3-bar grille & side strip)

**99GL 5dr**  
steel wheels - bge: dk blue: lt blue: gn  
24 spoke alloys - sl: lt bl: gn: mid bl



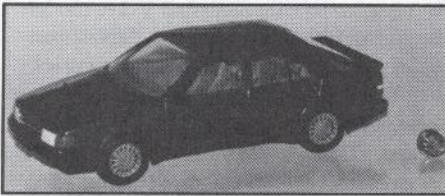
**900 Turbo 3 dr ( '86)**  
red: lilac: pearl: black (SPG trim)

**900 Turbo 5dr ( '86)**  
met lt gn: bge: silver: maroon

**900 Turbo 4dr ( '86)**  
sl: met lilac: white "POLIS" (Sweden):  
dk blue "POLIISI" (Finland).

**900 Turbo 3dr ( '87- )**  
red: pearl

**900 Turbo Convertible ( '87- )**  
red: black: silver: white



**9000 Turbo (5dr)**  
red: black: silver: white

**9000 CD**  
dk blue: lt grey: white  
(See also Emek-Muovi)

**Lancia 600 (Saab-modified Delta)**  
silver: red: dk blue

### Taiyo

Japan  
1:22 plastic model  
NPN

**900 Turbo 3dr**  
black 'Clarion' labels, 1981. radio control  
met blue, 1981, radio control  
wh (og stripe '25'), 1981, radio control

### Tekno

Denmark  
1:43 diecast toy

**821**  
**1958 93**  
No interiors. lt bl: wh: bge: rd: dk gy: lt rd:  
rd-bn: bl? others?

**827(i)**  
**1961 96** (red or white interiors)  
lt gy: rd: wh: bge: lt gn: dk bl: mid gn: dk  
gn: lt bl. others?

**827(ii)**  
**1964 96** (red or white interiors)  
gy-gn: gy-bl: wh: crm: dk rd: brt rd: lt turq:  
mid-gn: lt bge: others?

**837**  
**1968 99** (red or white interiors)  
red: crm: ye: white  
yellow Taxi  
red 'Poliisi' (Finland)  
white 'Poliisi' (Finland)  
dk blue 'Poliisi' (Finland)  
dk gn 'Poliisi'  
Note: 2 versions exist—separate  
"diamond" headlamps or chromed  
headlights as part of grille.

Note: *It's believed old components were  
assembled/painted in odd colors, and  
released thru discount toy shops in  
Holland, on bankruptcy of original  
company.*

**837**  
**1968 99** (black interiors)  
red: blue: white: yellow

### Tekno Replacement Parts

**827**  
2-stroke & V4  
grille assemblies & rear bumpers avail

### Tin Wizard

W Germany  
1:43 white metal kit, handbuilt  
**106**  
**1961 96 2-stroke**  
black: lt gn: gy-blue: red  
(see also Modell Auto Replicas)

### Tonko

Holland  
1:43 diecast toy  
**837**  
**1968 99**  
red: blue: white: ye? (black interiors)

### Viking

Sweden  
1:50 plastic toy

**4214**  
**900 Turbo**  
rd(ye): gn(rd): bl(ye): ye(rd): lt bl(wh):  
ye(rd): pk(wh): wh(pk): gn(rd): rd(ye).  
All Saab tampo(not to scale)

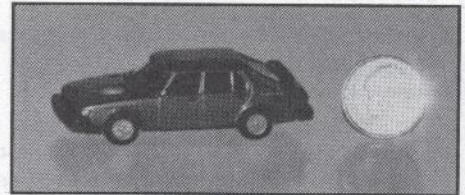
**4215**  
**9000 Turbo**  
(not to scale).  
pk(wh): wh(pk): ye(rd): lt bl(wh): gn(rd):  
rd(ye): bl(ye): All Saab tampo  
In 1990, 900 & 9000 appeared in variety of  
colors w/cartoon decoration, 'Bamse'  
(Swedish teddy bear!)

## Western Models "Small Wheels"

GB  
1:43 white metal kits, handbuilt

**SW8**  
**96 2-stroke**  
1963 Road version - cream

**SW9**  
**96 2-stroke**  
1963 Monte Carlo winner (re-issued GPM  
1989)  
1st reissue w/original GPM base  
2nd reissue w/original recast base



### Wiking

W Germany  
1:87 plastic model  
**10205**  
**900 Turbo 5dr**  
dk gn: bge  
maroon 1986: white 1989: met blue 1992  
silver plated metal, special issue 1987.  
#1 German Saab Club issued Wiking 900  
in a special "snow scene", 1990.  
White 'Saab First in Safety' 1991 for  
Hoogveld, Arnhem, Holland.  
- Info to follow on interior caravan,  
SJM (Sweden) "Polis" version,  
Dutch conversions to Cabrio!  
(9000 advertized 1987-still waiting! Wiking  
Co. now owned by Siku).

### Yatming

China/Hong Kong  
1:57 diecast toy  
**1014**  
**Sonett III**  
dk gn/gold/wh '93'  
lt gn, Swedish flag tampo  
dk gn, Swedish flag tampo  
met dk blue: lt gn  
maroon, Swedish flag tampo  
purple to blue, Swedish flag tampo,  
changes color!  
gn to ye, Swedish flag tampo, changes  
color!  
(earlier versions exist, info requested)

*While this is an extensive list, it is not necessarily  
complete. If you know of any other Saab models,  
please send as much information as you can, with  
a photograph if possible, to Iain Hodcroft at Griffin  
Models in Great Britain.*

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**Sources**

**Accent Models, Inc.**

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Tel: (201) 887-8403  
Limited selection of Saab models.

**Brasilia Press, Inc.**

P.O. Box 2023  
Elkhart, IN 46515  
Tel: (219) 262-9700  
Fax: (219) 262-8799  
Rob Eddie, Herpa and Somerville  
Saab models

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Berkeley Heights, NJ 07922  
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Fax: (908) 665-7814  
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Tyldesley, Manchester M29 8NN  
England  
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**Rob Eddie AB**

**1:43 Models**  
Odengatan 38  
113 51 Stockholm  
Sweden  
Tel/fax: +46-8-612 47 76  
Rob Eddie is a designer of 1/43 scale Saab and Volvo models.  
**1:43** is a retail store specializing in automotive miniatures. No catalogue.

**Cutting 'em down to size**

Eddie Anderson is the proprietor of Rob Eddie AB, a designer of high quality miniatures. Anderson begins by taking measurements from the real car. He then converts all the measurements to 1/43rd so that the scale model is an exact replica. Once the measurements and drawings are complete, he carves a wooden model. Then a brass master is made. The master is cut into four pieces to make the final mold.

Once cast, the models are hand assembled by employees of the manufacturer. They are primed, painted three or four times, with the trim and interior also painted by hand. There may be up to 100 individual pieces in each model. Anderson also points out that the underside is as important as the exterior since the collector will see that more than on a real car.

Rob Eddie is the exclusive distributor for new Somerville Saab and Volvo models for eighteen months; after that the company distributes only to Scandinavian countries.

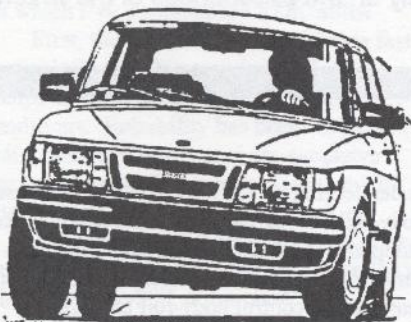
Rob Eddie was originally a partnership, the other partner being a fellow named Robert. Though "Rob" has not been around for over ten years, the name remains. "Some people now think it means they can get a better price from me," says Anderson. "They would like to brag that they were able to rob Eddie."

**Key to abbreviations:**

bg	beige
bk	black
bl	blue
bn	brown
bt	bright
crm	cream
dk	dark
gn	green
gy	grey
lt	light
met	metallic
og	orange
pk	pink
rd	red
sl	silver
vl	violet
wh	white
ye	yellow
glazing	= windows
tampo	= silkscreen

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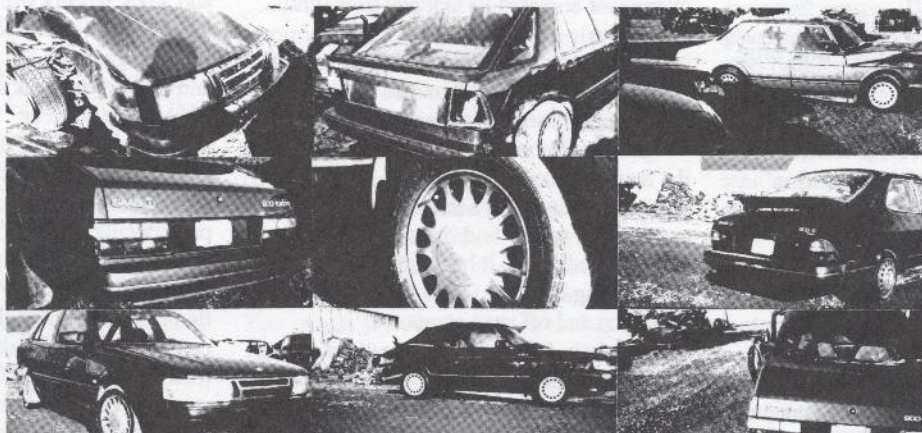


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# TECHNICAL TALK



Technical articles written by subscribers may recommend procedures or parts not approved by Saab-Scania of America, Inc. The SAAB Club and NINES cannot stand behind the correctness of information in these articles, but offers them based solely on the experiences of the writers.

## Wheel centers for Sonett III / 99EMS now available

The Saab Club is now able to offer reproduction wheel centers for Sonett III and 99 EMS soccerball style wheels. The blue and silver center caps (p/n 89 18 823) have been unavailable for many years, and the original tooling was scrapped in 1984.

The Swedish Saab Register (Svenska Saab Registret) and Club Sonett Sweden recently had a small run of the wheel centers made from new tooling. The Saab Club of North America has a limited number available for sale. The price is \$29.50 apiece, or four for \$119.00 postage paid (U.S. mailing addresses only, please). We don't expect these to be around long, so send your request soon.

The Swedish clubs also have reproduced:

- Rubber seal set for 92 & early 93.
- Brake disks for GTs (4-bolt).
- Cloth for GTs in red, grey and blue.
- Cloth for 92s, grey w/some green.

To order wheel centers or for more details on the other pieces, please contact the Saab Club (2416 London Road #900, Duluth, Minn 55812).

## 900 preheater hoses

For everyone looking for replacement preheater hoses, there is a company called Motormite Manufacturing that manufactures them. I had great difficulty locating one reasonably priced for my '82 900T. Saab wanted over \$40 for mine, but I located one at PEP Boys (auto parts retail chain) for \$2.99. My car used PN 96034, 2"x36" flexible aluminum tube. For those who like to have all the hoses they're supposed to have, this is a real bargain.

Joe Eubank

## Modernizing old Saabs

I'd like to share some thoughts about the older, 90-series Saabs, particularly on handling and braking. This was a big topic at the Columbus convention, and not surprising as these cars were designed in the 50's and 60's with the poor paving and primitive tire technology of that time (although poor paving seems to be making a comeback).

Several speakers at the workshops pointed out that the ubiquitous McPherson struts of most newer designs suffer from inherent geometry problems when applied to long-travel suspensions, they make more room for transverse drivetrains. Two of my cars illustrate the pluses and minuses of each: my 1967 Saab 95 2-stroke has a flimsy front anti-roll bar (commonly misnamed sway or anti-sway bars), no rear bar, and came equipped with bias-ply 155/80-15 tires. Its weight distribution is about 55/45 percent front/rear, it understeers mildly, and it handles poorly-paved or unpaved roads beautifully. It also has significant body-roll and its original-equipment drum brakes (now replaced with V4 discs) could easily overpower and skid its skinny tires (until fade set in).

In contrast, my 1984 VW GTI has stiff front and rear anti-roll bars and carries 185/60-14 radial tires. Despite its 60/40 percent weight distribution it understeers less than the Saab, thanks to the rear bar. With its stiffer, shorter-travel McPherson-strut suspension, wider (and better) tires, and vented disc brakes, it has higher cornering and braking limits at the expense of ground clearance and off-road composure.

As Jack Ashcraft pointed out, handling is a compromise; what are you willing to give up to get what you want? The only area where Jack and I disagree is that he seems to be in love with plowing understeer, recommending a thick FIAT front anti-roll bar and no rear bar. He compensates to some degree by fitting wider front tires and stiff rear springs, a good formula for a bone-jarring ride. All Saabs (after the 92) have been

understeering cars; a stiff front bar decreases body-roll but increases understeer and makes independent front suspension less independent by tying the front wheels together. Stiff rear springs control body-roll but a rear antiroll bar does the same with less compromise to ride.

A disturbing trend seen at Columbus was the fitment of wide radials to original-equipment Saab (skinny) wheels. Wider and lower-profile tires work better under most conditions (snow and rough off-road conditions being notable exceptions), but only when fitted to properly wide rims. Saab 4" or 4-1/2" rims provide inadequate sidewall support for the 185 and wider section tires, lifting the edges of the tread, limiting grip and increasing wear. The widest tires I've found to fit Saab rims (including Sonett alloys) is 175/70-15, a size unfortunately no longer available. 185/65-15 is a tight fit but possible on 4-1/2" Saab wheels.

As Jack Ashcraft noted, Saab steel wheel centers can be welded (by qualified wheel specialists) to wider rims for the front and stock wheels will carry 165-15 tires, more than adequate to keep the rear end from dragging on the ground. Wider wheels and tires in the back are a waste and only increase understeer. Saab disc brakes are limited by the tires; they don't need more clamping power but can easily be upgraded for more fade resistance with semi-metallic pads (available from Jack Ashcraft) and firmer pedal feel with stainless-braded brake lines (from Group 6). These recommendations apply to street-driven Saabs only; racers will make specialized alterations to their cars, most not suitable to everyday street driving. I hope some drivers of older Saabs can benefit from my experience and experimentation.

Bob Miller  
Tucson AZ

## 9000 experiences

I'd like to share my experiences with the **Saab 9000** based upon my former '86 and current '88 Turbo, both acquired new, on which I've accumulated 150K miles.

First, the big picture: The 9000 is fast, particularly the '88, very practical, and competent in a wide variety of weather conditions. Reliability has been very good; maintenance requirements are excessive compared to the first twenty Saabs which I also purchased new.

The following is a recap of some of my experiences with my current 9000 (the '88) which now has 80K miles on it.

- The **suspension** was better on the '86. There seemed to be less body roll. I fixed my '88 with the front and rear sway bar kit from Group 6 Performance and a set of Koni shock absorbers at all four corners.

- For **performance**, the APC box from Group 6 is great. There is quite a difference between it and Saab's hot APC box.

- A good tip: If you're going to **drain the radiator**, buy a couple of the plastic drain plugs first. They break easily, and once broken you can't drive your car without coolant, and most dealers are closed on Saturday afternoon when you're in the middle of changing the coolant. Guess how I know. Saab has priced these plugs incorrectly; they're only \$1.00 each.

- Here are some money savers:

- 1) When the **window and sunroof control switch lights** depart, disassemble the switch and replace the bulb with Radio Shack #272-1092 at 50 cents each versus \$35 each for the genuine real Saab replacement part.

- 2) When the **A/C filter** needs replacement, replace the insert for \$1.00 versus the \$35.00 for a Saab replacement. The insert material is available at many Home Depot type stores. Of course it's not quite like the real thing made by trolls... or the Swedish Bikini Team.

- 3) If you start finding **green puddles** under your car in the vicinity of the right front wheel, it's probably the water pump; replace it. They don't get better and when they go completely your car will run hot... very, very hot. In fact it may not run at all. I replaced mine when it reached the adolescent puddle stage at which point I was adding about a quart of antifreeze each week. By the way, my 9000 had 70K miles on it at that point.

- About **brakes** - Yes, they still wear. However, with the asbestos free pads, they

now cost over \$120 for the fronts. Ingeniously, Saab has designed the front rotors to wear out with the pads so that it is no longer necessary to have them ground down. Grinding puts the thickness at or below the legal minimum. Alternatively, you can reuse them without grinding them, but then they warp. Saab is learning from GM.

Replacement of the rear pads has one unique twist. Do not attempt to push the piston into the brake cylinder with or without your big hammer, channel lock pliers, etc. Read the Saab shop manual first; the procedure is very simple. You must remove an access plug from the back of the brake cylinder and then use a metric allen wrench and gently back it out until it bottoms, at which point you reverse direction for 1/2 turn, replug and install your new pads. The self adjusting feature will do the rest.

Replacement of the **brake fluid** is not difficult. There are two things you must do: 1) Read the shop manual carefully and follow it, and 2) obtain the assistance of another living person; preferably they should speak the same language you do and understand the same verbal outcries you use. Following the Saab shop manual is important and cannot be understated.

- About the **exhaust system**: It progressively disintegrates. Mine had to be replaced starting with the center section, then the back muffler, and finally the front section which separated at the flexible section. Replacement is pretty straightforward, a Ph.D. is not essential.

- Here's one that produces a dramatic improvement in performance, cost only \$35.00, and takes ten minutes to install. The **turbo bypass valve diaphragm**, if ruptured, will reduce turbo boost 3-4 lbs., cause stalling, and stumbling on acceleration. It can be checked in place easily if you have a MicroVac. Attach the MicroVac to the vacuum line connection. It should hold vacuum indefinitely. Otherwise, remove it and check for the ability to hold a vacuum. You cannot see the diaphragm to check it visually.

I plan to keep this 9000 another 80K miles. I'll let you know my experience at that juncture.

Herb Hirsch  
Kendall Park NJ

## Troubled Turbo Tricks

Even if you religiously maintain your turbo with oil changes and cool-downs,

problems may occur. I learned a valuable lesson while tooling around at school in upstate New York, which by the way is not just north of 56th Street. The turbocharger on my played-with 99 Turbo went south while I was eight hours north of the family garage in Pennsylvania. Large quantities of blue smoke signalled to the world that I had a problem. I did not have the money or the facilities to replace the unit immediately, so a friend and I opened a few of Canada's more famous export products. We stared at the car, we pondered. We actually found a solution that you may be able to use.

The problem is to stop the oil from blowing past the seals in the turbocharger into your exhaust. It just so happens that all years of 99/900/9000 use the same size fitting for the oil line that feeds the turbo. It also happens that this fitting is the same size as a 99/900 oil drain plug.

Remove the fitting and be sure to save both washers and the original fitting. This may be a 17mm or 19mm according to application. The fitting is on the top of the block on 8V and 16V cars and on the oil pump/filter housing on B motor cars. Just follow the 1/2" tube from the top of the turbocharger to its origin. Gently bend the pipe to the side of the fitting and slowly thread in the spare oil drain plug. Snug the plug tight. This should be a great fit. I'm not sure if a 9000 plug would work as it is longer, but it may.

You now have an un-lubricated turbocharger which will spin briefly, make strange whistling and sneezing noises, and eventually seize. This still allows exhaust gases to pass through the unit. The intake is also running through the seized turbo unit and will be slightly restricted. You can go further and remove the turbo plumbing, replacing the intake snorket with one from a similar normally aspirated car. The car should then run like a non-turbo.

This limp-home trick should last reasonably long. We drove about 3000 miles with this band-aid and had no problems. Be warned that your turbocharger will now be non-repairable, it must be exchanged. Nobody rebuilds their own turbo anyway, not when exchange units are relatively cheap and warranted. I rebuilt another unit when I got home for \$110 and installed it on the car. It lasted a whopping 10,000 miles and gave me another opportunity to use my trick. I learned my lesson.

Dean Dirian  
Mount Gretna PA

## Bad fuel gauge readings may be due to gasohol

Gasohol (ethanol or methanol) came into regular use in about 1983. The introduction of alcohol to gasoline in concentrations of up to 10 percent had not been anticipated by auto manufacturers and many cars built before 1983 suffered from fuel system degradation problems as a result.

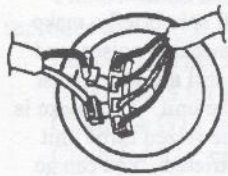
The United States Environmental Protection Agency (EPA) has recently required the sale of alcohol-enhanced or other oxygenated gasoline in areas where air pollution has exceeded Federal guidelines, creating fuel system problems for cars built before 1983.

Saab has received complaints of the fuel level transmitter sticking in 1981-82 model 900s due to high concentrations of alcohol or alcohol-enhanced fuels being used. In these cases, the transmitter must be replaced with one from a 1983 900.

In order to install the 1983 transmitter, an adapter kit, VDO fuel level transmitter and a gasket are required.

The following Service Information details replacement of the Skandia fuel level transmitter with the later VDO transmitter.

The tops of the Skandia and VDO transmitters are pictured below. The make of transmitter can be identified by removing the trunk floor panels, and the protective cover over the fuel gauge transmitter.



Skandia (white)



VDO (gold)

## Adapting VDO fuel level transmitter to '81-'82 900s

SI 08/84-700, (Supp. #4, Sec. 3, Pg. 80)

An adapter kit (P/N 85-46-491) with revised installation instructions and electrical hardware is now available. The new kit replaces earlier versions and was designed to simplify the installation process and provide electrical connections similar to those found in Recall 257 (SI 05/84-688).

### Parts Required:

Adapter Kit	85-46-491
Fuel level transmitter	93-61-965
Gasket	75-10-134

The Fuel Level Adapter Kit was originally introduced to alleviate recurring problems with sticking fuel level transmitters in 1981-82 900 models when the use of gasohol or any alcohol enhanced fuels was unavoidable. The introduction of the adapter kit allowed for the installation of a M83 VDO fuel level transmitter which proved to be more resistant to alcohol-enhanced fuels than the original M81-82 SKANDIA transmitter.

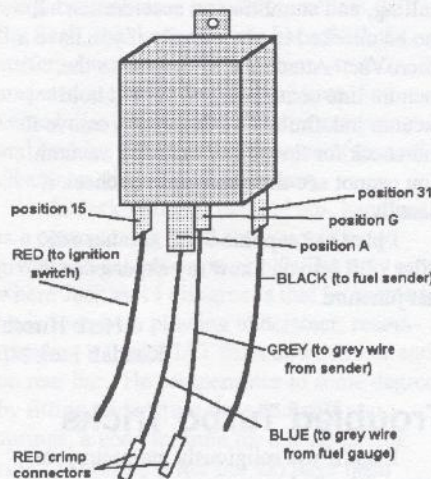
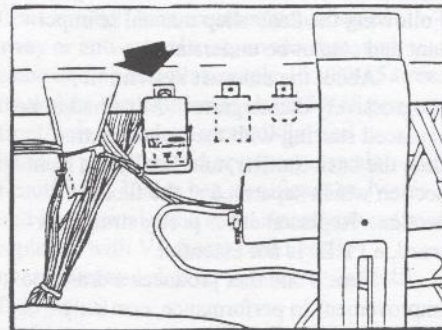
### Spare Parts List:

Adapter Kit (P/N 85-46-491) contains the following parts:

Adapter Relay	85-89-400
Rear cable harness	85-46-509
Cable, ignition switch	85-46-764
Gray, blue cable harness	85-46-772
Bolt	79-22-354
Connector	85-21-668

### Installation Instructions:

1. Disconnect negative lead from battery.
2. Raise the cushion of the rear seat and fit the adapter relay to the seat beam.



Adapter relay 85-89-400

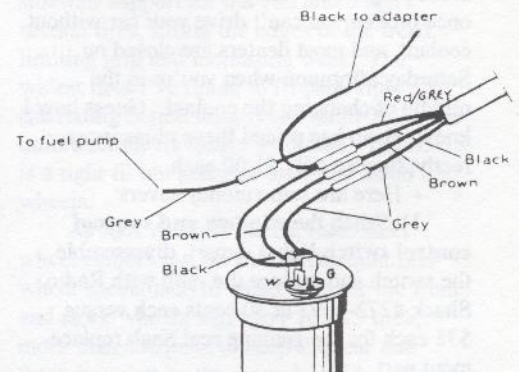
3. Near the seat beam cut the grey wire running from the fuel level transmitter to the fuel gauge in half.

Connect the grey cable to position "G" of the adapter relay and its red crimp connector to the gray cable running from the fuel level transmitter.

Connect the blue cable to position "A" of the relay and its red crimp connector to the grey cable running to the fuel gauge.

Use Saab special crimping tool (P/N 78-60-695) when making crimp connections.

4. Connect the red wire to the green/white wire of the ignition switch via the piggyback terminal and connect the other end to position 15 of the relay. The shift console must be removed for this operation.
5. Connect the black wire to position 31 of the relay and run the wire into the luggage compartment to the fuel level transmitter.



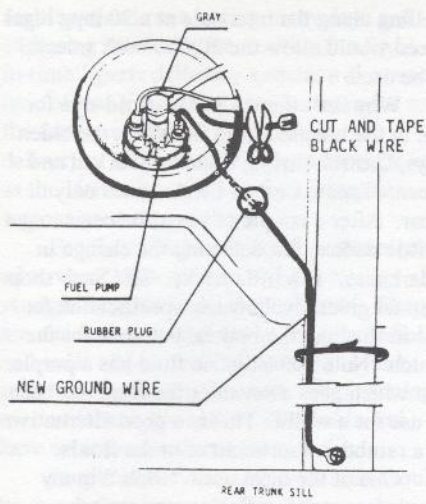
6. Cut off the existing connector at the fuel level transmitter. Connect the new harness to the appropriate wire (see drawing).

Crimp together the red/grey and grey cable using the yellow AMP crimp connector and special terminal crimping tool.

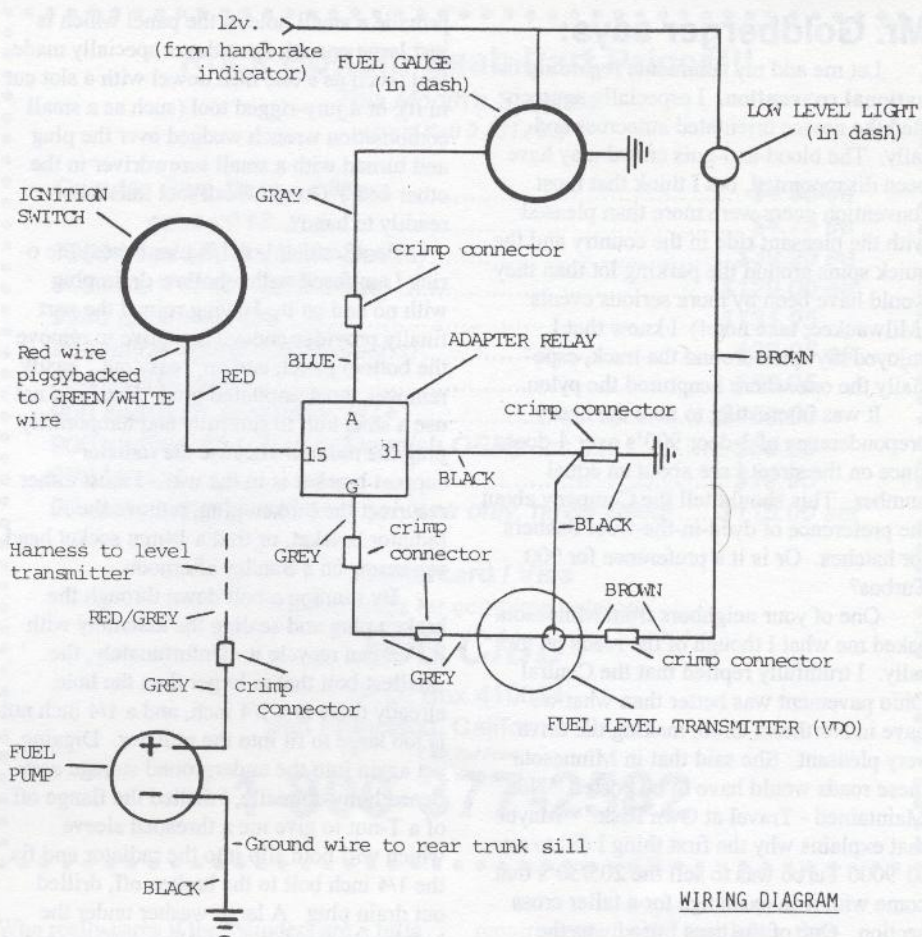
Connect the black wire of the new harness into the black ground cable of the fuel level transmitter harness using the yellow AMP connector. When the Recall 257 has been performed the blue 3M connector is not used.

7. Fit a new fuel level transmitter (P/N 93-61-965) and gasket (P/N 75-10-134). Remove the protective shipping wire from the sending unit before installation.





8. Install a new ground wire (black) from the negative (-) terminal on fuel pump directly to the car body (as per Recall 257). Route the wire through the rubber plug in the small hole in the trunk floor diagonally behind the fuel pump access hole and run it rearward along the tool well reinforcement member together with the rear cable harness (supported by the nylock tie straps). Crimp a ring end to the wire and fasten it to the ground point near the rear trunk sill by means of the existing screw.

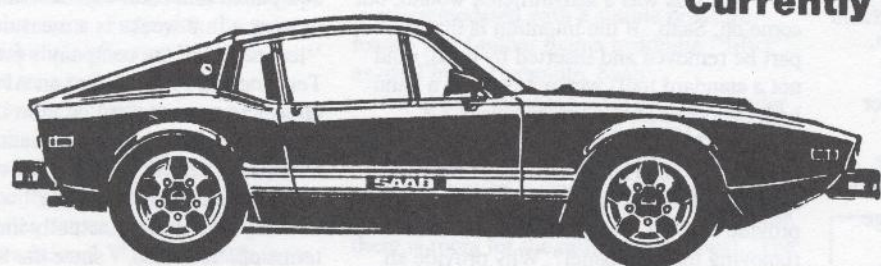


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## Mr. Goldberger says:

Let me add my comments regarding the **national convention**. I especially appreciated the novice orientated autocross and rally. The blood-and-guts crowd may have been disappointed, but I think that most convention goers were more than pleased with the pleasant ride in the country and the quick spins around the parking lot than they would have been by more serious events. (Milwaukee, take note!) I know that I enjoyed my spins around the track, especially the one where I captured the pylon.

It was interesting to note the heavy preponderance of 3-door 900's over 4-doors, since on the street I see about an equal number. This should tell the Company about the preference of dyed-in-the-wool Saabers for hatches. Or is it a preference for 900 Turbos?

One of your neighbors from Minnesota asked me what I thought of the roads on the rally. I truthfully replied that the Central Ohio pavement was better than what we have in Northeast Ohio, making the drive very pleasant. She said that in Minnesota these roads would have to be posted "Not Maintained - Travel at Own Risk." Maybe that explains why the first thing I did to my 91 9000 Turbo was to sell the 205/50's that come with it in exchange for a taller cross section. One of the tires I tried was the Pirelli P-600's from my wife's car. I was particularly interested in the effect of the "sports suspension" which Saab now puts the 9000 Turbo 5-door. Frankly, the effect of the suspension alone is underwhelming. I am sure that driving back-to-back 9000's with the same tire would reveal a difference, but differences due to tires alone is much greater. In fact, I found the ride with the '91 stiffened suspension to be less harsh than I experience in my wife's '88 with the standard suspension when using Pirelli P-600 205/55-15's, and the handling is not much different (i.e., mushy). On the other hand, 205/55-15 Dunlop D-40's handle crisply and ride firmly but without undue harshness, much like the OE P700, but with lower cost and less risk of pothole damage.

Saab gets an "awshitz" for the **radiator drain on the 9000** (thus cancelling out all previous "attaboys"). The 9000 radiator end caps are plastic, so Saab wisely uses a plastic drain plug with a "hand-grip" head and an o-ring seal. The problem is that I can not get my fingers on the plug with enough grip to turn it without removing the bottom dress panel. Saab does, however,

provide a small hole in the panel which is just large enough for either a specially made tool (such as a one inch dowel with a slot cut in it), or a jury-rigged tool (such as a small combination wrench wedged over the plug and turned with a small screwdriver in the other end.) Guess which tool falls most readily to hand?

So after that last 1/8 turn to seat the o-ring I am faced with a hollow drain plug with no end on it. Having ruined the part finally provides enough incentive to remove the bottom panel, and an "easy out" easily removes the decapitated plug. But I can not use a steel bolt to carefully and temporarily plug the radiator because the radiator support bracket is in the way. I must either resurrect the broken plug, remove the radiator bracket, or find a 14mm socket head cap screw on a Sunday afternoon.

By running a bolt down through the broken plug and sealing the assembly with RTV I can recycle it. Unfortunately, the smallest bolt that is larger than the hole already there is a 1/4 inch, and a 1/4 inch nut is too large to fit into the radiator. Digging yet again into the underground storage area beneath my domicile, I drilled the flange off of a T-nut to give me a threaded sleeve which will both slip into the radiator and fix the 1/4 inch bolt to the broken off, drilled out drain plug. A large washer under the bolt head provided the sealing surface for the o-ring. RTV sealed the washer to the bolt and the old drain plug. After the fact, I realize that a 1/4 socket head cap screw with the socket inside the radiator and a nut and washer outside would also have done the trick, with a bit less third-world craftsmanship. You are correct; a slotted dowel will definitely be on-hand the next time radiator season is here.

Yes, this was a self-inflicted wound, but come on, Saab. If the intention is that the part be removed and inserted by hand, (and not a standard tool) why not provide a hand-hole (as opposed to a finger-hole)? Or provide a covered hand-hole, such as the one provided on the right front fender liner for much less frequently performed service? Or provide no hole at all, and force us into removing the trim panel? Why provide an inadequately small hole to tempt us into mangling our parts?

Some miscellaneous thoughts: Your gas mileage should modify the **service interval on your air filter**. Air and fuel are used in a fixed ratio. I change my wife's 20 mpg (automatic) air filter at 20,000 miles, versus 27,000 miles for my 27 mpg standard.

Rolling along the interstate at a 30 mpg legal speed would allow the 30,000 book interval to be used.

Why isn't there a **brake-fluid-dye** for use in the biennial fluid flush? In the olden days, Castrol-Girling came in both red and green. Today, Castrol LMA comes only in clear. After a couple of years, it seems to get a little darker, but detecting the change in "darkness" is a little tricky. The Saab shop manual gives a volumetric specification for use in flushing the brakes, but none for the clutch. Note that Silicone fluid has a purple tint which goes away after the fluid has been in use for a while. This is a good alternative to a rainbow assortment of brake fluids.

One of the most used "tools" in my box is my can of **antiseize compound**. Anyplace where the steel meets the aluminum is a prime candidate. I once had wheel nuts seized so tightly that one person was lifting full strength on one leg of a "cross" lug wrench while another was hitting down on the other leg with a sledge hammer. Hard. Several times. I treat spark plug threads, lug nuts where they bear on the wheel, exhaust parts, etc.

All 2.3 liter engines and all turbo engines have **thermostatic oil coolers**. This being the case, a heavier weight "summer" oil may not be a wise thing. Winter or summer, the peak oil operating temperture should be about the same. Note especially that a lighter weight "winter" oil should be avoided. A good rule of thumb is that one viscosity grade (eg., SAE 30 vs SAE 40) has the same affect as a temperature change of 20 degrees F. Saab says to use 5W30 for extremely low temperatures, and requires it to be synthetic.

Saab's newly announced policy of allowing customers to "custom order" equipment and color of a new car and receive it in 8 weeks is a measure of the "leanness" of the company's production. Ten years ago I purchased an APC Turbo almost as soon as it rolled off a truck in Cleveland. It had a date of manufacture six months earlier. An 8 week delivery would seem to indicate a "pipeline" with one third as many cars in it. It actually implies more terms of "leanness," since the 8 week delivery requires that the factory be able to quickly produce a "U.S.A. spec" vehicle, with the appropriate emission control and safety equipment. Lean production techniques allow the "U.S.A. spec" cars to be built on short notice. Mass production techniques would call for the unique USA product to be built "en masse" in

multiboatload runs lasting many days and cluttering the docks for weeks. The "just-in-time" parts delivery system, a characteristic of lean production, can be extended to the factory output for "just-in-time" delivery of a boatload of cars to the dock just as the Honda Accord coupes and station wagons are being unloaded.

People should be aware that Newsletter advertiser "Sports Car Service" can straighten aluminum Saab wheels. They are claimed to meet Saab's specs for radial and axial run-out, and the process is done cold, leaving the finish intact. I am running a set of "straightened" 9000 wheels and have no reason to doubt their quality.

People in the Akron-Canton area should be aware that Jimmy Phillips, the mechanic at the now-defunct Quest Motors, can provide repair services. He can be reached days at (216) 929-7355. Bring your own parts and you can get a lot quicker turnaround, as he only stocks fluids and oil filters.

I have put to rest the old husband's tale that it is better to sell your car while it is still "worth something." I pushed my 1990 2.3 9000S as hard as I could from May through September. At the convention, almost everyone "knew someone who should be real interested." While some were willing to "steal" the car from me, no one would pay a price equal to an objective appraisal. So I sent it to medical school with my oldest son and relieved him of the often-crashed, high mileage 1980 900. I placed it on the market for a sum befitting its age and accumulation of dents, scrapes, and holes in the seats. It sold the first day, and I could have sold two more of them that day if I had them!

Recent American multi-valve engines have shown interesting designs to reduce the cost of the valve-train. Supplying the great unwashed, with their affection for V-block engines, is the motivation factor for these innovations. Overhead cam designs add more cost to V-blocks than in-line engines because there are so many heads. (Today's sohc in-lines are probably less costly than a pushrod engine of similar output, due to lower parts count.) The traditional V-block design is an elegant solution: a push-rod actuated valve train with a single cam in the valley of the "V." This design is failing in the marketplace, which is unfortunate. The GM 3.8 liter engine has lower weight, more compact dimensions, and better fuel economy than the competition's 3.0 liter dohc engines of similar horsepower, and at a lower cost.

## Rock Bottom Saab Part Prices!!!

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<i>900 tailpipe</i> .....	<i>\$19.95</i>
<i>99 sway bar (anti-roll bar) set, one only, never used! ....</i>	<i>\$115.00 set</i>

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Who really cares if the cylinders are a little bigger? (What about Saab's 2.3L Turbo? We'll see when the V-6 powered Saabs come.)

Ford's DOHC V-8 uses powder-metal cam lobes on a roll-expanded tubular shaft. It economically produces cams with large base circles and low weight. Roller followers ease the cam lobe surface finish requirements, with an obvious ultimate goal of using the lobes "as pressed." Valve lash is accommodated with a simple pressure-loaded pivot rather than a hydraulic "lifter" as used by, for example, Saab.

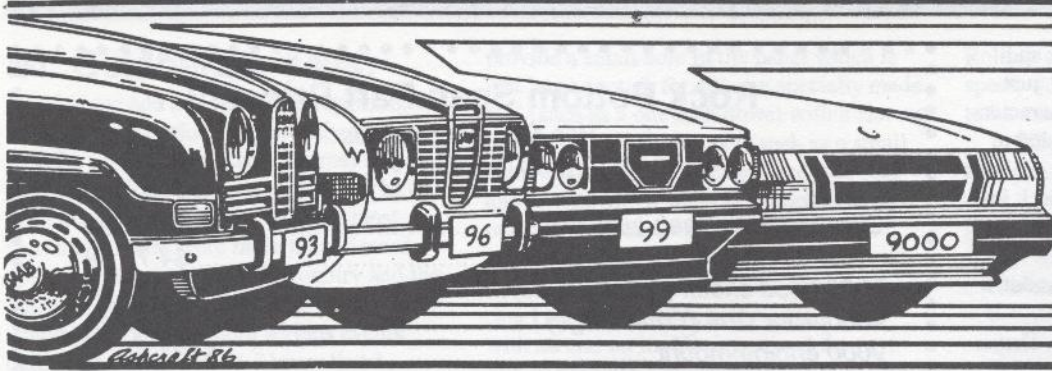
Chrysler manages 4 valves per cylinder with three rocker arms (and lobes) and one overhead cam. Add Ford's built-up cam shaft to Chrysler's single cam design, and you could have major cost savings (assuming there is room for the rather large lobes). The cam is offset, allowing the spark plug to snake between the intake valves and still reach the cylinder center. Roller followers and roller pivots reduce friction, helping to offset the inertia caused by using rocker arms rather than direct acting bucket followers. As mentioned, roller followers also relieve surface finish and hardness

requirements for the cam lobes, thus offsetting the increased parts count. Rocker arm design allows a shorter head, with the resulting lower hood line. The drawings indicate that the valve lash is probably adjusted manually.

None of the above use a direct ignition. While direct ignition surely has a lower life-cycle cost (no plug wires, caps or rotors; longer plug life; and greater efficiency), initial cost may be higher (especially for a V-block, which requires two ignition modules.

Steve Goldberger  
North Canton OH

NICHOLAS PELLEGRINO  
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# SAAB SWAP

CLASSIFIED ADS

## CLASSIFIED AD RATES

Ads offering parts or SAABs for sale or wanted are available to members and non-members. Ads are limited to 25 words, plus name address and phone number. Ad copy will be abbreviated and excess words deleted where possible. Enclose sufficient funds with your ad, we **do not** bill. No ads will be taken by phone. The Classified Ad rate is as follows:

	Members	Non-members
CARS FOR SALE	\$10.00	\$15.00
PARTS FOR SALE	\$5.00	\$7.50
WANTED ADS.	\$2.00	\$3.00
COMMERCIAL ADS (Parts & Services)		
	\$10.00	\$15.00
EVERY 5 EXTRA WORDS	\$1.00	\$1.50

DEADLINE: The 15th of each month for the following month's issue, e.g. January 15th for the February issue. Newsletters are mailed the first week of the cover month.

COMMERCIAL DISPLAY ADS: Contact the editor for rates and info. Deadline, the 10th of each month for the following month's issue.

## 99s, 900s, 9000s For Sale

'86 900S, 4dr, auto, silver, 119,000 mi, no rust or dents, everything works, mags, plugs, 4 mounted snows, beautiful, \$3500/obo. John Beebe, RD 1 Rspas Hill Rd, North Clymer, NY 14759. 716/355-6355.

'84 900T, Amethyst, 4dr, 5spd, 90k, gd cond. \$4,000. Keith Nichols, 391 Front St, Owego NY 13827. 607/687-0350 9am-4pm M-F.

'79 900T, green, 5dr, 4-spd, combi-coupe, air cond, sunroof, Pioneer AM-FM tape, new head arm-many parts, needs timing, chain & tensioner, some rust repair, paint & headliner, \$1850/obo. G.E. Peterson, 8301 W Hillcrest Dr, Orland Park, IL 60462. 708/448-4247.

'76 99, auto, topaz, approx 80,000 mi, some rust, runs well, needs steering rack replaced, \$350/obo. Chris Pedersen, 36 Thompson Av, Fords, NJ 08863.

## 99, 900, and 9000

### Parts and Accessories

900, 9000 parts, turbo, non-turbo, '91 and older engines, trans, doors, nose parts, clips, wheels, suspension, accessories, electrical, glass, radios, seats, dash, headliner, carpets, door panels. Also new parts.

European Car Parts, 57 N Plains Indust Rd, Wallingford CT 06492. 203/284-8989.

Parting out '87 9000T, hit in front. Turbo motor, \$1000. Manual trans, \$500. Steering rack, \$150. A/C compressor, \$150. Set 6.5x16 Aero Wheels, \$800. Set stock alloys, \$450. LH ECU, \$200. Stock APL ECU, \$100. Tuning kit APC ECU, \$175. Sport exhaust, \$100. Etc. Kevin Smith, 13515 NE 77th St, Vancouver WA 98682. 206/944-8331.

99, 900 parts, all kinds. Low prices to keep your older Saab running. We ship UPS-COD. High Peaks, 351 Lindley Ave, Asheboro NC 27203. 919/626-7117.

Parting out: Thirty-six 99's & forty-five 900's, '73-'88. One '86 9000. VISA/MC. UPS daily. Rod Beckner, 604 E 1st St, Albany, OR 97321. Tele/Fax 503/928-6351.

## Sonetts For Sale

'74 Sonett III, orig, complete cond, true blue w/ white Saab door stripe/logo, ran well when stored in '89. Must sell/BO. Loyd Anderson, 3788 E Brockbank Dr, SLC UT, 801/278-6920 (eves) or Chris Cox 801/484-4266 (eves).

'77 (sic) Sonett III, yellow, great cond, rebuilt eng & trans, modified suspension, reupholstered seats, aux lights, must sell, \$4000/obo. Miles Christensen, 2511 S Columbia St, Denver, CO 80210. 303/777-8931.

'68 Sonett V4, 45,000 mi, exc cond, stored 16 yrs, new red paint, headliner, weber. \$6,000/obo. Needs only rear glass. Larry Weinstein, 125 Walker Av, Lexington KY 40503. 606/278-6804.

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

'68 96, 3cyl, 4-spd, blue, exc cond, 81k mi. '67 96 3cyl, 4-spd, white, gd cond. Spare eng/trans, many other mech/body parts, all \$4000. Sheila Sidewell, 3656 Martin Farm Rd, Sawanee, GA 30174. 404/945-0384.

2 '67 2 Cycle 96 Sedans, 1 oil gas mix, 1 oil injected, 1 has front end damage, plus extras, everything, \$1000. Herb Nelson, 3310 S Fulton Ct, Denver CO 80231. 303/755-0326.

'67 Monte Carlo, low mil, one owner, runs, no rust, interior perfect, needs paint (after 26 yrs it's a little faded), oil injected, \$5000. Delivered anywhere USA. Paul Vail, 371 2nd St, Encinitas, CA 92024. 1800-536-7222 days. 619/943-7222.

## 2 Stroke and V4 Parts

Parting out 12 Sonett III & 1 '68 V4 Sonett. One perfect '68 Sonett Bonett "New." One '68 Sonett Bonett complete painted yellow. 12 Sonett trans, 14 V4 motors 1700cc. Starters, steering wheels, wind shields. 2 Sonett III rear windows for early car 70, 71, 72 Sonett III front clips. Mark School, 313 E Greenfield St, Appleton WI 54911. 414/731-5289.

Sonett III parts: windshield, both doors ('71 w/ glass but no interior panels). Bruce McKenzie, 2315 Boxwood Dr, San Jose, CA 95128. 408/243-7647.

New & Used V4 parts; also 99, Sonett & 2 Stroke: incl rare lenses, unused re-built distrib, new clutch slaves, logos, body, mech & elec. Call/write for new 12pg inventory/pricelist. David Kronen, 22706 Calif St, Woodland Hills CA 91367. 818/703-7323.

**99, 900 Headliner kit**, comes w/glue, 3 yds & complete instr \$87.50. Other parts available. **Trollhattan Motors, Inc.** 1015A Old Eastern Av, Baltimore MD 21221. 410/682-4688 or (1-800 32 TROLL).

**Clarion CD player**, PN 02 73 698 plus 10 CDs used very little-still in box, \$150/obo. John Beebe, RD 1 Raspas Hill Rd, North Clymer, NY 14759. 716/355-6355.

**Jacobs Ignition System**, complete, incl Hi-performance Jacobs Coil. Used less than 9 mo, \$150. Bob Shively, 8613 Groveland Dr, Springfield, VA 22153. 703/455-0904.

**Euro Headlight Assy's w/seal covers**, '89 9000 5dr. LH/RH, \$120pr. US Headlight Assy's, '87-90 900 LH/RH, \$80. Peter Simcik, 967 Chamberlain Hwy, Kensington CT 06037. 203/828-1186.

**'86 9000 5spd transaxle core**, \$199 (can deliver in CA). 9000 clutch slave cylinder + new rebuild kit, \$35. Bosch Ignition Control Module P/N 0227100139, \$35. Bill Grace, 22082 Esplendor, Mission Viejo CA 92691. 408/439-2287.

**24 slot rims**, (5) exc cond, \$400. Soccer ball rims from '79 900, \$150. By sets only. Shp xtra. Don Haradem, 2229 Garden Dr, Avon OH 44011. 216/934-4817.

**Orig Turbo wheels**, (4) thru '87, Fundo 8987521 w/exc MXV's; ventilation fan (new) 8605172 (for '87 900, others); '92 900 Clarion AM-FM cass w/code (also fits 93 900s). One piece orig roof rack, fact manual, for 99. Tim Brown, 300 Mercer St #31M, New York, NY 10003. 212/533-8121, eves.

**Pair of doors, LH & RH**, new, fit '79-80 900 3-drs, 99 2- & 3-drs, \$100 ea. Super Inca Wheels (3 only), new, fit '81-'87 900s, #0270090, list: \$370, sell for \$237ea. 900 Sedan rear spoiler, #0245100, list: \$221.50, sell for \$144. Cruise control kit for '91 9000, #0245100, list: \$332, sell for \$232. Mike or Bruce, **Capitol Import Autos**, 9301 W Brown Deer Rd, Milwaukee WI 53224. 414/355-8400, or 1-800-225-2528 x.1.

**Doors (4) & trunk lid**, for 99 series, 4dr, exc cond, from Arizona, ready for paint. \$50ea or \$200all. Steve Nelson, 925 Patriot Dr Rt 2, Ishpeming, MI 49849. 906/486-8728.

**'83 Turbo mag wheels**, (4) gd cond, \$200. OEM fog lights brand new, in box to fit Airflow front spoiler, (Hella) 900/9000 \$65. Steve Wilson, 4305 Connection, Dr. Williamsville NY 14221-7513. 716/633-1859.

**Complete Saab factory manuals**, Vol. 0-9 for 900 series. B/O. John Paul, 14 Monfort Ln, Whitehouse Sta, NJ 08889. 908/534-5086 (eves), 201/678-2020 (days).

**900 Fact Manuals**, complete set, 1-9 for '79-86 900. UPS to you, \$55 +shp. Grady Tucker, 15 Blue Silo Crt, Gaithersburg MD 20878. 301/840-5933.

**4 Studded Snow T's**, 195/65x15 Yokohamas, 10k left, \$60. Paul Paar, 601 N Tracy, Bozeman MT 59715. 406/586-6549.

**99 Service Manual**, 75-80, \$35. Don Goeres, 2709 Minnetonka Dr, Cedar Falls, IA 50613. 319/268-0390.

### Wanted, All Models

**Lost at convention in Columbus**; envelope with photographs of a British Auto Show, Paint Horse & Rider, Sonett (?) Tom Cox, 3609 Hernwood Rd, Woodstock MD 21163. 410/465-6691.

**99 Accessories**; speakered headrest inserts in any cond, FOHA dash console, Cibie headlamps in gd cond. John Blas, 2400 S 2nd, N Riverside IL 60546. 708/447-3021.

**'72 Sonett III**, clean, orig, in very gd/exc cond. Al Bornstein, 827 Montrose Av, Columbus OH 43209. 614/238-6749 (eves) till 11:00pm EST.

**Driver-side sunvisor w/mounting bracket**, or way to fix one that won't stay up for '88 9000T. H.H. Zuegel, 749 N Elmore, Park Ridge, IL 60068-2712. 708/823-5451.

## CAR-JACKING IS THE CRIME OF THE YEAR

Auto theft has become a huge problem in this country. But in addition to all the normal types of auto theft, a new version has surfaced: **CAR-JACKING**. This term simply refers to the practice of stealing a car that is occupied, usually at gun or knife point. We have all read the stories or heard them on the news. The headlines are the same all over the country. People who resist are being shot!

In Tucson, we just had our first fatal car-jacking, and it was revealed that although it was the first fatal occurrence, it was one of more than 36 carjackings this year, and Tucson is a small town! Because I was concerned with my safety, and that of my family, I decided to find some way to combat this problem. Now, Group 6 is able to supply you with a device we call the **"PROTECTOR"**.

The **PROTECTOR** is an electronic theft prevention circuit with an added feature. In its normal operation as a theft preventive, it operates simply and effectively. When you start your car (or some thief starts it), you have a few seconds in which to touch a small micro-switch. If you do, everything proceeds normally. If the switch is **not pressed**, the engine runs for 10 seconds, and then simply shuts off. At this point, **ther's no way the engine can be re-started** for a full 3 minutes. This in itself makes the **PROTECTOR** a very effective anti-theft device. But we have gone a **big step further**.

We have added a quiet, unobtrusive foot switch that is mounted where the headlight dimmer switch used to mount on the floor of cars. If someone approaches you and orders you out of the car, you **DO NOT RESIST!!** Simply step on the switch as you are exiting the car. This motion is virtually impossible to detect, since they

cannot see your feet. No alarm will sound, no lights will flash, there will be absolutely no indication that anything is wrong. **YET!** ... You leave the vehicle and the thief drives away, leaving you just standing there; scared but safe. The engine will run normally for 2 minutes. Then it will begin to sputter and stop. You, in the meantime, go to the nearest phone and dial "911". Tell the Police **what** has happened and **where** it happened. Inform them that the car will stop running in 2 minutes, and tell them which way the thief was headed. Chances are the thief will still be trying to restart the car when the police arrive!

This device will be effective in large part because it keeps you from even **ATTEMPTING** to prevent the theft. It also keeps you from losing your car and any valuables, such as family members, that may be in it. We are offering the **PROTECTOR** for **only \$199**. It is the most effective theft and car-jacking deterrent we know of. Easy to install, it is compatible with all alarm systems and can be transferred to future cars. It can even eliminate the deductible in an insurance claim, and it may lower your premium. **Order yours now**, or call for further details. Please remember, whether you install a **PROTECTOR** or not - if someone orders you to surrender your car - **DONT RESIST**. **Your car isn't worth your life! But it and your family's safety should be worth \$199. Order them some real protection now.**

# Group 6 Performance

Call Toll Free: 1-800-722-1809



Saab Club member Bud Clark surprised more than a few of the 35 competitors at last year's Triathlon of Motor Sports with his race prepared Saab Sonett III. The Triathlon, held last November at Las Vegas International Speedway (LVIS-pronounced "Elvis") is scored on performance in three types of racing -- on a drag strip, a 3/8 mile oval, and a 1.6 mile road course. Clark's consistency put him in fourth place overall, despite the Sonett having the smallest displacement of all cars competing. Behind the Sonett were several Corvettes, a whale-tail Porsche, and a hot Mustang. Clark is the proprietor of J&B Imports in Orange, CA

## Saabs continue to top rally standings

Carl Jardevall battled the elements and a couple of dozen other competitors to take his Saab 99 to top honors at the SCCA Gorman Ridge Divisional PRO Rally in October. Heavy rains in Southern California caused road damage that resulted in several stages having to be dropped or shortened. Jardevall, a Saab Club member, and co-driver Sam Moore won the event by over a half minute. Their nearest competitor was the Volvo 142 of Jeff and Chris Griffin.

### Four for the Forest

Occasionally a lone Saab may show up to compete in an SCCA National PRO Rally, and on the rare occasion, there will be a couple. But the Maine Forest Rally in December had *four* Saabs entered. Ted Mendham and Carl Fisher were fifth in the Open Class (20th overall) aboard a 99; Keith Kreisler and Chris Ermez were just over a half minute and one place behind Mendham in a 900 Turbo. The teams of Gerry Sweet and Stuart Spark in a 3-door 99, and Scott Kreisler and John Bonasera in another 99 were 23rd and 25th in the overall results for the National Rally.

Parts of the Maine Forest Rally course were also scored as Divisional rallies. The Mendham/Fisher team placed second in Open class, sixth overall in the 7 Islands Divisional, but could only manage 14th overall on the Boise Cascade Divisional. Keith Kreisler finished 12th in both events.

Start writing those Performance Award checks Mr. Rossi!

### Road Rallies

Saab Club members topped the standings in the SCCA National Course Rally and National Touring Rally championships for 1992. Tim Craft, a member of the Milwaukee Saab Club, navigated for Mike Lingenfelter as they captured the Equipped class in the National Touring Championship.

Scott Forehand drove his 1986 Saab 9000 Turbo to five victories to finish second in the SCCA National Course Rally Championship's Class A. Forehand's navigator, Dave Fuss, was the class champ by virtue of running and winning one additional event during the season.

Forehand describes the 9000 as "the perfect rally car" -- comfortable on the highways traveling to and from the events, with sufficient handling and power for the competitive portions of the rallies. He reports the 9000 has been very reliable, despite its nearing 100,000 miles.

## Race a Saab, Get a check

Saab will continue its Performance Award Program for race and rally competitors during 1993. Cash awards are available for those who drive Saabs in Sports Car Club of America (SCCA) and International Motor Sports Association (IMSA) races and in SCCA's Pro-Rally series.

"The performance image Saab enjoys today is the result of many dedicated racers and rallyists driving Saab cars in competition throughout the United States," said William Kelly, President and Chief Executive Officer of Saab Cars USA. Our 1993 Performance Awards Program is designed to support these enthusiastic competitors and continue this long-standing tradition."

Contingency money is available for Saab drivers who compete in SCCA's Showroom Stock category, the SCCA Escort World Challenge series, SCCA National Pro Rallies, and IMSA's Firestone Firehawk Endurance Championship.

Complete details on the 1993 awards program are available from the Public Relations Department of Saab Cars USA, Inc., 4405-A Saab Drive, P.O. Box 9000, Norcross, Georgia 30091.



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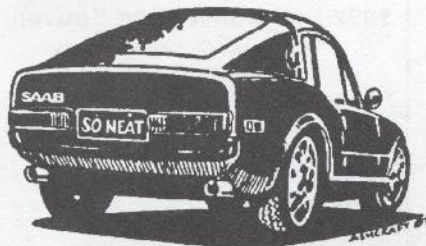
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### Rear View

The 1993 edition of the North American International Auto Show was somewhat disappointing. The display, better known as the Detroit Auto Show, had nothing really new to offer. Saab showed the 9000 CS and the soon to be available 9000 Aero. Lexus showed the 300 CS, but it was so ordinary that few recognized it as a new model. Mitsubishi unveiled the new Galant with much fanfare, but got little response from the assembled journalists since it looks like just another Japanese sedan. The new Dodge Ram pickup truck was probably the most interesting new design--many would put it in the ugly class--but there wasn't much new underneath (though it is supposed to get the Viper's V-10). One writer for a major auto publication said he thought the 9000 Aero was the most significant car of the show, now because it was particularly special, but that there wasn't much else of interest. The technical editor for one of the big monthly magazines spent two days trying to find *anything* new to write about.

The prototypes and special show cars are what made this year's Detroit auto show interesting. The Retro look is still very in as Plymouth showed a "marketable" street rod called the Prowler, and Porsche took the wraps off the Boxster, which bears strong resemblance to the 550 Spyder of the 1950s. The Chrysler display featured the open

cockpit Thunderbolt, with a 1940s show car of the same name parked alongside.

Convertibles are still the rage, and ASC caught some attention for its unique treatment of a Saturn. With top up, the car holds four, but it's a two-seater with the top down. The top would not retract all the way down like most convertibles because of rear suspension placement in the Saturn. Painted a metallic Orange Sherbet color, it was one of the most photographed cars at the show.

Speaking of ASC, I took the opportunity of being in Detroit to tour their facility in Southgate, Michigan. For those who don't know, ASC designed the convertible top for the current 900, and still manufactures the top under subcontract to Saab. Steve Nowicki, a friend from PRO Rally days, is now employed at ASC as a designer.

Part of the tour consisted of ASC technical area, where designs become reality. One project is the top for the next Saab 900 Convertible. Though the chassis ASC is using in no more than a "body in white" (no doors, front fenders, lenses, etc.), I was able to get an idea of what the next topless 900 will look like. The body shape reminded me of the 1985 Saab EV-1 project car, but rounder. ASC has incorporated new technology which will be unique to the Saab Convertible when it hits the market.

Saab's display at the Detroit auto show took up an entire corner this year, and included a split 9000 CSE on a turntable--sort of like the Model T that Laurel and Hardy ran through a large saw in *Busy Bodies*. The special display was put together for the introduction of the 9000 CS at the 1991 Frankfurt Auto Show.

Lars Sundquist, who is in charge of designing the technical aspects for Saab's auto show displays, came up with the turntable idea in late 1990. The problem was how to show off the 9000's cavernous



interior in a limited space. Sundquist began by building a miniature display, using scale model cars to plan the best way to maneuver the halves. The final result was videotaped to present the illusion of full size.

Electric motors, hydraulics and pressurized air are all used to move the various components on the turntable. All of the movements are coordinated with the aid of a personal computer.

Don't look for this display at other U.S. auto shows. It is used only at the few major international shows held each year, so Detroit was the only viewing opportunity on this side of the Atlantic.

The story on Saab aircraft in issue #216 (Oct 92) mentioned that the General Electric/Volvo Flygmotor RM12/F404 jet engine used in the JAS 39 Gripen is also used in twin engine applications in U.S. military aircraft. The following information arrived too late for publication:

*The RM12/F404 engine is used also in the McDonnell-Douglas F/A 18 and in the F-117 Stealth fighter. In the F-117 it is used without an afterburner.*

Henry Stenson  
Director of Communications  
Volvo Flygmotor AB

Tim Winker, Editor/Publisher

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