

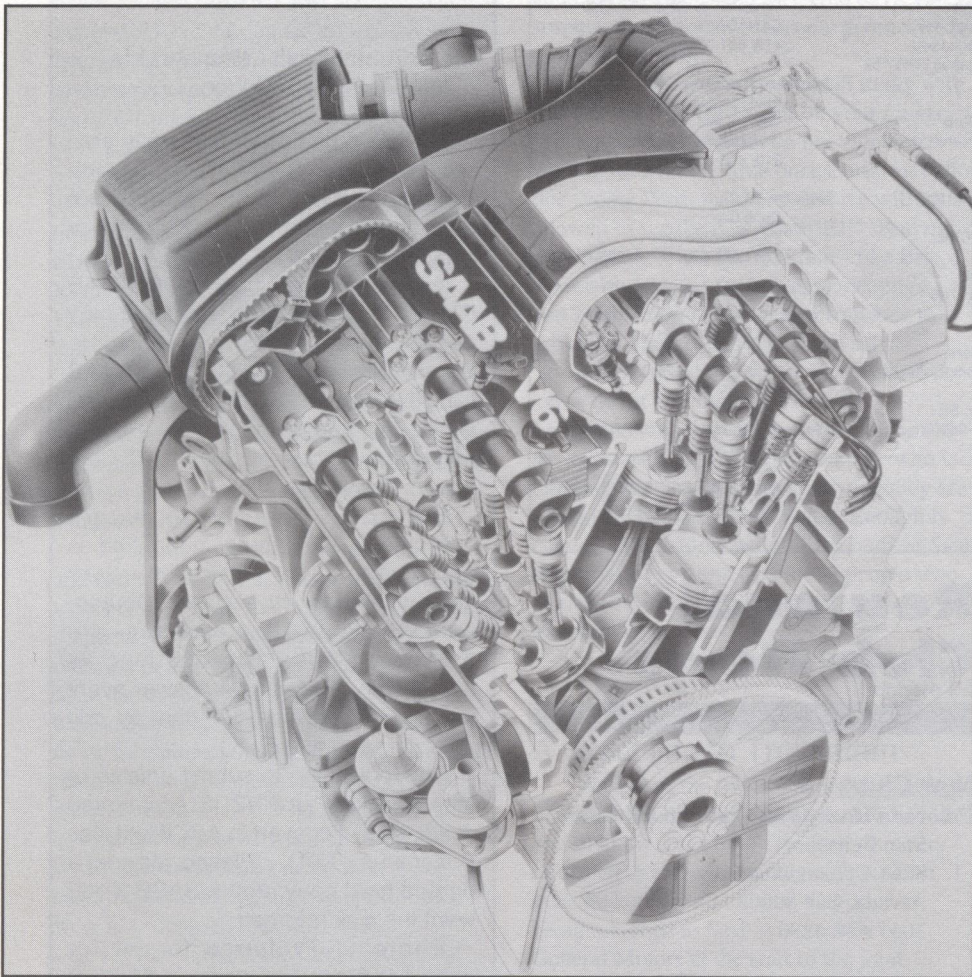


# NINES

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no. 220

The SAAB Club Magazine



Saab's first V6

## SAAB 93: The National Saab Owners Convention

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# Letters to NINES

## By invitation - the new 900

By the time this letter is published in NINES, I suspect that most of you who read this magazine will have had the opportunity to see and test drive the new 900 first hand. I hope I'll have the chance to perform the later as the Chicago area Saab owners were given a very special gift on September 22 and 23 -- an exclusive 1994 Saab 900 preview showing. In the presence of approximately 125 Saab owners, the new 1994 Saab 900 was unveiled. There were brief presentations given by Bill Miles, Field Marketing Manager, Saab USA, and John Kramer, VP Sales and Marketing, Saab USA. With the introductions completed, the beauties were uncovered.

Both cars were of the 5-door, non-turbo variety. One four cylinder and one V6 were on hand to allow those in attendance to view both engine options. I was informed that the Turbo and three door models will not be available until spring of '94.

I personally feel that the new, styling and features of the latest Saab creation are wonderful. I have to admit that I was quite sceptical of how I would feel about a redesign of my favorite, all-time car, but Saab has made my visual receptors very happy. Some of the new features include a moon roof along with the sun roof, rear hatch release located on the drivers side door panel, headlight lamp level indicators and a key switch located between the front seats. (O.K., the last feature I mentioned is not new, but I was extremely pleased to find it were it's supposed to be.)

I'd like to thank the Central Regional Manager, Norman DeFusco, and all the other fine people at the Central Region office for making this most impressive event possible. I haven't felt the same way about the word "new" since. As the phrase on the new 900 preview invitation stated:

**EVERYTHING HAS CHANGED,  
BUT NOTHING IS DIFFERENT!**

Todd A. Gates  
Carol Steam, IL

A few days ago I received an invitation to see the new Saab 900. The rather complex directions would eventually take me to a mansion in Philadelphia. I assume that

this will ensure an impressive debut! Then I noticed an item in parenthesis -- Jackets required. Saab has finally done it!

We have suspected for years that someone at Saab really did want to get rid of the lower end of their customer base; the riff-raff, the greasy fingered types who bought the 93-F machines with the awful eight bolt heads, the early 99's with their less than perfect fuel injection systems, and early 900s with the world's most sluggish automatic transmission on a cold day. The suspected indifference has now given way to a calculated effort.

My first reaction was to call to my wife and say, "Buffy, Buffy, put on your Lands End outfit and I will put on my blue blazer and my tie with the little ducks, and we will open some Perrier and brie and we will be allowed to see the new Saab!!!!!!" But, my wife's name is not Buffy, I don't like Brie, I wear a blue blazer for business meetings, and I will be d\_\_\_\_\_ if I need someone to provide a dress code to look at a car.

In 1960 we bought our first Saab. I do know that it was built by Trolls in Trollhattan, but I do not know who planned the sales effort. Now, I do not know who is building the cars, but I do know that they are being sold by pretentious twits! Enough is enough. Will someone tell somebody at Saab to get back to selling cars to the people who just want a well engineered car sold by reasonable people.

David R. Rosser  
Richboro PA

## A direct line to Trollhattan

As one of the few resident Americans at Saab Automobile in Trollhattan, I would like you to know that I enjoy reading your very informative and entertaining club bulletin. I must be honest and tell you that prior to being assigned to Saab Automobile by General Motors at the start of the joint venture, I had only one prior opportunity to drive these fine vehicles. However, three short years later, we number four Saabs in our family of four. All 900's, with turbo's for my wife (a collectable white cabriolet) and myself, but much tamer non-turbo's for out college age sons. Like most Saab drivers, we are now all hooked on this very special brand and look forward to driving them for many more years.

The primary purpose for writing however, was to respond to a letter in your December 1992 edition concerning the GM/Saab relationship in Canada. In this letter, Mr. J. Smith of Ayers Cliff, Quebec asks if

Saab Automobile in Sweden knows what's going on in Canada. I would like to confirm to Mr. Smith that Saab Automobile management is watching very closely what's going on with the new situation as he is.

The intent behind the change in distribution strategies was to greatly expand the Saab dealer network from around 30 dealers to over 60 dealers nationally and thus provide significantly better access to the dealerships for Saab customers. Unfortunately, these objectives have not been fulfilled to date. Problems encountered by GM of Canada in establishing a separate dealer network for their imported models was further complicated by the downturn in the Canadian automotive market, especially the European imports, over the past two years making the transition of Saab sales through GM of Canada very difficult. But, this is no excuse. Actions are under way by Saab Automobile to renew the brand emphasis in Canada but realistically it will take some time to fix. However, during the interim period, I would be glad to personally assist Mr. Smith, or any other Canadian Saab owner or potential owner, with problems they may have with the current dealer organization. Correspondence can be directed to me at the following address:

Saab Automobile AB  
B10-4  
S-461 80 TROLLHATTAN  
Sweden

Tim, keep up the good work and I look forward to reading your future club bulletins.

J.P. Crumlish  
Vice President/Chief Financial Officer

## A note from Norway

As a former Minnesota resident, I thought it might be of interest to you and your readers to know something about the Saab movement in Norway.

We have a very active club, "Gammal-saabens Venner" (literally "Friends of the Old Saab") with about 300 members, established in 1977 as a 2-cycle club, expanded in 1989 to include all Saab's with free-wheel.

Activities include local chapter meetings and an annual national event, usually on Pentecost weekend, which is a long weekend over here.

The annual meet usually gets some international participation as well, especially from Sweden and Denmark, of course. This year we also expect visitors from England,

## Dave Andrews

(formerly of Bob Yates Saab)  
is now at

SAAB *Off to Rome*

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Switzerland, Germany, Israel and USA, among others.

Every summer there is another interesting event: A national meet for cars with engines up to 1000 cc (60 cubic inches). Here we meet a lot of interesting people and their cars: DKW, Messerschmidt, Trabant, IFA, Mini, Isetta, NSU, Renault, and so on.

We have a quarterly journal, "Frihjulet" (The Free Wheel) with tips on restoring and repair, various articles on Saab history and development, reprints of older literature, For Sale/Wanted ads, etc. The issues usually include about 48 pages.

Being primarily a collector's/restorer's club, the registered cars include several 92's (one 1952 model restored from a sad wreck to "brand new"), a number of nice 93's, a few 95's, a host of 96's, and the last "free-wheeling" 99's. We have registered only three Sonetts, two V4's and a III. Sonetts were never marketed in Norway.

It is interesting to note that quite a few women are members and have registered their own cars. (The Norwegian Minister of Culture lost her driver's license for speeding in her Sonett last year. Now she has been stuck in the back seat of a chauffeur driven limo for a while!)

There are still quite a few 95's and 96's on the street, also driven by non-members, the majority being V4's. 900's and 9000's

are abundant.

About ourselves: We bought our first Saab, a 96, in Minneapolis in 1963. Soon after came a '58 GT and a '65 Monte Carlo. These were left behind when we moved back to Norway in 1971 and continued here.

Our two sons have each their 95 V4 for street use. At the moment the younger (31) is putting the finishing touches on my '59 93B which was stripped down completely and built up again. He also owns a '59 93B in very good original condition and a nice '69 Sonett V4 which he brought home from Morrie's in Wayzata, Minnesota last year.

Unfortunately, Saab never made a large station wagon so, because of our particular needs, we have a Citroen CX wagon for daily use. Not a Saab but still front wheel drive, and very comfortable with its hydraulically controlled air suspension.

Trondheim, where we live (pop. 140,000), also is the home of the Norwegian American Car Club, a large organisation with their own three-story building, housing a parts store, editorial offices and club rooms. It is said that, per capita, we have more classic American cars than anywhere in the US. I can believe it when I see (and hear) them on the street - often accompanied by half a dozen Harley-Davidsons! Even Hell's Angels have a chapter in Trondheim.

Otherwise there are clubs for practically every make - sometimes right down to a specific model. Just recently I found out that there are around 800 Ford A's, more or less restored, in this country (pop. 4 mill.).

For a collector's item one can apply for extra low insurance rates if it fills certain requirements, as to age etc. The car must then be approved by a special commission. An "over-restored" car may very well be turned down, while a non-restored one in good condition may pass. One important requirement is that the car must not be in regular daily use, although there is considerable leeway for traveling to car meets etc. even out of the country for such purposes. The insurance statistics show that nice old cars almost never cause accidents! Cars at least 30 years old are also allowed to have original license plates or duplicates thereof.

Should any of you members plan to come out way: Please let us know in advance and tell us where you will be traveling. We should be able to name some local contacts. You may call, fax, or write to:

"Frihjulet"  
Sten Mosand  
Munkegaten 9  
N-7013 Trondheim

Telephones:

Work: 73 53 61 00

Home: 73 52 76 74

Fax: 73 53 52 20

If you call: Please remember the time zone differences!

Greeting to everybody, especially to Dan Jones, my old "Saab Surgeon"!

John Mosand  
Trondheim, Norway

## Changing interests

I still enjoy driving my 900 Turbo (with 175,000 on the clock and still going strong) and will almost certainly replace it with another when it goes over the 200,000 mile mark, but the sheer reliability of this car, together with its complexity, seems to have gradually eroded the enthusiasm which used to mark me down as a motorcar devotee. At one time I was seriously considering coming over to the U.S. to buy a Sonett, at another of rebuilding one of the old factory rally 2-strokes. For various reasons neither project came to fruition and I wonder if my symptoms may be indicative of the effect that the improvements in metallurgy, lubrication and electronics which have revolutionised the motorcar over the past 15 or so years, will have on the level of motor-enthusiasm of the future. Another cause I am sure, at least over here, is the cost of trying to be competitive in motorsport.

Your excellent magazine still provides absorbing reading but my main interests now lie in other areas. Please accept my best wishes for the continued success and increasing excellence of NINES.

David Runyard  
Kent, England

## Back from Europe

My 900 T Model year 1985 is still going strong. I just passed 95,000 miles. I'm diving a lot more sedately since returning from the Autobahns. I use the AC a lot more too!

NINES is a great service for Saab owners of all stripes. I'm very appreciative of your Good Work. I especially like the presence you've established on Compuserve. Guess I'm getting ready to pass into the ranks of the "keep 'em running" fanatics. I do get an occasional ever so slight yen for a new Saab but it passes quickly and I still enjoy driving my present faithful 900T. A top notch stereo system with a ten pack CD changer increases my driving pleasure

threefold (and masks those inevitable squeaks and road noises.)

I recently picked it up from the dock at Norfolk after shipment back from Germany. Guess what? The front calipers had frozen! NOT AGAIN!!!! But this time I was ready. I had downloaded your kind contribution on the 900 brakes (from CompuServe) and with much reading and re-reading eventually figured out how to do the quick fix unfreezing of the calipers. I consulted one of your "A" list garages, Swedish Something or other in Virginia, just over the border and they suggested that replacement of the calipers was in order but I just have not had the time.

Jim Quan  
Fayetteville, NC

## Comparing 9000s

I have just traded my 1988 9000 Turbo (110,000 mi.) in on a 1993 9000 CSE Turbo and thought club members would like to share in some observations of the progress of five years. The '88 had a sticker price of about \$29,500, including metallic paint. Since then a Saab alarm, SAS sway bars, Saab performance exhaust, Saab performance control module (red box), and Repco metal master pads were added. The sticker for the '93 is about \$36,500.

So what do you get for \$7,000 and five years? The positive objective changes (I recognize the term "objective" is subjective): power seats; the extended warranty is included; leather shift boot & steering wheel; 2.3 liter engine; alarm included; trip computer; CD player & improved radio; improved rear deck lift mechanism; electric rear deck lock; driver's airbag; programmable climate control; one belt for engine accessories; headlight wipers (no real benefit in Southern California); Traction Control (ditto); rear lite wiper; better finish in trunk; stiffer chassis. The negative objective changes: loss of telescoping steering wheel; cheaper dipstick; dash lights now switchable; washer fluid level not visible; small decrease in front headroom; loss of the LEDs in the front seatbelt clasps.

The driving experience is different too. The body is notably stiffer with no trammeling noted over uneven roads. The ride is less harsh and body roll is better controlled than the stock '88 but not as good as the SAS bars. Wind & road noise are significantly decreased. Brake pedal feel is better than the older hydraulically boosted unit. Steering "turn-in" seems slightly slower. The best part is the engine which is quieter, smoother, and a lot faster. There is still some minor lag at launch but almost none afterward.

On balance, given the price to up-grade the older Saab to comparable equipment and inflation of five years (my inflation calculator says \$29,500 in 1988 would be \$34,800 in 1992) I think the '93 is a better deal than the '88 on a pure money basis. The ride/drive improvement over that time is more than a bunch of bolt-on parts could produce. So far this looks like a long-time keeper. Now if only I could find a competent dealer/mechanic.

Al Stroberg  
Ojai, CA

## Know When To Say When

After 13 years and 109 K miles of faithful service, our 1980 Saab Turbo displayed signs of auto mortality earlier this year. Wisps of steam out of the exhaust indicated a blown head gasket at best and a cracked head at worst. Stubborn to give up without a fight and against the advise of my local (non-Saab) mechanic, I requested that the head be pulled in case it was only a gasket. The \$200 examination revealed a blown head gasket and a warped and cracked head. Further examination uncovered a cracked exhaust manifold. With the worst case diagnosis, my mechanic gave me permission to let the 5-door rest in the parking lot until I could find a proper disposal.

I immediately purchased a 1988 900-S so my wife could return her rental car. Soon afterwards, my latest copy of NINES arrived and out of curiosity and respect to my idle Saab, I responded to several of the ads listing used Saab parts. Several calls later I had located a used cylinder head and exhaust manifold, rationalizing that for only another \$600 I could revive the family fixture.

Six weeks later I paid off the mechanic and attempted to bring the car home. Coincidentally or due to 8 weeks of sitting deheaded outside, I could only get the car to hit on one cylinder. A series of additional repairs and an outlay of another \$1,000 finally got the car back on all 4 with the addition of a complete fuel injection system. Admittedly, the car ran better than it ever did and with great faith in the investment, I left my Virginia home with the rejuvenated car to start a new job in real Saab Country, the state of Maine.

Two months later reality set in with our two driver household preparing to register two Saabs and one 4-wheel drive. Begrudgingly, I placed the still strong running '80 Turbo up for sale, including an ad submitted to NINES. Prior to publication, a local responded to my newspaper ad and took the

car out for a test drive. He was delighted with the car condition and performance, so I granted permission for him to take the car to his wife for her evaluation. An hour later, I got the proverbial good news/bad news - they loved the car but it was broken down. A tow to my new found Saab mechanic revealed a dislocated shift linkage and an estimated repair of \$1,500.

Being approximately \$1,800 poorer already but all the much wiser, I finally realized the futility in pumping another grand and a half into what had become a rolling money pit. I called Tim Winker and requested that my soon to be published Saab-for-sale ad be edited to parts-for-sale. I, like many Saab enthusiasts, tend to get emotionally bonded to their sheet metal and I'm sharing this lesson to possibly save others from such irrational car restorations. But perhaps a 16 valve motor and transmission swap would put new life in the car....

Donald S. Buck  
Orono, Maine

## The collectible 99: EMS

I have truly enjoyed your fine publication the past three years. Information gleaned from your publication has been invaluable in my 2 1/2 year recycling of two 99 EMS's, a '74 and a '76. Both of these vehicles have consumed numerous hours of my time. I enjoy older 99 EMS vehicles and their uniqueness. In my opinion, the EMS may be the "collectable" Saab of the '70s.

These early 99 EMS vehicles have plenty of power (0-60 is very close to a 900 8-valve Turbo). The four speed transmission is extremely durable. Handling in traffic is also excellent, better than a 900 in close quarters. Maintenance and general upkeep costs are also less than either a 99 Turbo or 900 Turbo.

Even though the 99 Turbo may be more rare in numbers produced, most auto buffs do not consider this an ultimate determination of future collectability and value.

The value of the 99 EMS will be enhanced in value, in my opinion, by their rally popularity. These extremely durable vehicles were used quite extensively in that motor sport. Therefore, after reading different auto collector publications on the matter, I have come to the conclusion that popularity, rather than rarity, will be the ultimate factor in determining future collectability and value.

Joel Graumann  
Casselton, ND

## Doktor Nio's Saab Klinik

I have a strange problem that I have not been able to fix. Sometimes when I turn on the ignition, everything lights up but the engine doesn't even turn over, it is dead. If I turn the ignition on and off a few times it will catch and go on.

I had the ignition switch itself replaced, but it made no difference. Then the starter was replaced and the problem went away for quite a while. Now it's a year later and the problem is starting slowly again. I am a little stumped thinking that a starter can go bad in a year. Do you have any thoughts?

Ken Charof  
New York, NY

*Let's mention once again one of the cheapest and most useful tools you can buy to help diagnose electrical problems, the \$5.00 12 volt test lamp. Pick up one at your local auto parts store. It looks like an ice pick with a lamp in the handle and a tail with an alligator clip on the end.*

*Ground the tail and test the switched current at the starter solenoid. You failed to mention the year and model of your Saab so I'll use the 900 starter under the exhaust manifold as an example. Unplug the larger push-on wire at the solenoid and probe the connector while someone turns the key to the start position. The lamp should flash. If it does, the fault is the solenoid or starter, get a new one under warranty. If it does not flash, check the same wire in the console at the ignition switch. If it still does not flash, remove the switch and test it by turning it with screwdriver. If it works, it could be that the gears from the lock cylinder to the switch are too far worn to turn the switch completely.*

I have an **86 9000 Turbo** with a cold start problem. The engine will not idle during a cold start until it begins to warm. The problem is most severe when the ambient temperature is spring or summer-like and the humidity is high. When in the mountains last winter, the car started and idled perfectly when the ambient temperature was ten degrees or below. Now that spring is here and the humidity is up, the

problem has returned. The various local mechanics that work on Saabs are stumped. The sensors have all been found good. The engine has been tuned to specs and the computer has been checked. And the hoses have been checked for vacuum leaks. The engine otherwise runs like a top.

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

problem has returned. The various local mechanics that work on Saabs are stumped.

The sensors have all been found good. The engine has been tuned to specs and the computer has been checked. And the hoses have been checked for vacuum leaks. The engine otherwise runs like a top.

Also the cruise control recently failed. Fuses have been checked and found good. I have rehabbed the ground connections behind the battery to little avail. Everything else electrical seems to work fine.

James F. Reed  
Springfield, IL

*If all the steps I suggested in past issues for this problem are taken and still the engine stalls, either increase resistance in the NTC transmitter circuit or purchase Saab's \$900 updated fuel injection control box. Please consult past issues for cold running repair steps and follow all the procedures.*

*NIO-NOTE: Inspect the metal intake pipes on all older 9000 Turbo models to insure that no holes have been worn through the pipe. Age may have allowed the pipe to contact the frame or the transmission case. Quite a few 1986 9000 Turbos with high mileage and worn engine mounts had holes worn in the left intake pipe where it passes over the edge of the transmission. Obviously a vacuum leak of this magnitude will seriously affect the overall driveability.*

*As for the cruise control, 99% of the faults come from cracked vacuum hoses between the pump and the pedal switches. The pump is located under the right side cowl cover. Test the hose or follow it to the pedal switches. These switches not only cut off electrical current but also vacuum. Check their adjustment and all short hose sections.*

I recently purchased a **1986 900**. The owners manual states that the fuel tank will hold 16.6 gallons, but even when the gauge reads empty and the gas light has been on for miles, I can never fit more than 14 gallons in the tank. Has Saab built large margins of error into the gauge and gas light mecha-

nisms so careless drivers don't run out of gas? Is the fuel tank really 16.6 gallons? Is there anything that can be done to make the gauge and light read accurately?

Joseph Cuoio  
Papillion, NE

*Saab and VDO simply don't bother with real precise calibration and it varies from car to car. Saab says that once the lamp remains on constantly, is not flashing off around turns, there will be about 1.5 gallons left. Keep in mind some of this fuel remains in the chamber the fuel pump sits in. In all actuality, it seems your gauge may only be off by one gallon. The tanks are made of plastic and do tend to get a "belly" on them which makes the sender read lower than it actually is.*

I have owned mainly Saab turbos with the B engine and have had many problems over the years with the warm-up regulator. I have never "tested" the system properly but have just bought another anytime I had the typical "lean, coughing, doggy" symptoms of the regulator. As a result I have ended up with regulators that could probably be disassembled and adjusted for future use. Is there any procedure for repairing these?

James K. Iverson  
Cedar Rapids, IA

*You will need a thermometer, a fuel pressure gauge that reads to 100 psi, a 12 volt DC electrical supply, and the graph from the factory manual listing applicable pressures at a particular temperature for each regulator. You can adjust the pressures by changing the height of the post that supports the spring arm inside the unit. Check the unit throughout the entire temperature range. This may be best left to professionals.*

For the last few months my **1985 900** has been "chuggin' & buckin'" when the fuel tank is less than 1/4 to 1/3 full of fuel. I thought I wasn't going to make it up some hills on a trip to Georgia. Flicka has a plastic fuel tank and 244K. Runs well otherwise. My mechanic has same year and

model, but less than half the mileage -- same problem. Hope you can help.

J. T. Easter  
Piercetown, IN

*Your fuel starvation is probably due to a failed feeder pump. The fuel pump sits in a well in the tank so fuel won't slosh away from the pickup. The well is kept full by a small electric feeder pump mounted on the side of the main pump chamber. Remove and test the small pump. By the way, the feeder pump is made by Delco and should be available at any decent parts store. Make sure to take the old pump along for comparison. Please use extreme caution when playing with electrical devices that have been submerged in gasoline.*

I own a **1973 Sonett III**. Although I am not very mechanical I would like to do some of my own body work. Do you think an amateur should attempt to work on a fiberglass car as a first project?

Phil Willardson  
Marshall, MN

*Jack Ashcraft has published some information pertaining to the repair of the glass-fibre Sonett body. His address is: 4305 Dark Hollow Rd., Medford OR 97501.*

*Only 2300 1973 Sonetts were produced, and only about 2500 for '74. You may want to find an insurance company and policy tailored to an older classic limited production sports car.*

Almost since I first purchased my **1976 Saab 99EMS**, I have been unable to use the sun roof because when I open it, I get a strong gas odor. My understanding is that there is a gas return line that takes excess gas pumped by the fuel injection system back to the tank. Is there any way to reroute this line or to repair it? Mechanics I have spoken to indicate that it is a physical impossibility.

Richard G. Hill  
Reno, NV

*My experience with these models has led to tracing the evaporation control lines and fittings at the tank and the filler neck. If the fuel system pressure or return lines were leaking, your carpeting would be soaked with fuel. The fuel tank is pressurized to about 3 psi to feed the fuel pump. This pressure is controlled by a relief valve in the vapor line that runs up from the filler neck, between the roof and headliner, and up front to the canister in the left front fender.*

*The reason for the strong smell is the way a vacuum is formed in the interior when*

*the sunroof is open. Vapors are drawn in from leaks or cracks in the tank, the hoses to and from the filler neck, or the filler neck itself. You should hear a hiss when opening the filler cap. Inspect all connections, hose and pipe fittings, clamps, fuel sender and pump seals and the plastic filler neck assembly. Use soapy water when the tank is pressurized to test areas of suspicion, especially the filler neck.*

I have owned a **1986 900S** with 165K miles since new. My latest problem is my "CHECK ENGINE" light, which blinks in a series of 4 blinks and a pause, continuously after I start the car. A friend says that it is a code indicating a problem. What is the proper procedure for resetting or otherwise caring for this problem?

Bill Zeller  
Hohenfels, Germany

*The CHECK ENGINE lamp flashes on early 900 16-valves to indicate a fault in the EZK ignition system. Four flashes indicates a faulty knock sensor signal, probably due to a loose or out of place terminal in the plug to the knock sensor. Check this circuit carefully. Most often the female connector inside the plug has been pushed out of the plug and is not making contact.*

I sometimes notice a hot oil odor on my **1989 Turbo 900** with 75,000 engine miles. I have checked for leaks and oil spills on the block but find nothing. The engine temperature is fine. Any suggestions?

Bill Brinkley  
Statesville, NC

*My first suspicion would be a leak from the cam cover allowing a bit of oil to drool onto the hot exhaust manifold. Pressure wash your engine and watch closely for signs of oil at the exhaust side edge of the cam cover.*

*There is a possibility that a power steering hose is leaking fluid and dripping on the front exhaust pipe. Get under the car and look up at the power steering pump and on the pipe for stains or fluid.*

I have a **1989 Saab 900 Turbo** 5-speed with 40,000 miles. There is a problem with the air conditioning that has existed since the car was new. It recurs each summer season and, although it does not appear to compromise the function of the air conditioner, it is disturbing just the same. When the weather is humid, I turn the air conditioner on initially using the air recirculate control. Once the cabin has cooled off, I push the

recirculate button so that it does not function and outside air is now conditioned before entering the cabin. After about a half hour, fog, or mist enters the cabin through the center panel vents. When I reactivate the recirculate control, the mist stops. It will start up again if I deactivate the recirculate control. When the weather is hot, but not humid, the "misting" does not occur. The local dealer has not been able to duplicate the problem when I've brought the car in (the weather does not cooperate!). They did check and empty the air conditioner drain to no avail.

Leon C. Lebowitz  
Long Beach, NY

*I'll venture a guess with this question and say there is frost trying to form on the evaporator core which continually forms and melts when the humid outside air is drawn in. This could be causing some harmless water vapor to be blown through the vent. Have the shop check the location of the anti-frost switch tube in the evaporator and see if it cycles the compressor when the temperature gets low enough.*

I have a **1993 9000 CSE**. Every now and then (unpredictably) I hear an almost human groan or moan from what seems to be the engine compartment. There's no way of re-creating the symptom. The only clue is I've noticed it while slowing down and it may be heat related to the cooling fan.

Also, I was getting a whistling noise when accelerating on to the highway, after 55 m.p.h. The dealer's service manager was familiar with this noise and determined it to be wind noise. It seems that when the car is sitting in the sun on hot days a rubber moulding around the lower part of the windshield separates or expands and acts as a flap which causes noise at acceleration. He glued it down which seemed to help, but on the next hot day the noise returned.

Richard Buccia  
Cranbury, NJ

*Anytime the noise sounds like it came from man or beast, I always suspect vacuum line leaks or collapsing. Just like air over vocal cords, a hose can collapse and flutter and make such a sound. If your CSE has an automatic transmission, it could be a hydraulic moan from the gearbox or a fluid hose. Try to establish more of a pattern to give your service person.*

*As for your wind noise, Saab has issued a PSI regarding a wind noise caused by the front grille. If it's the moulding, they should repair or replace it under warranty.*

## Professional Perspective

### Air Conditioning in the 90s

Good News! The hole in the ozone layer is beginning to heal. But it won't help the price of air conditioning or repairs of this system on our older cars.

The problem of ozone depletion has and is coming really close to home. While we haven't suffered directly from increased exposure to ultraviolet rays, as this summer's temperatures rose, the cost of air conditioning was also rising dramatically.

As you probably know, R-12 or Freon (a registered trademark of DuPont), which is the refrigerant used in all A/C systems until the last couple of years, is a Chlorinated Fluoro Carbon (CFC). CFC's are blamed for much of the damage to the ozone. (Alston Chase, writing in "Human Events" [Sept. 25, '93] says "...volcanoes release 50 times as many ozone depleting chlorines as CFC's...") But that's another story! And a fairly long one.) R-12 and all the other CFCs in its class will no longer be manufactured after 1995. The production of R-12 has already decreased to about 25 percent of previous levels. If production is decreasing, that means we must not need it, right?

R.L. Polk's latest census for 1992 car population says we have about 120.4 million cars - a decline of 3 million over 1991. Light trucks now total 61.2 million - a 3 million increase over 1991. There has been a steady decline since July 1, 1986 in new car and truck registration, which means we have an aging fleet of vehicles. This indicates that we are willing to maintain and drive our cars for longer periods. With this in mind it is projected that we'll have a need for R-12 for about 10 years after production ceases, or we'll need a replacement product with near zero ozone depletion level.

There are an estimated 150 million vehicles in the United States that use R-12 air conditioning. Each has about two pounds of R-12, so there is about 300 million pounds of R-12 in current use. That is truly an awesome amount of freon, and we're only talking about cars and light trucks.

Being a resourceful population, many of us have recharged the A/C systems on our own cars, especially the older ones. We could go to the auto parts store, buy a one pound can of R-12 for a few dollars, then top off the A/C system ourselves. Have you tried to buy a can of R-12 recently? If you are not a certified A/C technician, and you have been able to buy freon, the EPA would like to know where! They caught twelve auto parts stores in New England selling freon to retail customers (against the law), and the fines ranged from \$7,000 to \$30,000 per store. It's easy to see why the supply dried up so quickly!

All technicians who service A/C must be certified, and they must have licensed recycling equipment. Even salvage yards must have reclaiming equipment. These businesses are expected to keep records of all R-12 sold, reclaimed, etc. Venting R-12 into the atmosphere is punishable almost by death! A contractor was recently caught venting R-12 from a stationary A/C unit (22 pounds). His fine was \$18,101. Count on your technician to be careful to obey the letter of the law. That means he will not put freon into a leaking A/C system. If the freon in your car's A/C system is low, that means it is leaking somewhere. The technician is now required to find the leak and repair it before recharging. This type of service will preserve the R-12 that is currently available. How many million pounds of R-12 have been put into leaking, defective A/C systems?

Because production of R-12 has decreased, the wholesale price of a 30 pound keg of R-12 is now \$290, compared to only \$113 a year ago. Our Saabs take less than three pounds of R-12, but now we have to have only our EPA approved, certified technician working on this car, maintaining records, and oh yes, that reclaiming/recycling machine. These machines start at about \$3,100. I think you get the picture. The \$19.95 A/C recharge of a few years ago is now about \$100 and will be continuing upward.

You can guard your precious R-12 in a few simple ways. Inspect hoses, fittings, evaporator and condenser for signs of leakage (oil stain). About 10 percent of circulating material is oil. Be sure all components are in place and held securely. Many leaks on later 900s occur where the hoses are clamped to fittings at the rear of the compressor. If the hoses show signs of failure (swelling, chafed areas, or leakage),

have them replaced. Run the A/C for just a few minutes every month throughout the winter to keep the seals in the compressor supple. If you turn on the A/C button, the cooling fan should start, but if the A/C compressor doesn't kick in, it may be because the system is already low on R-12. Don't delay - get it fixed! The technician will be able to save the remaining freon so it can be reinstalled after repair.

Speaking of AC compressors, replace them before they fail completely. I don't know how many late 900's and 9000s have come into our shop making such noise that I'd have been afraid to drive them.

What's beyond R-12? At the National Convention one of the Saab officials said "Don't use any R-12 substitutes. We will be coming out with a retrofit for HFC-134a." The most frequent replacement talked about is Tetrafluoroethane HFC-134a (or SUVA Trans A/C, a registered trademark of DuPont) and is available in many, but not all, 1993 model cars. Retrofit systems are becoming available, but this will not be a panacea. Estimates suggest that it may cost up to \$1,000 to convert the average car from an A/C system that requires R-12 to one that uses 134a.

HFC-134a cannot be mixed with R-12. If you want to really mess up your A/C system, and somebody's recycling equipment, just start mixing R-12 and 134a! Mixed R-12/134a costs \$10 to \$30 per pound to dispose of as it is classified as a hazardous waste. If you managed to mix R-12 and 134a in your A/C system, then went to a repair shop without informing them of that, and their equipment became contaminated, you could be liable for equipment repairs, plus disposal of up to 30 pounds of contaminated freon. Sounds like \$1,000 plus. A very expensive way to keep cool. Be smart instead and don't mix, match only!

There are some potential drop-in substitutes for R-12 that may or may not be approved by the EPA. I believe that there are and will be substitutes that will work safely, but may not be accepted politically. One of the promising ones is a ternary blend of HCFC-22, HCFC-142b and a small amount of R-600a. The patent is held by George Goble, who has been testing this blend since August of 1990. This product, if OK'd by the EPA, would be a direct replacement for R-12, and with a sealer added could control many small leaks or seepage from current A/C systems.



Saab has done a considerable amount of work preparing for the switch to 134a. They were the first company to publicly display a CFC-free A/C system on one of their cars. That was on a Saab 9000 at the 1991 Geneva Auto Show. Some 1992 model 9000s sold in European markets had 134a systems (about 12,000 cars), and all 1993 9000s for the American market had it. All Saabs now sold in the U.S. - 1994 900s and 9000s - have A/C systems that use 134a.

An A/C system with 134a can easily be identified by a special sticker under the hood, and by different service valves and hoses that comply with SAE standards J639 and J2197 so that R-12 cannot accidentally be introduced into the system. Performance of the system has been excellent, probably better than R-12. All the components except the evaporator have been redesigned to make the system dependable and efficient.

One of the crucial things is the type of rubber used in seals and hoses. The oil used in this 134a system is polyalkylene glycol (or PAG) which attacks nitrile rubber (NBR). Seals made of NBR were used in the R-12 systems. Saab now uses seals made of chlorprene, a neoprene material, on their 134a systems.

Other components are the redesigned rotary vane compressor, which runs one to two bars higher on the pressure side of the system. The condenser is the dual-circuit type which increases performance by 20 percent. This is a cycling clutch system so the on/off cycling may occur several times per minute. It also has the high and low pressure switches, relief valves, etc. Does it sound like a redesigned system you already have on your Saab? If you understand how the A/C in your Saab functions, this description should make sense.

Saab has been working on a retrofit A/C system for earlier 900s and 9000s. Bob Popiel, manager of technical service for Saab Cars USA, thinks the kit may be available by March or April of 1994. The kit will consist of a new receiver-dryer and fittings specific to 134a, the necessary 134a, an ester oil to lubricate the system, and a decal to affix to the car indicating that it is equipped with a 134a system. The kit is expected to cost less than \$200 and should take a licensed technician about an hour and a half to install and service. Because the R-12 must be retrieved from the old system, this kit will not be available over the counter.

The R-12 is drawn out of the old system

by an R-12 recycling machine, which will also remove most of the oil, then the whole system is flushed with liquid R-12 to further remove the R-12 type oil. With the receiver-dryer replaced (the old unit would have oil soaked desiccants in it), the system is evacuated and checked for leaks. Once it is considered safely flushed, it will be charged with 134a (separate equipment required) and the ester-based oil, not PAG, is added. This ester oil is used only in the retrofit 134a systems, not in the factory installed system. The ester-based oil does not react negatively with the mineral type R-12 oil. It also doesn't attack the hoses and seals found in the R-12 system. The small amount of old oil should puddle in the 134a system and be of no consequence. Lubrication of the A/C components is done with the significant amount of ester-based oil that now will be circulating in the system.

Popiel has assured me that Saab believes the retrofit will give adequate cooling, but probably a little less efficiently. The latest 9000s obviously have enough new engineering in the system that you couldn't expect the old ones to equal their performance.

A thought that comes to mind after all this is that a shop that works on A/C systems must have both R-12 and HFC-134a charging and recycling equipment. It would also seem that two separate 134a recycling systems would be required because of the two different oils required (PAG and ester). The 134a recycling machines are equipped with an oil separator so it is believed that the 134a equipment can be used for both OE and retrofit units, but it is important that the oils must not be mixed. We'll know in a few months how well it all works out.

Saab has done a good job in preparing for the changes that are coming. Bob Popiel has been extremely helpful in relating information. Isn't it great to know we have a manufacturer that cares?

In the meantime, conserve your R-12 and don't allow anyone to put a freon substitute in your A/C system until you're absolutely, positively sure it has been approved and won't damage your Saab! For now, R-12 is still available, so keep cool!

Chuck Andrews  
Andrews, Inc.  
Princeton, MN

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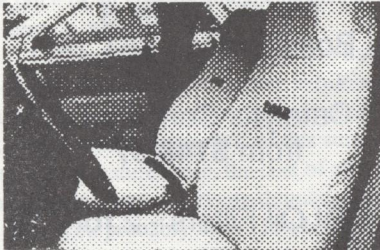
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So, why did you get the ticket, instead of someone else? Maybe it was the length of your hair, the color or make of your car, or you were unlucky enough to be the first car to enter Officer Quota's speed trap.

What's doubly maddening is if you weren't exceeding the speed limit, but an incompetent or unethical radar operator says you were, and issues a completely erroneous ticket.

It's decision time: To fight or not to fight your speeding ticket. You might believe that to fight is futile. After all, didn't the local district attorney just claim a 97% conviction rate on traffic tickets?

Here's what they don't tell you. Ninety-five percent of the traffic tickets are not contested! And, half of those that are contested are won by the defendant.

Here's something else our friends in traffic courts don't publicize: Almost any district attorney would rather reduce a fine or points, than spend time prosecuting a speeding ticket. If 10% of all traffic tickets were contested, the court system would come to a screeching halt. So would the practice of using traffic enforcement for revenue generation.

To fight the ticket is to automatically win. True, you may be found guilty, but you've still won. You had your day in court, your dignity is preserved, and the profit that the state or municipality expected from your ticket evaporated the minute you stood up and said "I plead not guilty".

**Radar is not infallible**, in fact, a long way from it. **Vascar is easily misused**. Many speed limits are illegally posted. There are legal justifications for exceeding the posted speed limit. Police officers often ignore proper procedures when clocking vehicle speeds, and confused, crowded court dockets can result in wholesale dismissals.

You can't win if you don't fight back, and you can't fight back if you're not prepared. Our organization, the National Motorists

Association, is dedicated to protecting motorists' rights, including your access to a fair trial for traffic law violations.

We offer our members books, videos, and personal information so they can ably represent themselves in traffic court. We also offer an attorney referral service for those who wish or need professional representation on traffic matters.

We're so confident in your ability to win in traffic court that after one year of continuous membership, should you receive a speeding ticket, plead not guilty, take your case to trial and subsequently are found guilty, we will pay the ticket!

That's right, we'll pay the ticket if you plead not guilty, go to trial, and lose.

We've paid very few tickets, because our members win their trials, have the charges dismissed on technicalities, or are offered a plea bargain that greatly diminishes the penalties.

Isn't it time to fight back?

Give us a call at 1-800-882-2785 for National Motorists Association membership information. Do it today!

## Notes in the Margin

Once again, high praise is in order for the organizers of a marvelous annual convention. The technical sessions and special events alone are worth the trip, but Saab Cars USA, and Saab Automobile AB, make our conventions truly special. I wonder how many owners of other marques would like to attend a meeting and have the kind of open and honest discussions of product, marketing, and business philosophy with Corporate level executives and a past Company president that Saab owners have.

At one of the "after hours" discussions a member asked Steve Rossi whether Saab might consider variable valve timing to "extend the operating range and add power." His short answer was "No, turbocharging is better." Following is the long answer.

Power is the product of torque and RPM. In non-supercharged engines of a given displacement, the peak torque is generally about the same. It varies a little with the engine geometry, but forcing air into the engine (supercharging) gives a large increase. Increasing the power output by increasing the engine's maximum speed is the supposed benefit of variable valve timing. But valve timing alone does not increase the maximum RPM of the engine. The peak RPM must be designed into the valve train, crank and bearings, and into the accessory drive. Rather, variable timing allows an engine designed for high RPM to operate smoothly at low engine speeds.

Contrast this with the benefits of (turbo) supercharging. Power is increased throughout the engine's operating range. Pressure loads are increased, but inertia loads (which are greater) are unchanged. The accessory drive is unaltered, although cooling requirements increase a little. Because the power increase is achieved at the usual operating speeds, there is no additional friction and wear.

Very few part numbers change between Saab's turbo and non-turbo engine, and most of those are the pipes and hoses on the outside of the engine. Inside the engine there are different pistons and nozzles for oil-jets to cool the pistons. Period.

*Making It Better* is something I try to do a lot. Perhaps it is my engineering background, or maybe that is the character flaw which led me into engineering in the first

place. Of course the most effective way to make your car better is to buy a better one in the first place, which inevitably leads to Saab ownership. But even with a Saab, *Making It Better* beckons.

Driving backwards at night is *Made Better* with brighter reversing lights. One way is to bolt fog lights to the rear bumper. Another way is to install a halogen bulb made by "Diversified Industries" in New Jersey. I have seen them advertised several places, including Roadsport, an occasional NINES advertiser. I bought a whole bunch at once when JC Whitney had a sale. I put them in all my cars and in some of the reading lights in the van. The light they put out was great: brighter, whiter color balance, and more uniform (in the reading lights). But soon they went out. And back on. And out. Suspecting a bad contact, I cleaned and bent sockets and put solder patches on the sides of the bulbs, breaking some in the process, but nothing helped. Finally inspecting one of the broken ones, I found that the leads of the bulbs were attached to the bulb socket with little more than hope. Apparently Diversified is also *Making it Better*, because the replacements (sent under warranty) work the way you would want.

As I have written before, I believe that the standard 16-inch wheel/tire combination on my 1991 Turbo is unsuitable for Ohio pavement. The straightforward solution is replacing the wheels with any of the half-dozen or so 15-inch wheels Saab sells. *Making It Better* with American Racing Enterprises two-piece wheels at a lower price is another way. By telephone ARE claimed that the bolt pattern and offset are compatible, and that they have fit "lots" of Saab 9000's. The two-piece wheel uses a forged rim welded to a cast hub, theoretically allowing wheel dings to be hammered out without cracking the rim. The ARE wheels even have steel bushings cast into the lug openings, preventing the lug bolts from becoming seized to the hub.

The first problem was that the wheel wouldn't clear the front calipers. ARE suggested a 1/4" shim. But the ARE wheels need an adapter which fits inside the hub of the wheel to center it on the Saab hub, but those wouldn't work because of the spacer! ARE bought back the wheels and offered one piece cast wheel as an alternate. Without the weld, they should clear the calipers without the spacer, allowing centering adapter to work. Then they shipped wheels with the wrong bolt pattern. By this time I

obtained a set of stock Saab wheels, putting an end to the wheel escapade.

Of course, even stock Saab wheels can be *Made Better* with "lifetime" stems and a set of "Logocaps," valve stem caps with the Saab griffin emblem on the end. Lifetime valve stems are just like regular valve stems except they have chrome cylinders pressed over the outside of the valve.

I should have heeded the warning about using anti-seize if Logocaps are exposed to salt, which they weren't. I found out that they seize anyway when I went to check the tire pressure on the day before I was to leave for the '93 convention. No matter how hard I squeezed that chrome valve stem cover with vise grips or channel locks, the valve stem would turn with the Logocap.

I decided that further torture of the valve should be done in the shadow of a tire store. In the end, the only way was to rip valve the out of the rim, remove the tire, and install a new valve. This was all done on a Sunday afternoon, with a sizable percentage of the county at that tire store. My wife, who was waiting to be picked up in the balmy August sun, was not amused. As a final upshot, one of the tires was mis-mounted. All the air leaked out overnight, so I spent Monday morning at the tire store anyway.

My Simca's front disk brakes were the same ATE brakes as used on the rear of most 99s and pre-'88 900s. Flushing brake fluid after the first time was a challenge because the bleeder nipples rusted shut. That experience motivated *Making it Better* by using silicone brake fluid. Yes, I know Saab says "DON'T." In fact, I used it for many years without any problems in non-ABS braking systems. The clutch, on the other hand, was a different story.

Brake fluid pressures are quite high, something we don't realize because of our power boost master cylinders. As the cup-shaped master cylinder seals wear, the pressure causes them to flare out more. They last that way with silicone fluid for at least 120,000 miles. And there is never rust in the system.

Clutch fluid pressure never gets high. The seals just wear until the piston scrapes grooves into the master cylinder. Then it leaks. *Making that Better* requires a 99 brake fluid reservoir which has a separate compartment for the clutch fluid. You then put in Castrol DOT-4 fluid for the clutch, and silicone fluid for the brakes. I don't even think about *Making* the ABS system *Better*.

Stephen Goldberger

# Service Subjects from Saab

## Service Tips

### New Clutch Slave Cylinder for 99 and 900 models

A new type of clutch slave cylinder, P/N 87 29 840, has been introduced as a replacement part only. The new design incorporates a spring loaded bellows which protects the bearing from dirt. The bearing is also now in contact with the pressure plate diaphragm spring to reduce the noise level.

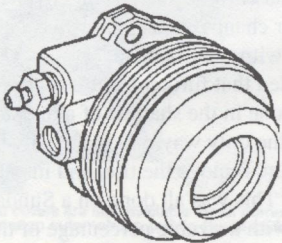


Figure 1. New clutch slave cylinder

Removal and installation of the new slave cylinder is the same as before except that the clutch removal bar (1), #83 94 033, has been modified to accept a new tension clip (2), #87 92 038, and bearing protector (3), #87 92 020. These three tools are offered as a set, P/N 87 92 186. The tension clip will compress the spring loaded bellows and the bearing protector will mate with the new removal bar to depress the diaphragm. Complete instructions for using the additional tools may be found in Saab Parts & Service Information 06/93-0348.

Clutch slave cylinder 87 22 209 for the 900 supersedes to the new slave cylinder. The new slave cylinder is also contained in the complete clutch kit.

## Electrical Troubleshooting

The frustration of trying to diagnose an elusive electrical fault in a vehicle may be alleviated if you first check to make certain the engine ground strap is properly tightened.

We've heard of several instances lately where erratic operation of headlights, parking lights, signal lights and windshield wipers was traced to an improperly tightened engine ground strap. Verify that the connection is clean and tight. don't assume the connection is good just because it is tight; use a voltmeter to make certain the connection is a good one.

## Correcting Self-Closing Center Air Vent

**Application:** All 9000 Models up to 1992  
PSI 12/92-0294, Sec. 8, P. 56

With maximum ventilation fan speed selected, it is possible that the center vent flap will close on its own. In the past, the only solution available was to replace the entire vent panel assembly. Now, a service kit has been developed to correct this problem.

### Cars affected:

All 9000 models up to and including VIN N1036712

### Parts:

Service Kit 86 05 461  
(Kit contains: 1 O-ring, 1 flat washer and 1 circlip)

### Action:

1. Remove the vent assembly from the instrument panel. See Service Manual Section 8:3 Heating and ventilation and

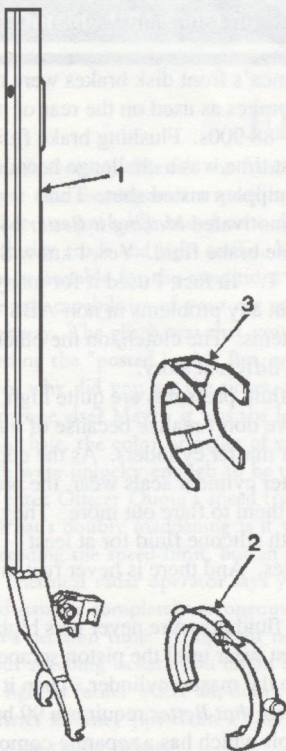
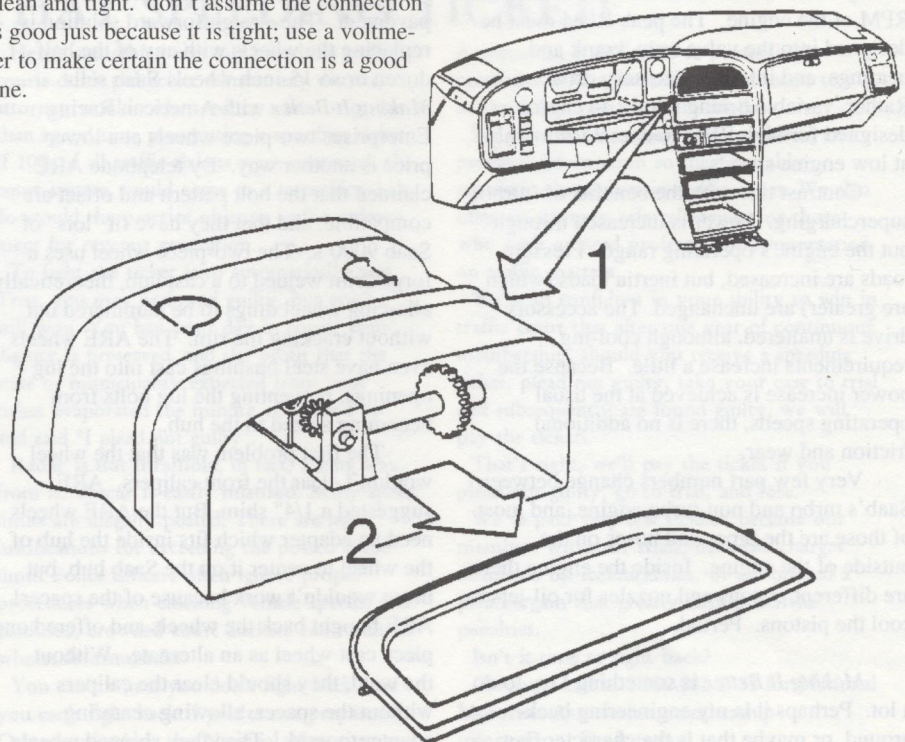
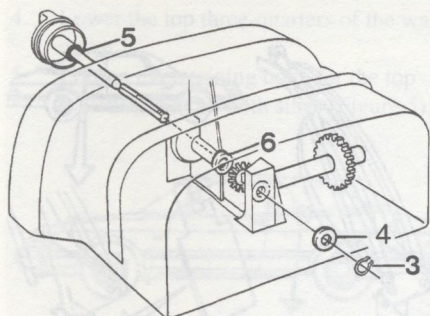


Figure 2. Clutch tool set 87 92 186





air conditioning systems M 1986-88- (P/N 03 37 246). See Figure 1, #1.

2. Remove the flap from the vent assembly. See Figure 1, #2.
3. As indicated in Figure 2, remove the circlip (#3) and washer (#4) from the adjusting shaft.
4. Press the adjusting shaft out of the air vent assembly. Using slip-joint pliers if necessary, remove and discard the wavy spring washers installed at the gear.
5. Place the O-ring from the service kit behind the knob on the adjusting shaft. See Figure 2, #5.
6. Insert the adjusting shaft part way into the air vent assembly. Place the flat washer from the service kit and the gear onto the shaft. See Figure 2, #6.
7. Verify that the intermediate shaft for the flap is correctly positioned. Make certain that the knob is within its adjustment range. Press the adjusting shaft into position.

8. Place the washer (removed in step 3 above) and circlip from the service kit onto the adjusting shaft.
9. Refit the flap. Verify that its position coincides with the indication on the front of the air vent.

### Attaching Door Seals

Application: 9000  
PSI 08/93-0363, Sec. 8, P. 75

Beginning with 1993 model year production, double sided tape is now used for attaching door seals. This double-sided tape supersedes the clips used on earlier model vehicles and can be used on any 9000 model.

#### Parts:

Double-sided tape 43 05 777\*

**\*NOTE: Seven pieces of tape, each 220mm long, are required per door. Part number above = 1 piece only.**

#### Action:

Should you have a problem with a loose or sagging door seal, fit the double-sided tape as indicated below:

1. Remove the seals installed on the door openings.
2. Clean the metal flange with mineral spirits to make certain you provide a clean surface to which the tape can adhere.
3. Fit the double-sided tape as indicated in Figure 1.
4. Re-fit the door seals.

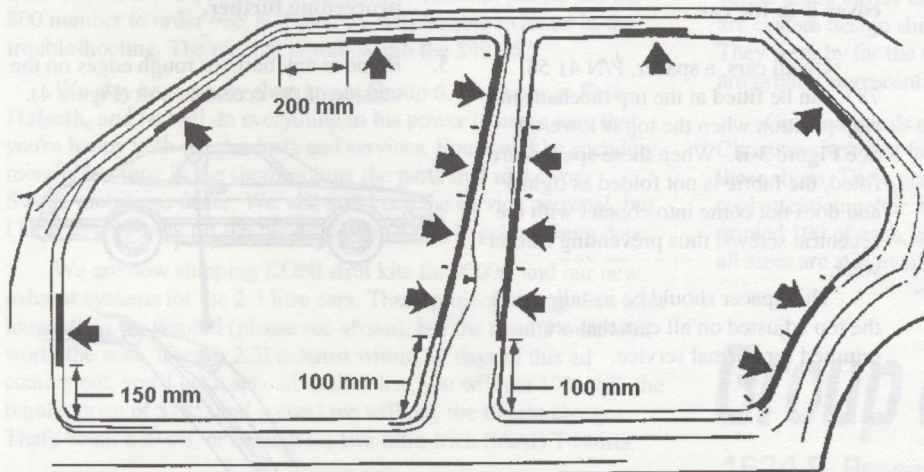


Figure 1. Fitting new double-sided tape to door frame

### Checking the Hydraulic Fluid Level

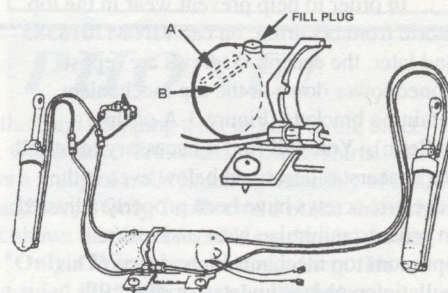
Application: 900 Convertibles  
PSI 06/93-0345, Sec. 8, P. 70

Maintaining the correct level and type of hydraulic fluid is important for the proper operation of the Convertible Top hydraulic mechanism. Use the procedures outlined below for checking the reservoir fluid level.

#### Action:

1. Remove the rear seat bottom cushion. See Service Manual Section 8:5 Convertible, p. 812-5.
2. Visually inspect the hydraulic fluid level as indicated in Figure 1.  
**NOTE: Overfilling the reservoir will cause damage to the hydraulic unit, requiring its replacement.**
3. Use only SAE 10W engine oil for adding fluid to the system, or when changing the fluid.

Service Manual Sections 0 Technical Data and 8:5 Convertible reference Hydraulic Fluid P/N 30 18 694 which is not offered in the U.S. SAE 10W is the accepted fluid for models sold in the U.S.



Checking convertible top hydraulic fluid level:  
A. Fluid level with top down  
B. Fluid level with top up.

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.

## Minimizing Top Fabric Wear

Application: 1986-93 900 Convertibles  
PSI 03/93-0316, Sec. 8, p. 62  
Supersedes PSI 10/91-0138

### Service Directive

When the 900 Convertible is driven with the top down, a certain amount of wear may occur in the top fabric. (See below for an indication of where this wear may occur.) This is because the eccentric screws for adjusting the parking position of the top when it is raised (the position in which it stops before the latching hooks are hooked into place) come into contact with the top fabric.

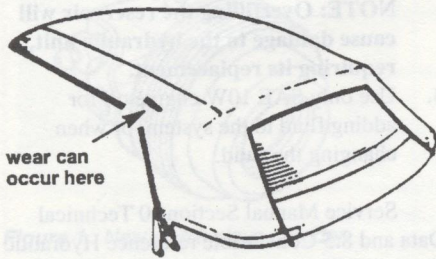


Figure 1. Area of Top Wear

In order to help prevent wear in the top fabric from occurring, on car VIN M7018385 and later, the eccentric screws are repositioned lower down at the top mechanism retaining brackets (Figure 3-A of this bulletin). You will find it necessary to install the spacers as described below even if the eccentric screws have been properly adjusted in order to minimize wear and insure optimum top mechanism clearance. This bulletin combines updated original PSI information and the Oct. 91 Warranty Policies & Procedures Manual update to Service Directive status.

**NOTE:** This PSI is identified as a Service Directive, meaning that affected cars should be corrected before delivery if possible, or at the next service opportunity, regardless of whether there has been a customer complaint. A Service Directive differs slightly from a Campaign. Owners are not notified to bring their car in for unscheduled service under this procedure.

### Parts Required:

Spacer (2) 41 54 787

**NOTE:** The top adjustment procedure used in conjunction with installation of the spacers supersedes the adjustment specification presented in the Service Manual Section 8:5, Convertible, P. 800-6 and in S.I.09/88-1076 (Bound Supplement 7A, Sec. A-8, P. 109). Please make a reference to this PSI in those two places.

### Action:

Before taking any action (do not skip this step), verify that the optimum clearance between the top mechanism and the side covers is 1mm.

1. Lower the top fully. Fold the top fabric behind the rear seat, making sure that the top rests on the stops and does not hang from the seat backrest.
2. Fit the side pieces of the hard boot cover in place. Adjust the top stops so that the top mechanism comes as high up as possible without touching the side covers (Figure 2).

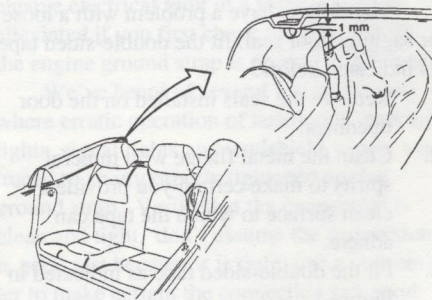


Figure 2. Adjust the top so that it rests 1 mm from the bottom of the side covers

**NOTE:** Service Advisors must inform owners when the service appointment is made to be sure that the hard boot cover is in the car.

On all cars, a spacer, P/N 41 54 787, can be fitted at the top mechanism's stop position when the top is lowered. See Figure 3-B. When these spacers are fitted, the fabric is not folded as tightly and does not come into contact with the eccentric screws, thus preventing further wear.

This spacer should be installed and the top adjusted on all cars that are returned for normal service.

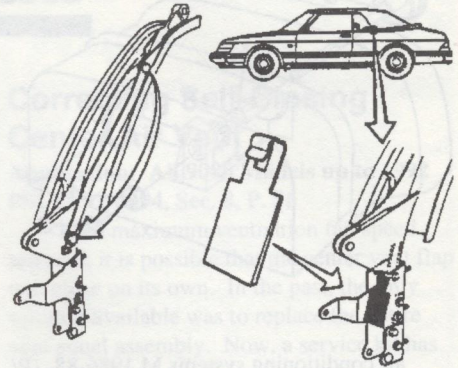


Figure 3. Measures to help eliminate the Convertible top wear at the area indicated: A) The eccentric bolt has been moved in production, and B) A spacer is available.

Before fitting the spacers, verify that all modifications as described in S.I. 09/88-1076 (Service Campaign 513 found in Bound Supplement 7A, Sec. A-8, p. 109) and S.I. 06/90-0011 with regard to the down position limit stop have been carried out. These modifications are designed to minimize top fabric wear and should be performed if they have not been previously done:

- 1986, 1987: Top latches replaced? Top correctly adjusted?
- 1988 J7000001-J7006586: Top latches replaced? Top correctly adjusted?
- 1988 J7006587-J7024537: Top adjusted correctly?

**NOTE:** Although VIN ranges were given for factory production start of modifications, verify that they have indeed been performed before proceeding further.

3. Remove any burrs or rough edges on the outside of the eccentric bolt (Figure 4).

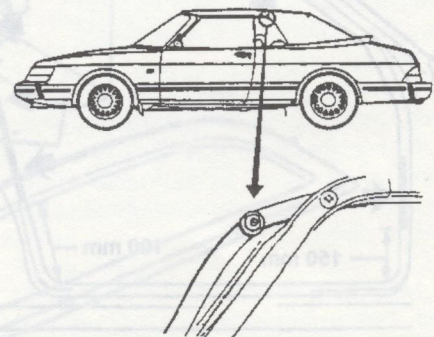
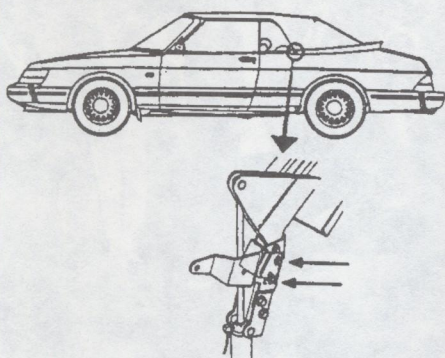


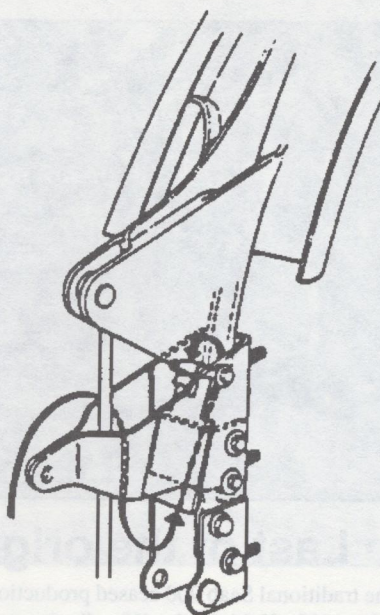
Figure 4. Remove burrs from the eccentric bolt

4. Lower the top three-quarters of the way down.
5. Loosen the retaining bolts for the top lowering stop on both sides (Figure 5).



**Figure 5.** Loosen the retaining bolts for the top lowering stop on both sides.

6. Fit a spacer, P/N 41 54 787 in place (Figure 6). The hook opening must face the rear of the car. A clicking sound should be heard as confirmation that the hook has snapped into position. Repeat this procedure on the other side.



**Figure 6.** Install the spacer as shown.

7. Repeat steps 1 and 2.

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We also have a new shop guy at Group 6. His name is **Erik Halseth**, and he will do everything in his power to make sure that you're happy with our products and services. Frank will be spending more of his time in the shop cooking the parts that make your Swede-mobile go faster. We will still keep the service personal, but I have to get Frank off the phone if he is going to get anything done.

We are now shipping KONI strut kits for 9000s, and our new exhaust systems for the 2.3 litre cars. These projects dragged on a lot longer than we wanted (please see above), but the results were well worth the wait. If you a 2.3l exhaust within 30 days of this ad coming out, you'll get a special deal! First, you will get 10% off the regular price of \$185, and second we will pay the freight charges. That's about \$30 off, or enough for two ultra-trick SAAB T-Shirts.

For the convention this year we did 3 new shirts designs, all in custom **air-brushed colors**. We have a "Friends don't let Friends

drive Fords" shirt with the hand dropping a set of keys in the toilet. This design has 4 colors. Our 2 sided Trolls and Wizards shirts with 3 colors on each side shows a group of trolls finishing assembly of a 900 convertible in the front, and says "Only Trolls could make them this good -SAAB". The back shows the Wizard and his girlfriend driving a cartoon 900 racer with "Only a Wizard could make them this fast." We also have a one-sided shirt with a cartoon 900 hot-rod saying "Life's too short to be driving Chevys" in 4 colors. The single sided shirts are \$14.95, and the 2-sided is just \$16.95. These are custom design shirts, not available anywhere else in the world. They were by far the most popular shirts at the convention. The colors are bright fluorescents, and they make quite a statement about SAABs.

Get your hands on a real collectors item for a measly \$15. Christmas isn't that far away, and any SAAB owner would appreciate these shirts. There should also be no question that you deserve such a cool attention getter. Get yours now before they're all gone. We only printed 100 of each, and we're running out fast. Be sure to order while all sizes are still available in the design you like best.

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### The Last of the original 900s

The traditional Saab 900 ceased production at the factory in Trollhattan, Sweden, on Friday March 26, 1993. Keith Butler-Wheelhouse, president and CEO of Saab Automobile AB stands next to the noteworthy vehicle surrounded by the Saab 900 production team. The final first generation 900, a 1993 900 Turbo 3-door in Imola Red, was then driven to the Saab Car Museum. Production of 900 Convertibles continued at the factory in Uusikaupunki, Finland, until September 9th. A total of 904,974 900s were built.

### Accolades for the New 900

Magazines are already singing the praises of Saab's second generation 900. Some have gone so far as to present awards.

*Consumers Digest* magazine has named the all-new 900 a "Best Buy" in the Sport Sedan category in the November/December 1993 edition. According to *Consumers Digest* editors, the new 900 "remains a car with character. Its distinctive and unmistakably rounded shape provides amazing amounts of interior room for people and cargo." The 900 is also one of ten finalists for North American Car of the Year. *Consumers Digest* is published bi-monthly for people who demand value, and is carefully designed to help readers make smart purchasing decisions.

The new 900 has been named "Best New Car" in the \$18,000 to \$25,000 price category by *Kiplinger's Personal Finance Magazine*. The December 1993 issue is primarily devoted to reviewing the 1994 cars, and editors have chosen the best entries in six classes. According to *Kiplinger's* editors, "Beauty is in the eye of the beholder, but value can be measured." The magazine's experts concluded that the Saab's "quirky styling and a peppery drive help it stand out from the pack."

### First 900 sold and delivered

Several weeks before the intended U.S. sales start for the all-new 900, the first car was sold and delivered in Cincinnati, Ohio. Mary P. Murphy took delivery of a Eucalyptus Green 900 S with the V6 and automatic from Just Saab, Inc. of Fairfield, Ohio, on October 27th, 1993.

### Saab Personnel file

Karin A. Nobile, former manager of media information and publications for Saab-Scania of America, Inc. (now Saab Cars USA, Inc.) has been named assistant director of media relations for the Yale School of Organization and Management.... Another former Saab public relations person, Lennart Lonnegren, is now doing PR for Zymol, the premium auto care products company.... John C. Kramer has been named vice president, sales and marketing for Saab Cars USA, Inc. Kramer succeeds Jan Jonsson who has been appointed Launch Manager for the world-wide introduction of the all-new Saab 900.... Raymond A. Hruschka has been named manager, market development for Saab Cars USA.

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'68 Sonett V4, compl car +spares. \$900. 2

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'72 99, 2-dr sedan, solid body, new interior, stainless exhaust, doesn't run. \$600. 2

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## The New Saab 900 More car for the money

The long awaited replacement for the Saab 900 should be available for test drives at your Saab dealer by the time you read this. So far, all indications are that the replacement for Saab's 15-year old "small" car will be a big hit. The dealers like it, the magazines like it. The only question is whether car buyers will like it.

Let's get the big question out of the way first. The new Saab 900 is unquestionably a Saab product. It is not a rebodied Chevy Corsica, Buick Skylark, Olds Achieva or even a reskinned Opel Vectra. Yes, the basic chassis design came from GM Europe and is taken from the Opel Calibra and Vectra, but the chassis are not interchangeable. Saab stamps all their own body pieces at the factory in Trollhattan.

Systems such as brakes and power steering are from the GM parts catalog instead of working with some of Saab's previous European suppliers. Virtually everything was chosen by Saab engineers. That means the 900 has brakes from a GM/Delco factory, but designed to Saab's specifications.

One thing that should be made clear is that the alliance is between Saab and GM Europe, i.e. Opel/Vauxhall. General Motors in the United States only gets reports on what is going on, Detroit does not dictate policy to Trollhattan.

The view from the front is unquestion-

ably Saab. But instead of the old bumper that looked like an add-on, the bumper is now part of the overall design. And that intergral bumper is part of a safety system designed to take a greater impact and protect the front end sheet metal.

From the back, the 900 is quite different. The closest comparison might be to the Volkswagon Passat, but the Passat is a sedan and the panels are more angular where the 900's are all curves.

The overall design is very evolutionary. Though the front end is lower and the wheelbase is longer, the new 900 still has that narrow, upright stance, particularly when viewed from the rear. The interior is also an evolution. The cockpit styling of the dashboard is retained and refined. In many respects the new 900 appears to be more like a scaled down 9000. The rounded body panels are more reminiscent of the smooth curves of the SAAB 93, which ceased production in 1960. Those curves have an additional benefit in aerodynamics. The new 900 slices through the air with a drag coefficient of only 0.30.

Behind the wheel, the new 900 feels somewhere between the old 900 and the current 9000. It has the solid feel of the 9000 due to greater torsional stiffness in the chassis, with the tossability of the 900.

The glass is "Heat Absorbent", which means it keeps the interior of the car cooler. (Shouldn't that really be "Heat Reflective glass"? *Absorb* is defined "to take up or receive by chemical or molecular action." Doesn't that indicate the heat is retained?

Am I just being picky? I don't expect Saab will change their marketing materials based on my questions of word usage.)

The brakes are by Delco, but they slow the new 900 just as well as the Girling and ATE calipers of old. Even better since a Bosch anti-lock braking system (ABS) is now standard on all 900s.

The 2.5 liter V6 is a new unit, with a space-saving 54 degree "V" angle, built at a new GM plant in Ellesmere Port, Great Britain. It is rated at 170 HP at 5,900 rpm. The block is made from 100 percent, recycled cast iron. The light alloy, twin-cam heads have four valves per cylinder with asymmetric valve angles to reduce width. Though the same engine is used in Opel and Vauxhall models, Saab engineers had considerable input on head design. The camshafts are belt-driven, with hydraulic cam followers for reduced noise and easier maintenance.

Tooling through the mountain roads near Denver, the V6 offered reasonable power in all situations. It works well coupled with the optional computer-controlled 4-speed automatic produced by Aisin-Warner, choosing the proper gear quicker than the driver could with a manual gearbox. It will not, however, be any competition for the beloved Saab Turbo four, which is due this Spring.

Sport setting on the automatic transmission is engaged by a push of a button on the rear side of the shift lever and allows the engine to rev higher before shifting, and to downshift earlier than it does in the standard (Economy) configuration. Sport mode will also engage automatically via an electric kick-down switch whenever the driver pushes the accelerator beyond the normal full-throttle position.



Cockpit styling of the instrument panel has been refined. All controls are within easy reach. The Black Panel illuminates only the speedometer unless another system needs to inform the driver.

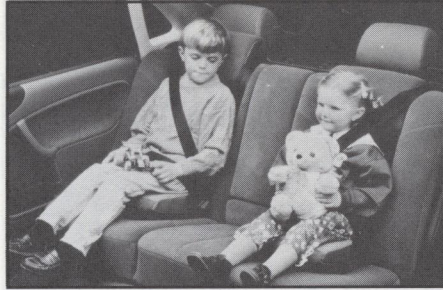


*Though the rear bumper does not seem to be any higher, there is now a slight liftover required when removing articles from the trunk.*

There is also a Winter button located on the console alongside the shift selector. With winter mode selected, the transmission starts in third gear to reduce wheelspin. It disengages automatically once the speed passes 50 mph.

The five-speed manual gearbox is based on the proven 9000 unit, but has been redesigned to be lighter and more compact. More powerful synchromesh cones result in reduced shift effort in the lower gears. There is now a synchromesh on reverse to eliminate the crunch that was annoyingly familiar on the 99 and 900. The latest manufacturing techniques allowed Saab engineers to eliminate the previously-required clearance for run-out between each gear. Each gear and synchro are machined individually, then laser-welded together, for a saving of almost one inch in length and eight pounds in weight.

I didn't get the opportunity to drive the 2.3-liter four cylinder, but it is basically the same unit that powers the non-turbo 9000 models. Horsepower is 150 at 5,700 rpm, and the four will take the 2,895 pound 900 from 0 to 60 mph in 9.5 seconds, only 0.8



*Integrated child booster seats are an option on the rear "Saab Safeseat" system. The 40/60 split seat features three-point harnesses for three seating positions.*

slower than the V6. Add 1.0 second when the four has the 4-speed automatic. Torque on the 16-valve four — probably a better measure of an engine's flexibility than horsepower — is 155 ft. lbs. at 4,300 rpm as opposed to the six's 167 ft. lbs. at 4,200 rpm. And the four has the added advantage of slightly better fuel economy — rated at 20 mpg on the EPA City cycle, 28 Highway. The six checks in at 18 and 25 with the manual gearbox. Still, the U.S. market demands a V6, so the new 900 has one. Die-hard Saabists will likely prefer the known reliability of the Saab-built four banger.

Unfortunately, the four is available only in the base model, now called the 900 S. The V6 is the standard powerplant for the 900 SE. And Traction Control comes only on the V6 powered cars. (Saab claims the four doesn't deliver enough power to warrant Traction Control. With only a seven percent difference in torque between the two engines, it's more likely just to keep the price down on the S model.) One disappointment was that the traction control on the 900 SE modulates only engine power when wheelspin is detected. The TCS that has been on the 9000 for several years also

applies the brakes on the slipping wheel.

Saab has announced a base price of \$20,990 for the 900 S. That should make Camry, Accord and Taurus shoppers add the new Saab to their list of possibilities, especially considering the impressive list of standard equipment. Every new 900 comes with telescoping steering wheel, power windows, central locking, heated power mirrors, front and rear fog lights, headlight wiper/washer, CFC-free airconditioning, a Clarion-built AM/FM Stereo with cassette and an integrated theft alarm. Wiring for a CD changer and cellular telephone are already on board. The V6 engine package on the 900 S includes Traction Control and turbine-spoke alloy wheels for \$2,295. Leather upholstery, the glass sunroof, rear child booster seats and an automatic transmission are on the options list for the S model. By the way, the radio is a non-standard size, so the only option is the premium stereo offered in the 900 SE. Saab made the change due to the high theft rate of radios from the former 900 model, and resultant higher insurance premiums.

In addition to the standard V6 engine, the 900 SE adds the premium stereo system, Automatic Climate Control instead of A/C, the turbine-spoke alloy wheels, 8-way power seats with driver's side memory, leather seating surfaces, leather wrapped steering wheel, and the Saab Car Computer (SCC). Price on the SE had not been announced at press time, but was projected at \$27,000.

Buyers of the new 900 will have two solid colors and five metallics to choose from: Cirrus White, Black, Cirin Beige, Eucalyptus Green, Scarabe Green, Ruby Red and Aubergine (that's Eggplant for those who don't do crossword puzzles). Interiors will be Taupe, Light Grey or Charcoal depending on the exterior color. The colors cover both cloth and leather seating surfaces.

*Tim Winker*

**Performance measurements**

Engine/ Trans.	Horsepower @ rpm	Torque @ rpm	0-60 MPH (sec.)	40-60 MPH (4th gear)	50-70 MPH (5th gear)	Top Speed (MPH)	EPA MPG Rating
2.3L 4-cyl / 5-spd Man	150 @ 5,700	155 @ 4,300	9.5	8.2	13.0	131	City - 20 Hwy - 28
2.3L 4-cyl / 4-spd Auto	150 @ 5,700	155 @ 4,300	10.5	NA	NA	127	City - 19 Hwy - 26
2.5L V6 / 5-spd Man	170 @ 5,900	167 @ 4,200	8.7	7.5	10.5	140	City - 18 Hwy - 25
2.5L V6 / 4-spd Auto	170 @ 5,900	167 @ 4,200	8.7	NA	NA	140	City - 19 Hwy - 25

## Gettin' behind the wheel and kickin' some tires

Review and photos by Steve Goldberger

Dave Walter Saab (BMW and VW), was kind enough to allow me the first drive of his first New 900, a Eucalyptus Green "S" model with leather, V-6 automatic, and a side window sticker proclaiming "Property of Saab Cars, USA." They also allowed me unlimited "lift" time to analyze and photograph the important side of Saab's important new model.

For those who worry about new-model woes, Dave's daughter Rene has absolutely raved about the preparations for the model launch. A VW, BMW, and Peugeot dealer since the early '70's, she says that Saab is doing the best new model release planning she has ever seen. At the convention, John Moss declared the manufacturing quality of service school prototypes to be better than the production 9000s over its first several model years.

Being Saab's first ever second generation model, it follows the style of the original 900 as faithfully as an old retriever. From the first look to the dash, seating, control layout, and the ignition key, no-one can mistake this car for anything else, least of all the "7/8ths 9000" Car and Driver hinted at. Side guidance lights still activate in reverse. The dreaded felt finish door seals are absent from this model as well as a '94 9000 CS on the lot.

Interior space is subjectively the same as the old 900 - adequate, but less than the more-than-ample 9000. (The EPA puts the new 900 in the "mid-sized" class, versus "compact" for the old 900 and "large" for the 9000.) A cynic would say that Saab caught me hanging my coffee cup in my 9000's console bin and shrank the bin in the 900 to make sure that no-one would be able to do that. The glove box is small due to the passenger's air bag. New to Saab is vent atop the console for the back seat to go along with the traditional under-seat vent. The test car had a manual ventilation system that did its job in the usual Saab manner: excellently. Knockouts in the dash show that a version of ACC is planned.

As a "driving machine", the 900 is definitely tuned toward the sporty. The ride is like my 9000 with "sports" suspension. The body is noticeably stiffer than my (pre CS) 9000, so bumps seem a bit harsher, but without the slight quivering. The car tracks back roads like a cruise missile, and loafs



### Is this art, or what?

along the interstates. Although overall length and curb weight are about the same as my 9000, the 900 drives and feels like a smaller, lighter car.

I found the steering a bit numb on center, possibly due to lack of use (40 miles on the electronic odo) or the Pirelli 4000 tires (I have no other experience with them.) The GM issue vacuum boosted brakes have a less firm pedal than the hydraulic boost ATE brakes in the 9000 and recent 900's - actually, the feel is a lot like my '80 900. Due to the unseasonable dryness (dryness is always unseasonable in Ohio) ABS did not engage during my drive.

The "black panel" will no doubt inspire an epidemic of "gee, we're out of gas" in our young. A surreptitious press of the button (pretend to be adjusting the radio) and the fuel gauge drops like a rock along with the tach. Adjusting the radio is a subject in itself. At least Saab cannot be accused of cramming tiny buttons close together on the radio face. Although 900 owners will be married to Original Saab sound systems, my own experience with Saab-Clarion radios has been quite favorable. It is the only high-end radio ever to last me more than a couple of years without degrading.

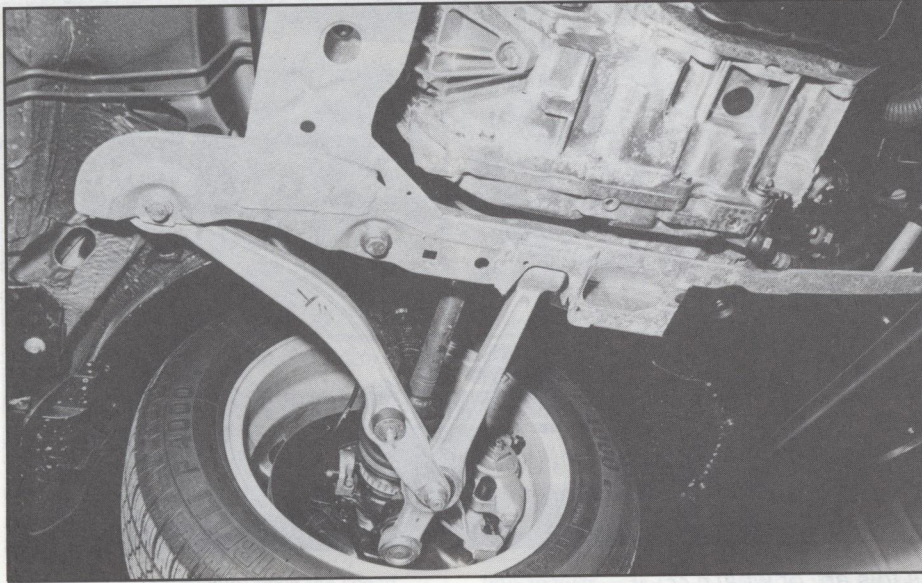
The new automatic transmission is unobtrusive as it goes about its business. I pushed the "sport" button, but performance was limited by the other traffic just as it was on "normal". "Winter" mode didn't work; maybe it engages only at low temperatures. I had no owner's manual to study.

Saab veterans will mostly prefer the 4-

cylinder models over the V-6. Saab builds the best 4 in the industry, with balance shafts, state of the art engine controls, direct ignition, probably the best turbo characteristics in the business, all wrapped up in a package with a proven quarter-million-mile plus durability. The GM 6 is good, but it is not the best. It's most outstanding feature is its narrowness, bought at the cost of balance (54 degree versus a "perfect" 60 degree) and breathing (high angle exhaust valves). But the championship for narrow goes to the staggered-in-line VW 6. The cams are belt-driven, and engine access is not good (look at the Mazda 2.5 in the Probe or 626 for a good example).

I have found the 2.3L 9000s to be very smooth and adequately powered. The V-6 in the 900 is no smoother, and it doesn't have a lot more power than the non-turbo 4. It drones when idling against the automatic transmission, and it just doesn't sound like a Saab. The dealer, however, thinks the V-6 is a gift from heaven. It may be that one last thing which gets the great unwashed into the Saab showroom in meaningful numbers.

The rest of the GM bits in the car are very pleasing to this gray-haired Saabophile. The lower front control arms are lovely die-cast aluminum, with a separate diagonal arm rubber bushed at both ends and designed so that the left arm is the right arm upside down. In the rear Saab's watt-linkage-leading-trailing arms and panhard located tube axle is replaced by the more-less-independent "twist beam" trailing arm layout. The new layout provides effective anti-dive geometry, better control over rear



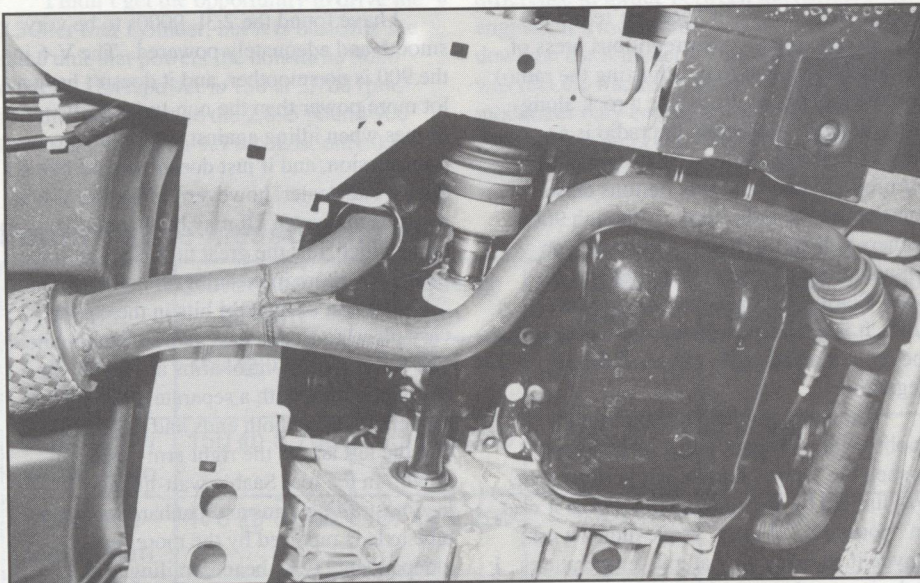
*Left front suspension detail. Curved arm marked "T" reverses for other side, and extends rearward. Note toothed ring for ABS speed sensor, transmission drain plug, and galvanized cradle.*

toe-in than purely independent trailing arms, and totally eliminates the rear-bump-side-sway that was so noticeable in the 99, diminished in the (old) 900, and undetectable in the 9000 except in "yumps". It takes more space in return.

The exhaust system is nestled up into the bodywork which is protected from it by numerous galvanized shields. The fuel lines and brake lines are protected from gravel and spray by mud-flaps at the front wheels

and just below the "B" pillars. The entire bottom is covered with the rubbery coating we expect from Saab. The emergency brake cables are recessed to the point of near invisibility. The emergency brake itself is a drum layout built into the rear disc assembly, saving the service brakes from the grossly inattentive who drive with the emergency brakes set.

The engine cradle is less massive than on the 9000 but is still galvanized (Taurus

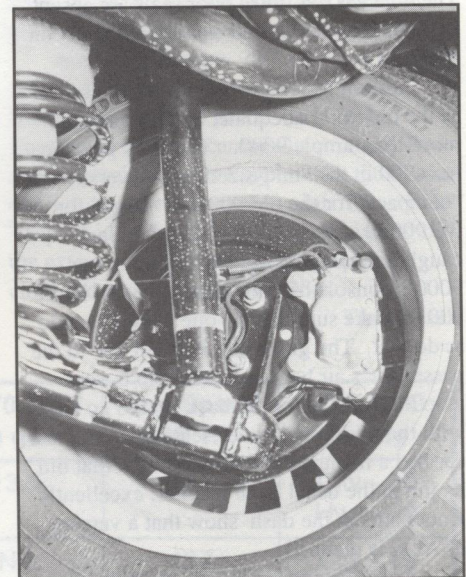


*Multiple flex joints in exhaust headpipe. Intermediate shaft and bearing for equal-length drive shafts. Note deep drawn iron oil pan of the V-6.*

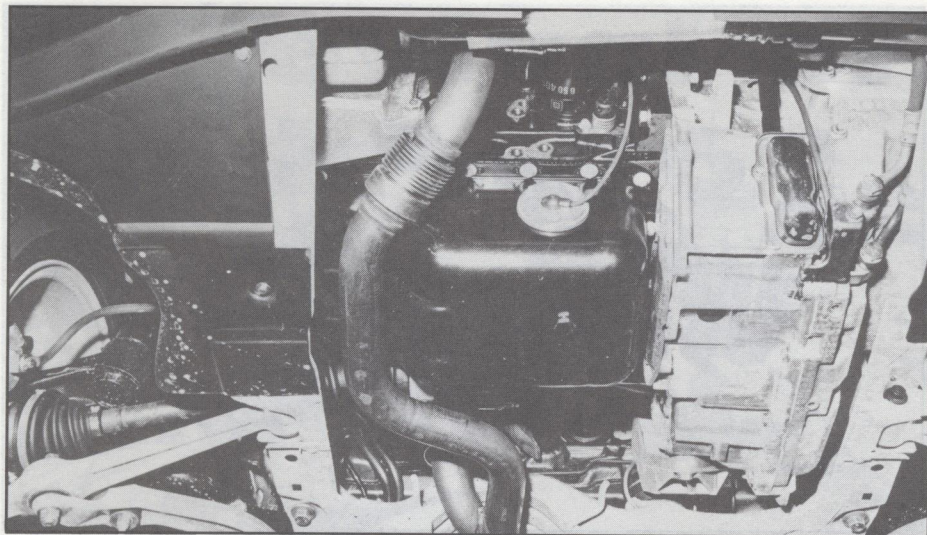
recallees take note). The swing away transmission support feature has gone away. Credit good experience with Saab's transverse 5-speed and anticipated good experience with the new automatic for the deletion.

From an owners viewpoint, the new 900 is better than the car it replaces. The transmissions are a quarter-century newer in design than those in the old; they work better, and can be expected to be much more reliable. The styling has been completely modernized without really changing it. Repair access is mostly better, falling short only when changing the clutch, an area where the old 900 is unique in automotive history. Structure, suspension, and accessories are as good as or better than before. There are many small features: the black-out panel, low-speed damage control, self-storing rear head-rests, and dead-bolt locking, etc., to enhance ownership.

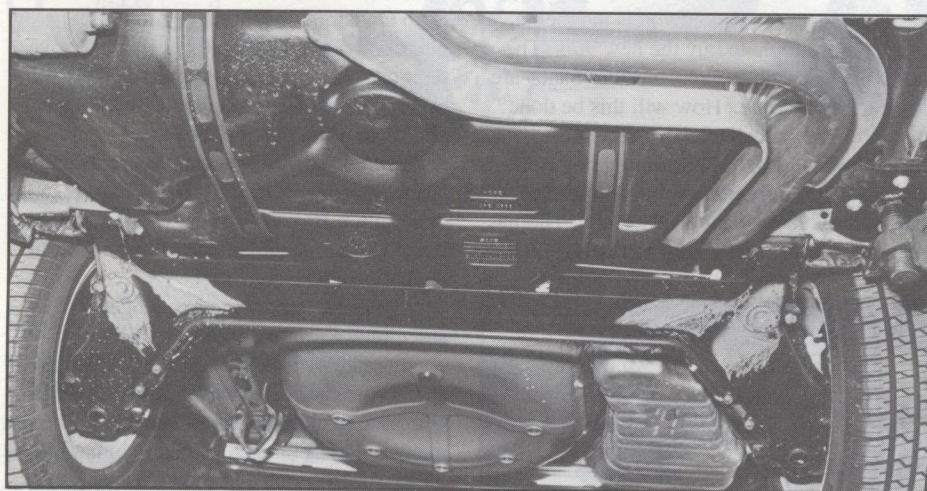
From a manufacturer's viewpoint, the new 900 can make the franchise. It is much less costly to assemble. It is main-stream enough to capture some of the unwashed, yet true enough to the original to hold the existing ownership base. Myself, I prefer the 9000's extra space and the console bin that holds my coffee cup. But the 900 has moved up from distant second choice to a close second.



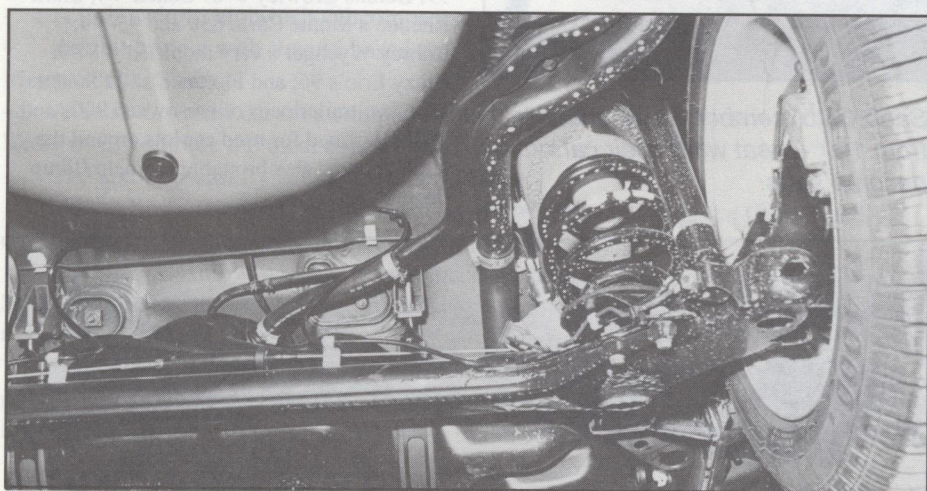
*Close up view of right rear hub. Note ABS pressure release tube attached to caliper above bleed nipple. Note return spring and barely visible emergency brake shoe lever.*



View from the front. Note transmission cooler lines. Oil filter bears its maker's mark.



Rear suspension overall view. Front and rear anti-roll bars are visible. Note exhaust pipe shielding and large, flat rear silencer. "U" shaped axle beam, with open end of "U" facing the camera, twists but controls fore-and-aft and side-to-side motion.



Right rear suspension detail. Note emergency brake cable atop axle beam. Suspension pivot is barely visible.

## '94 9000 changes

In all the hubbub about the new 900, it is easy to overlook Saab's other model line, the 9000. There are changes in the 9000 series for 1994, part of Saab's engineering philosophy of ongoing improvement.

The Trionic engine management system -- the award-winning computer that optimizes fuel usage -- is now standard in naturally-aspirated 9000s as well as the turbocharged cars. The Trionic system automatically and instantly adjusts ignition, fuel injection and, in turbocharged models, turbo boost pressure, for improved fuel economy and performance.

A front passenger air bag has been added to all 1994 9000s to supplement the three-point seat belt system that features pretensioners and adjustable upper anchors.

The electric front seats are now adjustable without having to insert the key into the ignition. With the front door ajar, the seat can be moved to the preferred individual or memorized position before sitting down.

Another safety feature on all CS, CSE and Aero models in the U.S. is a rear fog light. Rear fog lights have been available in certain European markets for many years.

Heat absorbant glass is a standard feature which helps to improve interior comfort by reducing radiant solar heat. Every 1994 9000 also receives a standard electric power sunroof.

The 5-speed manual transmission benefits from a new synchromesh system for easier low-gear and reverse shifting.

The 9000 Aero receives a couple of exclusive enhancements for 1994. Newly-developed 6.5 x 16-inch "Super Aero" aluminum alloy wheels give an even sportier stance. And the very comfortable leather interior now comes in a choice of black or new light-grey.

Saab's popular four-door touring sedan will be offered exclusively this year as a turbocharged 9000 CDE. The non-turbo version of the 9000 CD has been dropped.

Prices begin at \$28,725 for the non-turbo 9000 CS. The CS with the turbo option starts at \$31,780 and ranges to the \$38,690 for the 9000 Aero.

All 1994 Saabs are backed by Saab's generous 6 year/80,000 mile Major Systems Warranty, including bumper-to-bumper, non-deductible coverage and Saab Roadside Assistance for 3 years/40,000 miles. In addition, every Saab is protected by a 6-year Perforation Warranty with no mileage limit.

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For all you 9000 owners/DIY's that have inquired about **Robert Bentley Manuals**, the latest news from the publisher is that the manual has been put on the "back burner" for the time being. We will let you know as soon as they come out! We still carry the manuals for the 900's.

'81-'88, 900 8v ..... \$41.95  
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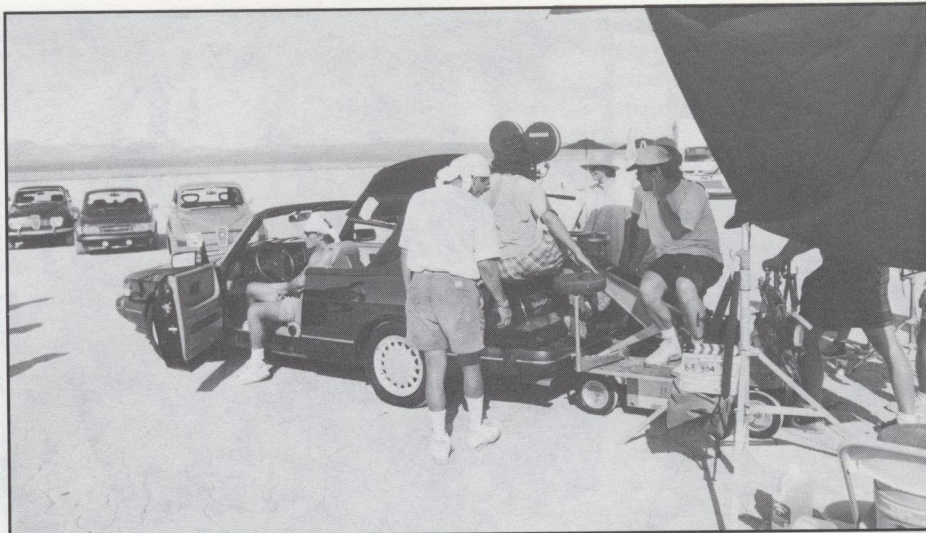
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## Saab Club members to be featured in Saab ads

Fondness for the old 900 is the theme used to get people to buy the new 900. The ads will show how owners of older Saabs are loyal to the marque. How will this be done?

You may recall a letter in the most recent issue of NINES requesting home movies and family photos that feature Saabs, particularly 900s. Saab's ad agency, Thomas Angotti, Hedge, sent a crew to the National

Saab Owners Convention in August to photograph and film Saab owners who love their cars. Prior to the annual group photo, all of the 900s were brought together for a photo featuring that model alone.

Tom Remedios of Seattle reports that he has received word that his 900 — an '80 5-door with a 16-valve engine and painted in Beryl Green — will be one of those seen in the national ads.

Palomar Pictures in Los Angeles assembled a group of Saabs for a film commercial in September. The scene was shot in the California desert at El Mirage dry lake in the Palmdale area. Saab Club member Paul Florance helped Palomar try to locate specific cars and rounded up a few rather interesting ones. Among the Saab Club members cars you may recognize in the ad: Mark and Ann Boykin's '70 95 and '73 99; Dennis Crowley's '69 Sonett V4; Mark Rheude's Monte Carlo 850 and 95-V4; Rohrey Wychgel's very modified '78 99; Crazy Eric's 96; and Florance's '72 Sonett III. Two trailerloads of pre-owned 900s and 9000s destined for used car lots around the LA area were also brought in to help fill up the picture.

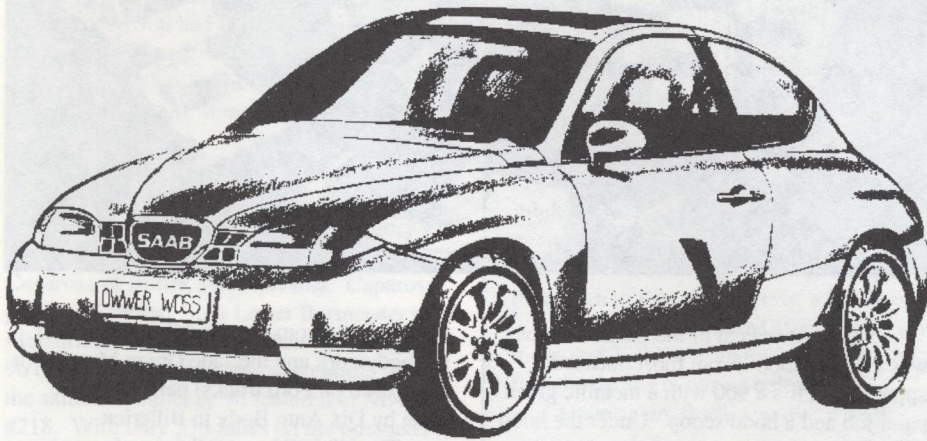


*Saab Club members seek shade from 100°+ heat while their cars become stars.*

Photos by Paul Florance



# A Revival of Saab's 96?



This is only a guess at what a revived 96 may look like. The drawing appeared in the British magazine *CAR*.

Since 1973, fans of the Saab 96 have bemoaned its passing from these shores. Now, due to a changing market, Saab Automobile AB has dropped plans for a model to be positioned above the 9000 and is instead looking to the small car segment.

According to Georg Kacher — whose speculations on the sub-900 model appeared in the October issue of *CAR* and the December issue of *Automobile* — Project CS-96 (C = class; S = Second generation) has six finalists undergoing evaluation:

- An Opel Corsa based 3-door, but with a longer wheelbase.
- A car developed with Saturn, using some Saturn parts but built in Sweden using Saturn assembly methods.
- A lightweight, high-tech subcompact similar to the Opel Astra.
- A joint project with Suzuki based on a future model one size up from the Geo Metro/Suzuki Swift.
- A Saab-designed car on a completely new platform. This option is the least likely as it would be the most expensive to develop.
- The sixth possibility is unknown at this time.

Due to Saab's ties to GM Europe and ease of parts sourcing, the Opel based concepts would be the most likely to see production.

The final assembly will likely take place in Europe, though not necessarily in Sweden. Bodies could also be assembled at a GM plant in Mexico, where GM plans to build a version of the Opel Corsa.

Drivetrains are unknown, but would likely include Saab-modified Opel powerplants. (From 1967 until the end of production in 1980, a V4 manufactured by Ford in Germany was the standard engine in the 96.)

The smaller Saab could go into production in late 1997.

## Group 6 seeks test cars

Group 6 Performance of Tucson, Arizona, is looking for persons interested in modifying their Saab and making it available for possible write-ups in *NINES*, *European Car* and other automotive enthusiast magazines. Group 6 is looking specifically for a 1991 or 1992 9000 Turbo, and a 1993 Commemorative Edition 900 Turbo. Other 900s and 9000s will also be considered.

Those selected will get very special pricing on the modifications, and Group 6 would like to be able to do the installation in their shop at a reduced labor rate. In return, the cars must be available for road tests and driving impressions by the magazines and the cars should also be available for viewing at Saab Club conventions.

To be considered for this special program, write a letter to Group 6 Performance with a description of the car. Their address is: 1634 S. Research Loop Ste. 150, Tucson, AZ 85710.

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## Saab 93

### *The National Saab Owners Convention*

KENOSHA WI — Once again, Saab owners from all four corners of the U.S. and from Canada convened to honor the marque. They drove or dragged some 200 Saabs to the 1993 meeting in Kenosha. Though over 400 were registered, it is estimated a few hundred more stopped by the take a look at the cars or to shop the parts displays. The meet, put on by the Milwaukee Saab Club, was dubbed "SAAB 93" and a SAAB 93 was featured on the T-shirts along with a '93 Saab. Partly cloudy skies and breezes off Lake Michigan made for comfy wearing of new T-shirts.

Snap-On Tools, an internationally known manufacturer of top quality automotive tools and test equipment, and located in Kenosha, was on hand to demonstrate some new equipment. PPG, the largest manufacturer of automotive paints, also had a booth and participated with tech sessions.

Ralph Millet, the first president of Saab Motors was there to answer questions about the early days of Saab. Saab's U.S. counterpart to Erik Carlsson, two-time SCCA PRO Rally Production Class Champion Jon Davis, who won titles in 1980 and 1981 driving a Saab 99, also put in an appearance.

The most radical of the custom Saabs was a 900 3-door. From most outward appearances it's a 900 with a metallic green paint job and a hood scoop. Under the hood lurks a Ford 5.0-liter High Output V8 with a Vortec Supercharger. The Ford connection goes all the way to the rear wheels, as the entire drivetrain came from a 1989 Mustang GT. The rear-drive 900 was built by Boe Kalinoski, who runs a Saab repair shop called Automotion Services in Bilerica, Massachusetts.

The 900 formerly had a Triumph Stag V8 mounted to the Saab transmission (it was seen at the 1990 National Convention in Sturbridge, Massachusetts), but the engine proved to be unreliable. The 900, an '83 chassis, was completely gutted and sandblast-

ed, and built from the ground up. Much of the bodywork and the Jade Green Metallic (a color used on Ford trucks) paint job were done by Dix Auto Body in Billerica.

The V8 900 has a full frame front to rear. The rear axle had to be narrowed by two inches to fit the 900 body. The front suspension components are from a mid-'70s Mustang II, a popular choice of hot rod builders due to their strength and compactness. The only obvious alteration to the passenger compartment is the tunnel for the drive shaft. Kalinoski also lengthened the shifter and outfitted the car with a full complement of gauges. The car weighs 2800 pounds, the same as a stock '83 900, with a 64/36 front/rear weight distribution.

Kalinoski estimates the horsepower at



*Boe Kalinoski's V8-powered 900 didn't have the agility of the front-wheel drive 900 on the autocross course, but boy, could it smoke the rear tires!*



450 and says the car will do the quarter mile in 12.4 seconds with stock Mustang GT wheels and Goodyear Eagle GTs. Proper racing tires should put the V8 Saab into the 11-second bracket.

The conversion to rear drive took three years. "Everytime I made a modification I had to compensate for something else," said Kalinoski. "I felt like I was running into brick walls all the time, but I finally solved all the problems and the car works great!"

The V8 900 had only been driven 400 miles before the trip to Wisconsin, but it made the 2,400 mile round trip without incident, averaging 20mpg.

Since the judging criteria for the Concours was originality, the judges had to award the First Prize in the 96/95 category to the 1967 96 V4 Deluxe owned by Joe Caparosa of Butler, Pennsylvania. Caparosa purchased the car from Lester Burmeister of Marshfield, Wisconsin and had picked up the 96 only the day before the convention. It is the same low-mileage 96 featured in NINES #218. With only 236 miles on the odometer and 25 years hidden in a garage, it couldn't help but be original. Though Burmeister had been offered more money for the showroom original car, Caparosa was chosen as the new owner based on his love of Saabs (he also has a restored 1973 Sonett III, painted in Pearlescent White) and his promise to leave it original.

Caparosa intends to put the car back into running condition and keep the mileage as low as possible. The engine was freed pretty easily by pouring some oil through the spark plug holes, then rocking the car gently back and forth. It still needs to have the hydraulic systems replaced, which Caparosa intends to work on over this winter.

Second Place in the 92 thru 96 category went to the 1960 Gran Turismo 750 restored by Vermont's Bruce Welch. The GT750 also won the People's Choice award, based on popular vote. (Welch's GT was the winner of the 92 thru 96 category and Best of Show at the 1992 National Convention, and was featured on the cover of NINES #215.) Though the SAAB 93 — built from 1956 to 1960 — was the featured model at this year's convention, Welch's was the only 93 on display.

Another 96 that bears mention is the 1970 V4 model restored by Andrews, Inc. It had been garaged for many years before Chuck Andrews bought the car, and the body

## Thanks!

SAAB 93 The 1993 National Saab Owners Convention was a great success according to the comments and evaluation forms we have received. Thank you for your appreciation of our work. Thanks to all of you who came to our event, which is really what made it a success.

We would also like to thank our sponsors, speakers and vendors who helped us in many ways with tech sessions, swap meet displays and advertisements in the program. Without intending to slight anyone, we would like to especially recognize Chuck Andrews of Andrews, Inc. in Minnesota for his work in coordinating with PPG and Snap-On, and of course, the PR folks at Saab Cars, USA, Inc., Steve Rossi, Elke Martin and Marie Prezioso.

While we were planning this convention, we would periodically remind ourselves that even if we totally messed up, that even without any organized activities a bunch of fanatical Saab owners together in one place would have fun. However, we did indeed have activities, perhaps too many. So far the evaluations forms are split at about 74% against and 26% for a lighter schedule, and at 55% against and 45% for an extra day.

Interestingly, many people commented that filling in the schedule for more Friday afternoon activities or for a longer schedule on Sunday would be a good idea. The Friday idea might work since many people arrive early, but many people left Sunday morning and didn't even stay around for the round table session with Saab personnel, so we doubt that Sunday activities can be changed by much. Impressions and advice based on our experiences will be passed on to next year's crew, as soon as we know who the lucky people are.

For those that missed attending or who want extra souvenirs, we are making the beer mugs and T-shirts available for sale along with the group photo and the videotapes. Please find the details in our ad below.

Once again, thank you every body.

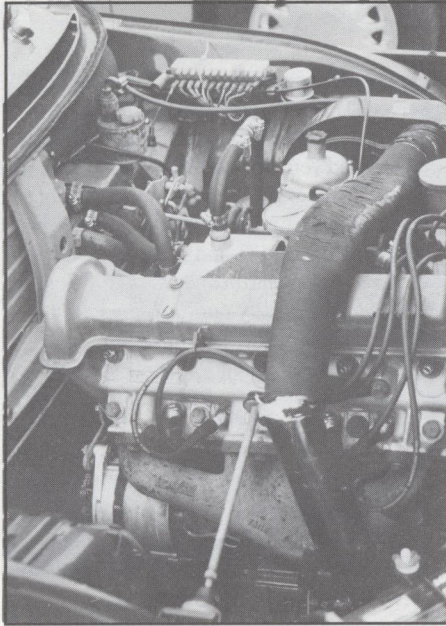
*Ian Simpson, Pat Greer and the Milwaukee SAAB Club.*

was in pretty good shape. But as Chuck and Scott Struck, another Saab body repair specialist at Andrews, took the car apart to restore it, they found lots of little areas that

needed rust repair. Chuck estimates that between he and Struck, there were about 300 hours of labor in the 96. It now looks like new.



*This 1967 Saab 96 sees the light of day for the first time in 25 years.*



There were more 99s at this year's convention, and there is now some effort to restore the smaller sister to the 900. One had the rare and unrespected Triumph 4-cylinder engine, but in a later chassis, and with other pieces from different years of the early 99s. Though it was not true to one year, it had the flavor of 99s from 1969 to 1973.

David Snider of Boulder, Colorado, showed up at his first National Convention with a brace of yellow 1973 99s - a two-door and a four-door. He went home with First and Second Place awards in the 99 category.

*Top: Early 99 with carbureted Triumph engine.*

*Below: David Snider's award winning, matching yellow '73 99s.*



### Pirelli Autocross

Pos.	Name	Car	Time
<b>Class C - Sonetts</b>			
1.	Mark School	'71 Sonett III	41.72

<b>Class D - 99s</b>			
1.	Jerry Sweet	'78 99 rally car	42.79
2.	Dave Parps	'79 99	43.37

<b>Class E - 900 Turbos</b>			
1.	Bill Jacobson	'90 SPG	42.30
2.	Dave Newkirk	'85 900T	42.40
3.	Matt Ruhl	'85 900T	42.48
4.	Charles Schenk	'85 SPG.	42.50

<b>Class F - 900 non-turbos</b>			
1.	Guy Stella	'91 900	41.90
2.	Mike Blija	'80 900	43.11

<b>Class G - 9000 Turbos</b>			
1.	Paul Niedringhaus	'91 9000	49.50

<b>Modified Class &amp; Fast Time of Day:</b>			
	Jason Strauch	'75 99LE	40.01

### The Rally

<b>Class A - 900s</b>			
1.	#22 Compton/Mitchell		29 points
2.	#5 Carrellas/Carrellas		68
3.	#30 Burhans/Burhans		133
4.	#7 McPherson/Crisci		192

<b>Class B - all the other Saabs</b>			
1.	#28 Todd/Klitzke		36 points
2.	#236 Poynter/Poynter		123
3.	#31 Baxter/Baxter		154

Another trophy for second place is being sent to Hlavka/Hlavka because of a scoring error caught after the awards. They scored 83 points.

### The Concours

<b>Class A - 9000s.</b>			
1.	Jim Poynter		'91 9000
2.	Bill Baumann		93 9000 Aero
3.	John & Sue Matthews		'89 CD Turbo

<b>Class B - 900s.</b>			
1.	Steven Bush		'88 SPG convertible
2.	Lou Chambers		? SPG
3.	David Adams, Jr.		'87 Turbo
HM	Bruce Billing		'91 900S
HM	Ed Grzeszczak		'92 900

<b>Class C - 99s.</b>			
1.	F. David Snider		Yellow '73 99LE
2.	F. David Snider		Yellow '73 99

<b>Class D - Sonetts.</b>			
1.	Al Sutton		'67 Sonett II
2.	Mark School		'74 Sonett III

<b>Class E - 93, 95, and 96s</b>			
1.	Joe Caparosa		'67 96 with 236 miles
2.	Bruce Welch		'60 93 GT 750
HM	Larry Williams		'50 92

<b>Modified class</b>			
1.	Bo Kalinaski		5.0 litre RWD 900
HM	Tom Remedios		'80 900 5-dr/16V eng

<b>The People's Choice Award</b>			
	Bruce Welch		1960 93 GT 750

(HM = Honorable Mention)

Everyone who brought a car was asked to sign a waiver to allow their car to be used in a commercial for the new 900. They were also paid in advance, whether their car might be used or not, the hefty price of one quarter dollar American. Several representatives of Saab's ad agency - Thomas Angotti Hedge - were on hand taking photos and films. The usual group photo was preceded by a photo of just the 900s. Look for scenes from this year's convention in ads for the 1994 900.

### No convention in 1994

It appears there will not be a National Saab Owners Convention in 1994 as none of the regional clubs has offered to put one on. The task of organizing this annual event is handled entirely by the volunteers of a local club, with assistance from Pat Bolmeyer and other previous convention chairpersons. The basic organizing committee and a site should be in place at least a year in advance.

While there are several new clubs that may in the future be capable of bringing together the manpower required to put on the convention, they all need a little maturing and the members need to discover their strengths and weaknesses.



Above: Jerry Sweet on his way to an autocross win in his PRO Rally 99.  
Below: Vintage Saab Services, a.k.a. the Milwaukee Saab Cult, had lots of used parts for sale.

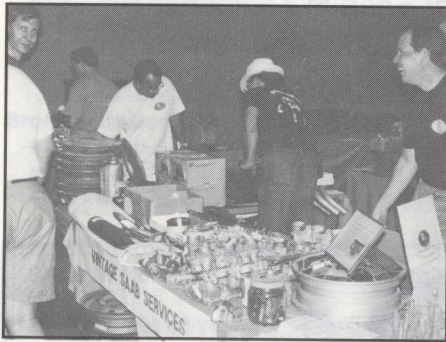
Convention photos by Rick Corwine, Ian Simpson, and Tim Winker



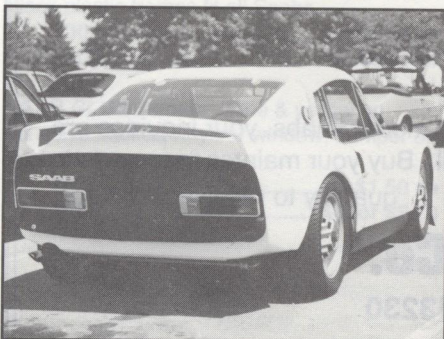
"Stroker" Williams worshipping his SAAB 92.

Larry and Katha Williams made the journey from Waterloo, Iowa, once again in the ever reliable "Sadie", a white and red 1963 96 with about a gazillion miles on it. This time, however, there was a sister in tow, a 1950 SAAB 92, serial #218. Larry has been working on restoring the 92, and has it in running condition, but the paint was in less than pristine condition. Nevertheless, the Concours judges saw fit to award an Honorable Mention due to the rarity of the car.

Larry, better known to Saabers as "Stroker", had help towing the 92 to and from the convention. Sadie made the first 90 miles or so with the 92 on a tow dolly, but the gas mileage was suffering greatly, and Bud Clark, who was following in his 9000 Turbo, had backed off about a mile to avoid the fog of two-stroke exhaust. Clark offered to tow the 92 the rest of the distance to Kenosha. Those who saw the 96-92 train accused Stroker of "Sadie-masochism."



There were a couple of customized Sonett IIIs with integrated front spoilers and rear wings, one in black, one in white. Jack Lawrence of Motor Sport Service also brought his NASPORT winning tube-frame Sonett for all to view. Another racer on hand was Mark School's Sonett III that he drives at vintage races. Two rare Sonett IIs were at the meet -- Al Sutton drove his from nearby Chicago, while Dennis Sweeney trailed his from Pennsylvania.







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by Robert Bentley Publishers

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#### Brooklands Books

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- #112 - Saab Turbo (1976-85) ..... \$16.75
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#126 - Hdbd., 5 3/4" x 8 1/2", 208 pgs. 20 b&w ill. .... \$22.75

### #127 - SAAB 1947-70: Modelle 92, 93, 95, 96, 99, Sonett I, II, und III.

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by Anders Tunberg. Chronicles the evolution of the new Saab 900. Includes early sketches by Bjorn Envall, follows the research & development, concept cars, testing around the world, interviews with designers and engineers, the philosophy of what makes a Saab.  
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by Bjorn Svallner. (1983). Well illustrated history of Saab's fiberglass-bodied sports cars, including the Super Sports (Sonett I) of the mid-1950s. Printed in Swedish with English translation. Hdbd., 9 1/2" x 6 3/4", 144 pgs., 150 ill.  
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# Technical Talk

## 95/96/97 CV Boot Replacement

CV Boot Replacement by Thor Carlson in October, 1992 NINES for the Saab 900 applies also the 95/96/97 with the following additions:

There is a fixed Tee on the inner driveshaft end, and two needle rollers on the Tee. I have twice found individual needles to be missing from the roller, which falls off if not secured. The book says use to plastic bags & ties: I have found that a condom will fit nicely over the Tee, first over one roller, then the other. Leaving it for more than a day may deteriorate the condom, however (fundamentalists will fervently hope for this). The point is, a Saab dealership would not have taken the time and care to secure the bearings, when removing a drivetrain of axle. Hence they must be inspected, cleaned and repacked. For the 90's the best product available is Microlon Hi-temp grease, available from Microlon, Inc., (800)962-4152. (I highly recommend all of their products—ask them why I get 35+mpg on my 96 and lower emissions than a 900!)

Most 73 96's used teflon ball joints (no grease fitting). They should be kaput or almost so by now. I tried installing earlier ones which could be regreased, but they went within six months. For the time overhead, please replace them with new: you never know where those ball joints have been. Also, soak, loosen and retighten those frozen tie rod ends. Ashcraft sells all of these parts too cheaply to not take care of it now.

In order to remove the upper ball joint the spring must be compressed. I used a cheap rental spring compressor which broke and the spring flew out, hit the wall, bounced back and really bruised my arm. Please use a GOOD compressor, and don't go cheap charlie and try to prop the spring with a screwdriver in the ball joint bolt hole or use a MacPherson Strut device.

With the axle out and in your hand, you can defy the laws of physics and change both boots now. This trick is from Roger Harris in Springfield, Mass. Clean the axle shaft spotlessly and cut off the old boots. SLOWLY & CAREFULLY with CV grease slide the first the inner boot, then the outer, over first one end of the inner Tee, then the other. A wide blunt screwdriver helps.

Change the brake hoses even if everything looks good as you complete your checklist. They have a tendency to block up, preventing the caliper from retracting, creating brake drag. If the car has been stored a while, the hoses and seals like to burst under pressure.

I have found usually one brake pad to be worn almost to the quick and sometimes split, while the others looked quite meaty. This has happened concurrently with caliper "clunk", also discussed in this issue. New pads have always corrected "clunk" but I cannot be certain of the exact cause.

This item will sound obvious, but there is time economy here. If you remove the axles FIRST before removing the transaxle, then reinstall them AFTER reinstalling the transaxle, doing both jobs will take only marginally more time than one.

The freewheel control lever detached itself from the transmission and was floating around inside the engine compartment, and tore up the starboard inner axle boot. Fortunately I discovered it immediately; however, every 96 I have seen has it attached in a nonstandard manner, usually with a rusty nail through the hole in the lever, and it can pull right through the rubber bushing if pulled firmly. The correct way to do it is with a flat thin washer and a brass cotter pin. If you don't have a pin small enough, drill out the hole bigger or safety wire it until you do.

Robert Wagner  
New York NY

## 900 rear brake pads

I recently replaced the rear brake pads on my 1985 900 Turbo. It was a relatively straightforward job, but I got lucky on a few spots, so thought I'd pass on my experiences.

I typically check my brakes annually, but since the rear pads always seemed to have plenty of material left, I recently tended to overlook them. When I did check them, at

about 75,000 miles, it was none too soon. Both pads on the passenger side had about 3mm of material remaining, but the inboard pad on the driver's side had less than 1 mm. So don't forget to check your rear pads, and don't assume that they are all wearing uniformly.

I have both the Haynes and Bentley books on Saab repair, and find that they are complimentary in their information.

In order to remove your calipers and rotors, Bentley book doesn't tell you, but Haynes does, that you must remove the brake lines from the rear calipers. So have at least a new 12 ounce container of the proper brake fluid available to replace that which you lose in removing the brake lines.

My caliper mounting bolts were really torqued tight. The brake line location prohibited me from using my torque wrench, which wasn't a problem in removal, but more of one in replacement. Steady pressure from my foot on a box-end wrench did the job for both removing and installing the bolts, but didn't give me the satisfaction of accurate torque readings on re-installation.

The center holes in the rear rotors are somewhat larger than those in typical front rotors. The shop that turned my rotors told me that I was fortunate that they had just purchased some oversized "cones" that hold the rotors on their machine. Before being mid way through your brake job, check with your shop to be sure they can handle your rotors.

Earlier, when I replaced my front brake pads I installed Raybestos "Super Stop" pads with which I had good experience on other cars. They have good longevity, don't squeak, and generate very little dust. For these rear pads, I installed Raybestos "PG Plus" pads; those which Taybestos recommends for the rear when the Super Stops are used in the front of this car. Regardless of your brand preference, in order to obtain proportionate stopping forces on each axle, be sure to use pads sets that are intended to be used together.

The faces of the rear caliper pistons are circular, but the piston surface that touches the shim behind the rear brake pad has a notch recessed into it. The people at Raybestos told me that this notch is a guide. This piston face is cut on a slight angle so that pressure from the piston on the pad

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makes the trailing edge of the pad contact the rotor first. The purpose of this is to minimize vibration and brake squeal. When reinstalling the caliper this notch must be in the right location to insure proper pad to rotor contact. Haynes gives you a 20 degree angle for the notch but doesn't tell you how to measure it. Bentley tells you to reinstall the shims exactly as you remove them but doesn't explain why. The reason is that the shims each have two spots partially punched out of them which will orient the proper angle on the pistons.

If you note these features when you disassemble the caliper assemblies, you won't have any trouble reassembling them properly.

I installed everything properly, and still ended up with enormous squeal from the new rear pads! The Raybestos people told me to remove the pads and round each pad's leading edge with a file, and to apply a couple of beads of Permatex RTV high temp (red) form-a-gasket between each pad and shim. Let this material cure slightly (10-15 minutes) before reassembling so that a slight thickness of this material is present to absorb vibration. Following this advice totally eliminated squeal.

I have had problems on other cars with the squeeze-on material that is intended for brake quieting. It works at first, but soon squeals return. The red form-a-gasket has out-performed the brake quieting material so far, but it's been on less than a month.

Richard Kohnen  
Creve Coeur MO

## Ash tray replacement?

I have a 1993 Saab 900S and am looking for a way to replace my ash tray, (I don't smoke and don't allow anybody else to in my Saab) with some device to convert that space from an ash tray to an open storage compartment. Does anybody know how to do this? Or does anybody sell a replacement "ash tray" device that junctions as a storage shelf?

By the way, my Ford Taurus combination cup holder/change holder device fits nicely below my ash tray, hence the need to convert the original ash tray space into an open area.

Even well-engineered Saabs need a degree of personalization/modification to fit individual's needs. Right?!

Steve Steustrom  
Summit NJ

## Shock alternatives

During recent service to replace an outer U joint boot my independent tech., John Mead, of Traverse City, Michigan, mentioned the KYB shocks I've run for the last 3 years are inadequate. He showed me how they restrict complete movement of the suspension by about a half an inch. Since I don't rally it probably hasn't mattered much. I will eventually change them, however.

He knew of three aftermarket shocks which are okay. He suggested Koni, Bilsteins and Moog Mulholland, which he suspected might be the best deal. I mentioned the article in NINES concerning the cracked and broken lower A arms problem recently surfacing. He suggested that shocks that stop the A arms travel short could cause stress on them. That sounded logical to me. What's the opinion of the NINES experts?

By the way John Mead specializes in fixing older Saabs and most other Europeans including restoring an old Rolls recently. His own cars are two Saabs -- a 99 and a 900. Both of them have over 200K which he still drives hard including towing a boat on trailer. He's been fixing Saabs since the early seventies, is highly skilled and meticulous.

My 1986 SPG's right outer U joint got a couple thousand miles on it with a torn boot before it was realized. John took it out, cleaned and inspected it for damage and said even though it was clicking a bit on a hard turn, that it looked okay and that repacking should take care of the click. We didn't replace the joint and it seems fine so far. His labor charge for the work was \$90. Fixing this problem at a dealer would have run near \$400, which to be fair would have included a new \$185.00 outer joint. This is, by the way the third boot on the right front side which seems a high frequency for a city car in Sarasota.

Craig Brigham M.A.  
Sarasota FL

## Braided fuel lines?

I'd like to hear from anyone who has replaced the plastic fuel lines used in the Bosch mechanical injection system with Aeroquipt or any other fuel line arrangement. I'm having a problem figuring out what sort of fittings to use.

Does anyone have a schematic diagram of the brain for the EFI '99?

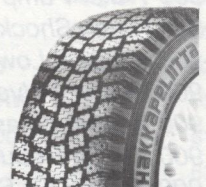
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## Another Resurrection

In July 1990 I wrote an article for NINES about recycling a 99, entitled "Resurrecting a 99". It how I brought a 99 back from a Parts-is-Parts near death experience. That car has worked nicely for three years, but I had a recent chance at a new "recycling" project. Here's the story.

The local town paper's classified section had the following ad:

"1982 Saab 900 Turbo, high miles, bad turbo, \$900.00".

That, my friends, sounds like T-R-O-U-B-L-E. So I gave the number a ring, and a man with a thick Swedish accent came on the line. "Yes", he apprehensively said, "the car is still for sale". His tone was the of-course-its-for-sale, who-would-ever-buy-it tone. He said he had bought it in 1983 from the original owner (bad sign). He stated that the dealer wanted \$1,200 to put in a new turbo.

Now I figured that there couldn't be much terribly wrong if the Saab dealer he had been going to -- Reinertsen Motors in Denville, NJ -- had been servicing the car. They had always treated my visits honestly. So I decided to take a peek.

Mr. J said he always got up early, so I could come by any time after 6:00 am. I got to his house at around 8 am, his wife met me and said that her husband had gone off for a ride in the car, had not returned, and, asked if I would like some coffee. So there we were, sipping coffee, when around the corner of the house comes Mr. J, out of breath. He said that the car had died in town, and he had had to walk back to the house. Apparently the battery was dead.

We got into his Volvo (which ran perfectly), drove to the car, and jump started it. I drove the Saab home cringing at the huge clouds of smoke billowing from the exhaust. Yep, the turbo was definitely BAD (the turbo burns and creates the smoke). But a cursory look revealed no other flaws. The interior was in perfect condition. The transmission shifted well and felt solid. The headliner was, of course, down, but the sun roof didn't have any water damage, the instruments all worked properly, and the radio even had a powerful amplifier driving four speakers. The car rode nicely on four new Verdestein tires.

We arrived back at his house, and sadly looked over the engine. I pulled the plugs and did a compression test. Everything

checked out okay. Mr. J, evidently quite upset by the morning's events, said "are you going to use the car for parts?" I realized that his opinion of the car was on quite a different level than mine, then I said to myself "wake up! He's been driving it for 10 years, you've driven it down the block!" I hemmed and hawed looking at the engine when he finally said "well if you want the car, I'll take less money".

Ah, the moment in space and time when the heart takes a extra thump! All brainwaves freeze and focus on the reply. I thought "now, I could be stupid and say "ummmm, how about 700 dollars", or I could be smart and keep my mouth shut". I kept my mouth closed, and a wrenching silence ensued. He finally said "how about we split it in half?" Oh my, I thought, can I blurt out "yes" without saying "YES!"? I quietly said "Ok, I'll take a chance on it." He looked so relieved.

Its funny, but in such a situation, one's emotions immediately flip from the estatic to the worrissome. My very next thought after "YES!" was, OH NO, what did I do? Weird.

The next day my wife and I drove over to pick the car up. I warned her that it "smokes a bit". Needless to say, she drove behind me with the windows up. Thankfully, no policemen had yet finished their donuts and coffee or I would have surely been pulled over.

When I got home, I took out the current issue of NINES, and can you believe it, there was an ad for "turbocharger, 81-82 Non-APC \$200. New". I called and was told the turbocharger had never been used on the 82 rally car it was intended for, and that it was still in its bag and box as it came from Garrett AirResearch. I asked to have it shipped UPS-COD (to save time), and a day later I had a new turbocharger.

Changing the turbo is not too difficult a job, in fact, it is probably one of the easiest jobs I've ever had to do on a Saab. A recent letter in NINES from Griffen Motors gave a shortcut clue on how to remove the lower flexible oil return line, so everything went along easily. Two hours to remove, and another two to attach. I let the engine spin for 30 seconds (with the coil disconnected), then started the car up. It sputtered and coughed, but finally caught.

Well, I've been driving it for a few weeks now. Each day the car gets smoother. So, \$650 dollars later, I am turbo-ing. YES!

Paul Henderson  
Manalapan NJ

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## Owning a 9000 in Canada

I absolutely agree with J. Smith's comment about the poor Saab network in Canada (Nines #217 p.4). The dealership network here in Canada is simply a joke as compared to the U.S. The technicians and salesmen are poorly trained, stock inventory is nonexistent. The general attitude is, "If you want a Saab, buy what you see in the lot, (composed of maybe less than 10 used demos), if not plan to wait for 3 months if you're lucky." Of the two Saabs I bought, I took the trouble of going to the U.S. twice to buy them. The 1991 Canadian 9000's don't have air bags, not even as an option, whereas they have been standard in the U.S. for many years. The Canadian models always seem such a shame and if Saab Scania can improve their dealers here in Canada, there is a great future as Saabs are such excellent winter cars.

### Saab the fun car

In 1990 October, I bought a 1991 9000 with the 2.3L Turbocharged engine. I was truly impressed. At that time, I also considered other cars such as the Alfa 164L, Mercedes 190E 2.6, BMW 325ix; however, after driving the Saab, there was no comparison in safety, performance and practicality.

I was living in Toronto, Ontario, Canada and regularly drove to Boston, a 10 hour drive every month. Within two years, I accumulated 33,000 miles and the car never let me down.

What I appreciate most is the peace of mind the Saab gave me, I was totally at ease in the freezing snowy Canadian winter or blasting through the Mass Pike at 3 o'clock in the morning. Contrary to many car magazine journalists, I like the ventilation system, it's very efficient at keeping me alert and awake; the seat is supportive and comfortable, excellent for long trips.

### Saab the safe car

Unfortunately, after moving to Vancouver, I got into a very serious accident. A driver decided not to yield after a stop sign and there I was, sitting in the car with an old friend, helplessly crashing right into the other vehicle. The Saab saved our lives. Considering the impact and the damage of both cars (even the airbag came out), I am truly amazed that we walked out totally

uninjured without a single scratch. I believe the seatbelts with the automatic tensioner, the properly positioned headrests, the roominess of the car and its overall rigid body all contribute to its excellent safety. The car was a total loss but if it was a lesser car, I definitely would have suffered some broken bones. The Saab is such a safe car, living up to its reputation.

A friend of mine a couple of years ago also got into an accident with his Saab, a 900 SPG. The car rolled over but he and his friend climbed out from the sunroof, also without a scratch.

### Changing Tires: Pirelli P700 vs. Dunlop SP Sport 8000

With the money from the insurance company what else could I buy but a Saab? After months of driving rental cars, I am now finally enjoying my new CS Turbo. Since I crashed my old one with winter tires on, I have left over a set of OE 16 x 6.5 inch wheels with Pirelli P700s. I traded in my brand new P4000 OE tires to the dealership and put on Nokia NRW 195/65x15 from Greg at G & G Service, getting myself ready for the Canadian winter. As John A. Matthews mentioned (NINES #218, p.28), "there is a very slight amount of wander on dry pavement", especially when the car accelerates on a turn. I have yet to discover how good these tires are in the snow compared to my old Pirelli Winter 190.

Perhaps due to improvement of chassis and the softer suspension, I find the ride of the CS with the P700 marginally better than my 1991 Turbo. Unfortunately, after driving with my Pirelli P700 on my summer rims for a few thousand miles, I noticed some severe cracks on the sidewalls. After lengthy discussions with many tire experts and Saab technicians we decided that it is more than cosmetics so I again had to invest more money in buying a new set of summer tires. With the 16 x 6.5 inches Saab wheels I don't have too many options. While Douglas Morse fitted Pirelli P700Z 205/45x16 on his 9000 (Issue #215), I was not too impressed with the P700. According to a salesman from Tire Rack, the P700Z is supposed to give a better ride than the old P700. However, after seeing the cracks on my P700 and having suffered the rather harsh ride, I wanted to switch to a newer brand. I chose the Dunlop SP Sport 8000. As the 1991-92 Saabs will rub with 205/55x16, I decided to try 225/45x16. Steve Hendrick fitted 225/50x15 (Issue #211) on his 9000, and so I

thought the 225 width may be worth a try as I could hardly find anything with a size of 205/50x16 besides the Pirelli's.

Since the tire shop owner promised to exchange them if they don't fit, I tried out the Dunlops. While I haven't driven the P700Z, the Dunlop SP Sport 8000 is much better than the P700 in every respect. Contrary to my expectation, the ride has actually improved dramatically! Road noise has decreased significantly and the tire absorbed potholes so gracefully that the car feels much more solid and refined. If anyone has driven a 1991 or 1992 Turbo, he/she will understand the harsh ride with the 16 inch wheels; the difference with the Dunlop is day and night. It seems that neither the suspension nor the lower profile tire is to blame but rather, the poor design of the tire. No wonder Pirelli's have stopped making the P700. (They still make the P700Z) With the Dunlop SP Sport 8000, both wet and dry handling has improved noticeably. The better traction provided by the new tires means that I can accelerate harder without activating the TCS. The car also seems more stable at higher speeds.

Some people (including Saab USA) warned me not to use the 225 width as it rubbed with earlier Saabs, however, with my driving habits on the roads here in Vancouver, B.C., I have not yet discovered any rubbing problem with 225/45x16 on a CS.

To calculate the exact speedometer error, I did a brief study of the overall diameters of the possible combination.

Size	Tire	Section Height (mm)	Overall diameter (mm)
205/60-15	P4000	123	627.0
195/65-15	Nokia NRW	126.8	634.5
205/50-16	old P700	102.5	611.4
205/55-16	Aero	112.8	631.9
225/45-16	Dun.SP8000	101.3	608.9

The estimated overall diameter is based on the formula,

$$(\text{Tire width} \times \text{Aspect Ratio} \times 2) + \text{Diameter of the Rim} = \text{Overall diameter}$$

or in other words,

$$(\text{Section height} \times 2) + \text{Diameter of the Rim} = \text{Overall Diameter}$$

The ratio of the overall diameters,

between the original 205/60x15 Pirelli P4000 and the 225/45x16 Dunlop SP Sport 8000 is 608.9mm/627mm = 97.11%. The ratio of the overall tire circumferences will also be 97.11% as is a constant both in the nominator and denominator which would be cancelled out. Thus if the speedometer shows 55mph, the actual speed of the car travelling would be approximately 53.4mph. The smaller tire travels a shorter distance with the same number of rotations compared to a larger tire. If I sell the car with 100,000 miles, the actual mileage would be 97,110 miles. (Since I also use the Nokia NRW winter tires with a larger overall diameter part of the year, the difference between the actual vs. indicated mileage accumulated would be less. I feel that I can live with both the mileage/speedometer error.)

(Note: As a layman, I warn other readers to be cautious in looking at my calculations. I hope that someone will kindly correct me if I am wrong.)

Regarding the likelihood for tire or wheel damage caused by rough (or lack of pavement) as Steve Goldberger (NINES #218, p.23) rightly mentioned, I can only hope the tire manufacturers know what

they're doing and will not produce something that cannot realistically withstand the terrible roads we often face today. However, it seems very ironic that the wider 225/45 x 16 Dunlop SP Sport 8000 has a shorter side wall yet gives a much better ride than the 205/50x16 Pirelli P700. It tackled potholes and rough pavements so gracefully compared to the P700 which I thought was impossible with a low profile tire. While I used to worry all the time about wheel/tire damage with my P700 because of the terrible ride, the Dunlop feels so much better that I can finally encounter rough roads with peace and confidence. In addition, the Dunlop produces much less road noise than the P700.

**CS vs. 1991 9000 Turbo**

The most noticeable improvement of the CS over the old 9000 Turbo is the stiffer chassis. When I go over parking bumps in the 1991 5 door hatchback, I often hear squeaks and rattles coming from the sunroof and door seals. The problem has disappeared with the CS. The car is generally quieter than before. I appreciate the larger gas tank and also the improved mileage with the Trionic engine management system. The

new headlight system provides even better visibility at night. The new central locking system is very convenient. The taller trunk also provides more room than the old 9000.

I find that rear headroom has marginally decreased perhaps due to the new additional inner C pillar inside the main C pillar structure. As always, I wish there was more front headroom. An annoying problem I have not solved yet is the slightly loose front seats (I'm not sure if it is inherent with the electrically adjustable seats as I had the same problem with the '91 9000 Turbo). If I adjust the height of the driver's seat midway between the highest and lowest position and launch the car quickly from the rest, the entire seat rocks a little backwards. Solution from anyone?

The mysterious mouse squeak coming from the seat can be eliminated by spraying WD40 into the seatbelt buckle. Recently, when I brake the car hard or accelerate hard from a stop, I hear a clicking noise from underneath the driver's feet. Perhaps the suspension is loose, I will have to check that one out.

Eric Woo  
Vancouver BC, Canada

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## ...and from the other coast of Canada

This letter is in response to the letter from Steve Goldberger (issue #219) and the situation concerning SAAB dealerships in Canada. First things first. He refers to our country as "the land of ice and snow". I am writing from Fredericton, New Brunswick, a community on the east coast (North of Maine!) and it's the 15th of September and it's 31 degrees celcius - that is 88 degrees Fahrenheit for you holdouts from the dark ages of the English system of measurement. Hardly ice and snow. We won't see the first ice in the river until sometime in December, hardly the land of ice and snow. Sure there are lots of cold places in Canada, but don't forget that the bulk of the population lives within 60 miles of the US border, i.e. as far south as possible. If you want to ski in July go to Peru or Chile, don't come up here, there is no place to do it.

In his letter Mr. Goldberger mentions the Wheels section of the Saturday *Star* out of Toronto. I used to live in one of the satellite cities of Toronto and was a regular and dedicated reader of that paper. I always enjoyed the Wheels section of the paper and often got useful tips from it. And Jim Kenzie writes as funny a line as any automotive writer I have ever read. (Except

that he has this really stupid idea that torque must be expressed in lbs-ft rather than ft-lbs — something which he once to great [and erroneous] pains to explain in one of his columns — obviously not realizing that in mathematics the commutative property applies to multiplication and that this means that ft-lbs is equivalent to lbs-ft. There, I said it, always wanted to tell him what a totally stupid position he held. I'm an engineer by profession; long live the foot-pound; engineers have used it correctly for longer than he has been alive. Even the best of writers dissappoint from time to time.) Anyway, if you have the chance, read the Wheels section of the *Star*, it's worth it. If you live outside Southern Ontario you may get a different edition which does not have Wheels in it. Here in New Brunswick we get a National Edition which is missing the Wheels section, among others. The price of isolation.

If Steve Goldberger thinks that the situation for SAAB owners (and Saab owners) is bad in southern Ontario, he should think again. I live on the east coast and there is nothing out here. Sure, we have a Saturn/SAAB/Isuzu dealer in town, but there is not one SAAB on the lot and the dealer is not in the least interested in the few Saabs in town.

I get my parts from a Saab club member

in southern Ontario who imports OE parts from the states. Even after paying the courier charge the parts are between 40% and 70% of the dealer price here. It gets even more ridiculous. I replaced an IC chip in a failed relay for about \$5 CDN (63 cents for the part, \$4 for the overnight courier from Toronto) and the dealer here offered me the relay for \$91 (taxes included and I would have waited 10 days for it to arrive). Yes, we are in a very bad situation here.

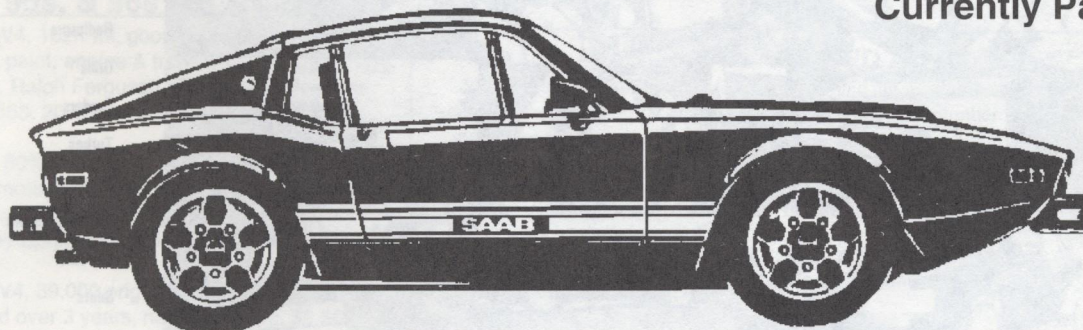
I own an '86 900 Turbo with almost 200 thousand kilometers (125,000 miles) and I have never had it in the garage. I have done all of the service and repairs myself. I just don't trust anyone around here. But I have driven my SAAB through absolutely hellish conditions over long hours in the dead of winter and she has never left me stranded. I have always been able to drive home. But the thing that really sold me was the time I was hit head-on by a VERY LARGE truck while driving an '85 SPG and walked away from the accident relatively unscathed. This, plus all of the pleasure of driving a Saab, convinced me that I would never drive any other car. I wouldn't take an even trade for anything else on the road. I own three Saabs and will never sell any of them for any amount of money. And you readers know why.

Bill Briggs  
New Brunswick, Canada

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**The gasohol malady lingers**

In the NINES #217 (Dec 92) you relayed to your readers a Saab Service Information (08/84-700) to remedy problems which gasohol fuels cause with the fuel level transmitters in 1981-82 model 900's. In April I had the local Saab dealer order and install the parts specified in this Service Information—total bill \$171.24 for parts and labor. But the remedy does not work. In fact the solution is worse than the original problem. The fuel gauge now never indicates "full" and when it should be indicating 3/4 full, it instead reads 1/4 full.

After many hours of attempting to fix

the faulty remedy, our local Saab dealer contacted Saab who admitted the solution specified in SI 08/84-700 does not work. The Saab factory representative subsequently told the dealer's service manager that Saab has some five hundred of these malfunctioning remedies and is trying to correct the problem. As of this date our local dealer has heard nothing from Saab, so apparently no solution has yet been developed.

Perhaps you might wish to warn your readers that the modification suggested in the December, 1992 issue of NINES is not the way to go. Also, since Saab provided the information and advice which comprised your article, perhaps a pointed inquiry from you might prod Saab into devoting a little more effort to the problem. If those other five hundred Saab 900 owners go by as cheaply (or as expensively) as I did, approximately \$85,700 has been invested by then in this ill-conceived modification to the fuel level transmitter system.

James K. Kieswetter  
Medical Lake, WA


**Leaking oil pressure switch**

Two years ago I bought an '80 900 Turbo from a doctor who, on her way back from Chicago, ran out of oil. Since I always check the vital fluids before I take a trip anywhere, I had some "advice" to give her, however, she informed me that the oil pressure sending unit had gone bad and caused the engine to run out of oil.

I dismissed that lesson until last week, on a return trip from Dubuque, I had a lifter begin to rattle in my '85 16-valve 900T. Upon inspection I found that I was 2 1/2 quarts low on oil after only 138 miles. After changing what little oil was left, I started the engine and began inspecting and found oil spurting out of the oil pressure sending unit. I do not believe it was leaking prior to the short trip and yet it came close to destroying a great engine. Is there any safety valve available to shut off the faulty unit or an after market unit better than the factory? Beware of that little switch on your next trip.

James K. Iverson  
Cedar Rapids, IA

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# SAAB SWAP

## Sonetts For Sale

'74 Sonett III, red, 50K mi, A/C, excellent. \$3,800. Monty Tarr. Days 217/443-7402, Eves 217/427-5203.

'73 Sonett III, original paint, newer engine, nice car, lets deal. \$3,800 consider trades from old trucks to antiques. Jeff. CA. 408/724-5357.

'73 Sonett, orange, 60K mi, very clean, very good condition. \$2,500. '69 Sonett V4, very good condition. \$3,900 obo. Tom Remedios 233 Dorn Ave #3 Everett WA 78208. Home 206/353-5358, Work 206/353-7552.

'72 Sonett III, 1 in MN, 1 in IL, both drive and need rust repair, can deliver. \$1,000 obo each. Also 1.5 parts cars and two sets engine/trans & running gear from model 96's. Make offer. George Schaefer PO Box 637 Channahon IL 60410-0637. 815/467-5205.

'68 Sonett V4, green, low miles. Best offer. Irene Winslow 806 3 Ensign Rd, Bloomington MN 55438. After 7pm 612/944-2863.

'67 Sonett II, #151, 66K mi, 2-stroke, good condition, ex-CA, no rust, ex-Ashcraft, Stage III port and polish, runs strong, Konis, wife says "sell". \$10,000. Bob Grant, 4213 S. Quinette Salt Lake City UT 84124. 801/273-0369.

'67 Sonett II, #69, red, 3 cyl, looks and runs good. \$3,500. John Popp, 4250 Beverly Ave, Jacksonville FL 32210. 904/387-5119.

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

'72 96-V4, 162K mi, good cond. Recent exh, starter, paint, engine & trans work, garaged. \$1,900. Ralph Ferguson, PO Box 44, Newcastle ME 04553. 207/563-1885 or 207/287-4670.

'72 95, 80% restored, needs cosmetics, prof rebuilt motor, all new brakes clutch etc., many spares. \$750. Bert Lustig, RT 3 Box 192L Berkeley Springs WV 25411. 304/258-1195.

'68 96-V4, 39,000 orig. mi, mechanically restored over 3 years, needs painting. \$2,500 obo. Gary Topolosky 508 Monticello Dr. Delmont PA 15626-1374. 412/325-2778.

'67 96-V4, green, 67K mi, stored since '88, good eng/trans, needs interior & paint, many spares. Best offer. Lorenzo Diurno, 18 W Brookside Av, Ansonia CT 06401. 203/734-5379.

'67 96 2-stroke, 80% restored, many new parts, runs perfect, one of the last "great finds," orig paint maroon, hand rubbed from inside-out, 8x10 color photos avail. Paul E. Ruch II, 13302 Sussex Pl, Santa Ana CA 92705. 714/633-9013.

'61 96, 850-3 cy, GT crank, extra block and head, original owner, stored since late '60ies, damaged R.R. corner. Fred Rehfeld, 2901 Tildon Dr Saginaw MI 48603. 517/799-0302.

## 2-Stroke & V4 Parts For Sale

From '74 Sonett: fiberglass, hatch glass, doors, seats, shifter & linkage, complete steering assembly, dashboard guages & controls, front & rear axles, more. List available. Mark Brahce, 2116 Abbott Ann Arbor MI 48103. 313/994-0880.

Sonett III body & nose. Best offers. Also, set of Sonett wheels. Tim Marinelli, Bloomfield, CT. 203/242-1521.

New & Used V4 Parts; also 99, Sonett & 2-stroke: including rare lenses, unused rebuilt distributor, new clutch slaves, logos, body, mech. & elec. Call or write for NEW 12 page inventory/pricelist. David Kronen, 22706 Califa St Woodland Hills CA 91367. 818/703-7323.

New Exhaust Components: Front muffler, \$40. Rear muffler, \$30. Connector pipe, \$30. Clutch kit, \$85. 3-Speed 3 cyl. trans, \$200. 97 III windshield, \$100. NOS speedometer, \$125. A/C components evap. assy, \$120. Cond. w/ drier, \$120. Brackets mounts hoses, \$50. Used mini-comp, \$50. Or all for \$300. Front fender quarters, p/ns. 7428071 & 7428089, \$120 ea. 3-cyl spark plugs Bosch DM-250-T1 MG V-260-T31S M4A1 (M260T1), \$5.00 ea. 96 NOS rear tail lenses, \$30 ea. Front lenses, \$30 ea. Blue grill emblem, \$20. Horn button for sport steer wheel 95/96 & early 99, \$25. EP80 trans. lube, \$15 gal \$65 5-gal. All prices +shpg. Monty Tarr, days 217/443-7402, eves 217/427-5203.

'69 Sonett V4 parts: exc. nose, \$1,000. Rear window, you remove, \$500. Comp car, \$1,450. '72-'73 95/6 parts too numerous to list. Misc. factory manuals, sport & rally 2-bbl set up, \$600. New ft spoiler, \$200. Leather steering whl, \$100. Roof rack for 95, \$100. Rob Allen, 114 Kimberly Rd, Hamden CT 06518. 203/248-8798.

Parting out a '73 96: body is fair, interior very good, engine good, trans is junk, plus many new spares. Very reasonable prices. Michael Wolk, 4030 SE Pardee Apt. 4, Portland OR 97202. 503/777-5195.

New backup light assy #740883 for Sonett II/V4, \$40 ea. New round tail light parts for Sonett II/V4 and early 95, #7209646, 7209638, 7209588, 7209620, \$32/set. Bruce Turk, 914/778-2469.

For sale from 96: fenders, doors, hoods, trunks, glass, seats and a lot of mechanical parts, for about junk price. John Heath, RR 1 Box 800, Northfield VT 05663. 802/485-8015 eves 'til 9.

## 99s & 900s For Sale

'88 900 Turbo, Red, 80K mi, 5 sp. 3 door, tan leather, SPG wheels, SPG engine box, sport exhaust, immaculate, all service records and service references. \$9,500. Al Carr, Charlotte, NC. Home 704/333-1350, work 704/382-8129.

'86 900S, Silver, 130K mi, 2-door sedan, new Michelin tires. Best offer. Arlene Markey, 330 Delaware Ave, Akron OH 44303. Days 216/762-9785, Eves 836-7746.

'81 900T 3dr, walnut, 100K mi, auto trans, replaced: fr. calipers, timing chain & tensioners, 2 ex valves, fr ex pipe, muffler & tail pipe, heater valve, alternater rebuilt, new brg, voltage reg, rebuilt speedometer, new bat, original TRX wheel & tires, also steel wheels, halogens. Merton Severud, 620 Burr Oak Ave, Chatfield MN 55923. 507/867-3325.

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EVERY 5 EXTRA WORDS	\$1.00	\$1.50

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'80 900 GLE, White, 136K mi, auto, 5 dr, bad rack, rust, good engine, new rad. and pwr brake booster, Shelby mags. Offer. Werner Ullrich, 233 W Sheridan Ave, New Castle PA 16105. Home 412/652-4943, Work 412/658-7343.

Seeking bids on reconditioning, or offers to purchase, my '78 99 Turbo. It is time to either refurbish my Turbo or to sell it. Only owner, cover photo on *Sports Car* magazine '79. Call for list of items or to make offer. Driven daily. VA inspection 8/94. Don Knowles, 7014 Larrlyn Dr, Springfield VA 22151-3314. Home 202/208-3019, Work 703/750-1361.

'78 99 Turbo, grey met, very good cond, Inca wheels, 500 miles since trans overhaul. \$2,250 obo. Carl Jardevall, 2121 Arizona Ave, Santa Monica CA 90404. 310/828-2977 wknds & eves.

### 9000 For Sale

'92 9000S, platana grey, 49K mi, serviced every 3-4,000 mi, no repairs ever needed, southern car. \$18,400. Charles Frazer, PO Box 1, Selma AL 36702. 205/874-4654 or 205/872-4947.

'88 9000T, 96,000 mi, 5 spd, loaded leather, roof rack, must sell. \$7,250/BO. Jim O'Neill, 4047 Linden Hills Blvd, Minneapolis MN 55410. 612/922-7810.

### 99, 900, & 9000

#### Parts & Accessories

'80 900T 5 dr, 110K mi, trans shot, all or parts. Virginia car, no rust. B-block w/new head, new fuel inj sys, \$500 obo. TRX OE alloys, \$100/set. Other 5-dr 900T parts, call with needs. Don Buck, 10 University Pl, Orono ME 04473. Eves 207/866-4118, office 207/581-2847.

OEM roof rack, \$85. A/C clutch, \$30. Burgundy leather steer wheel #0025700, xlnl cond, \$70. NOS B-eng block heater #0204255, \$25. Spare gas can, \$25. Monty Tarr. Days 217/443-7402, eves 217/427-5203.

'87S motor 26K mi, \$1,000. 3-BBS 3 pc RS alloy wheels w/comp T/A, \$900. '87S ECU computer, \$200. '87S cat converter, \$250. Tan leather str wheel, \$75. '85T eg \$50. Large dash panel, \$150. Red pass door 3dr, \$250. New trailer hitch '79-'80, \$100. '79 EMS drivetrain can demo, \$1,000. 9000 km/hr speedo, \$50. 9000 sun foor glass, \$100. Rob Allen, 114 Kimberly Rd, Handen CT 06518. 203/248-8798.

'72, '73 99 collection, many new parts, strong 1.8l motors, parts or whole, cheap. Bert Lustig, RT 3 Box 192L, Berkeley Springs WV 25411. 304/258-1195.

4 Inca wheels, \$240 or \$65ea. 4 EMS wheels, \$50. 99 tach, \$30. 900 Turbo oil cooler, \$20. 99 Turbo rad. fans, \$40 ea. Other 99/900 parts. Micheal D'Aleo, 23 Hutchins St, Saratoga Springs NY 12866. 518/587-0457.

4 rally steelwheels, \$60+shpg. From '75 99: head w/valves & cam, \$150. Right driveshaft w/spider, \$15. Loris Bedrosyan, 5608 Victoria Ln, Citrus Heights CA 95610. 916/967-3130.

9000 SAAB service manual, nine volume set published by SAAB, covers model years '86-'88. Best offer. Jim Leonard, 2390 Trebein Rd, Xenia OH 45385. After 7pm 513/429-5818.

1 set of SAAB Shelby Laguna wheels, gold, 5 1/2 x 15, excellent condition, fit '81-'87 models. \$350. Lindsey Capps, 2260 NE 32nd Ave, Portland OR 97212. 503/281-2642.

Stainless steel fastener kits for SAAB 99 front grille, includes spacer washers. Several sets available. For concours restoration. \$13/set incl. shipping. Frank Stodolsky, 24416 Club View Dr, Damascus MD 20872. Eves 301/253-5392.

99, 900 headliner kit comes with glue, 3 1/2 yards and complete instructions, \$87.50. Other parts available. Trollhatten Motors, Inc. 410/682-4688 or 1-800-32-TROLL.

'78 99 GLE: Trailer hitch, \$40. Clock, \$10. Headliner kit never installed, \$55. Camshaft, \$85. '85 900: Bra, \$20, SAAB front bumper insert, \$10. Cibie headlamp lenses, \$10. Harry Lewis, Naperville, IL. Days 708/990-7196, Eves 708/961-1854.

900 Service Manual '79-'83, \$160. 900 cold driveability kit, temp sensor, R & L tail circuits, brake pads, 2 FW bngs, 99 set time chain guides, rear caliper kit, all NEW parts, my cost plus freight. Mark Downing, 1320 Highvue, Knoxville TN 37932. 615/671-2686.

H-engine parts: Air bellows, \$25. A/C pump, \$50. Rblt alternator, \$50. Gauge cluster, \$50. Str wheel, \$20 Jetronic unit, \$50. Used head, \$75. 5-spd trans. Jim Laman, 617 Beechwood, Holland MI 49423. Eves 616/335-5215.

Parting out: Forty-Eight 99's, '73-'80 and Fifty-Two 900's, '79-'88. VISA/MC. UPS daily. Rod Beckner, 484 E Cemetary Rd, Jefferson OR 97352. Telephone: 503/327-1133. Message/Fax 503/928-6351.

'87 900: 4 SPG shocks, R. headlight, four bumper extensions. 99 parts: EMS wheels, distributor w/curve, head cushions, Gislated snow tires new. Running cars: '75 4 spd, '76 automatic. Rich Chenet, 150 Meadow Brook Dr, Wexford PA 15090. 412/935-8315.

99, 900 parts, all kinds, OEM and recycled. Low prices to keep your older Saab running. We ship UPS. High Peaks, 351 Lindley Ave, Asheboro NC 27203-5704. 919/626-7117.

4 SPG shock absorbers, brand new high performance shocks fit 900 from '79 on. \$45 each or best offer. Dave Baranski, Puyallup, WA. Eves 206/840-1586.

SAAB Clarion 150W O.E. stereo from '92 9000T, AM/FM/WB cassette, CD player w/eq, speakers, amps, cables. Complete! As new. Best offer. Robert R, 1114 Garden #12, Santa Barbara CA 93101. 805/962-9792.

9000 steel wheels, new OE, never used, \$260 all 4. Dunlop P600 205/55VR15. 4mm tread, \$25. 9000 air-press sunroof deflector, \$25. All +shpg. Bob Cann, 189 Mill Lane, Amherst MA 01002. 413/253-9423.

### Wanted - All Models

'69 or newer model 95 with good body for engine transplant. Rear shocks or A/C a plus. Can pick up. John Grimmer, PO Box 448, Franklin IN 46131. 317/736-4637.

9000 Inside rearview mirror, Bosch fog lens, wheel centers for steel rims. John Bayerlein, The Camenon House, PO Box 468, Bethel ME 04217. 207/824-3219.

'85 900T, 3 door, 5 speed, red paint, cloth interior. Eric Johnson. 507/645-5726.

Steel Balance Shaft Gear, Saab p/n 8848335; Solex intermediate plate and air cleaner top cover; 2 stroke steel freewheel slider control; G force sump (Ashcraft, disc.); 9000 Thermal Accumulator; V4 waterpump bolts, backing plate; 100% rust free 96 body, post 1971; engine unimportant. Robert Wagner, 460 W 33rd St 3/4, New York NY 10043. Day 212/971-2462, fax 971-1783, eve727-0793.

Trunk lid from '87-'90 900 convertible or 4 door 900 Sedan, must be cherry red color and have no dents or dings. Also, front passenger side bumper extension for '87 900. Charlie Hawkins, 900 Sea Ln #25, Corona Del Mar CA 92625. 714/759-6907 Lv Msg.

100% rust free 96 body, post 1966, engine unimportant. V4 steel balance shaft gear, SAAB 8848335. 2 stroke steel freewheel slider control. V4 Gforce sump (Ashcraft, discontinued). V4 waterpump bolts. Front brake caliper bolts. 9000 thermal accumulator and other tronic stuff. Robert Wagner, 251 W 25th ST 5K, New York NY 10001. Day 212/971-2462, fax 971-1783, eve 727-0793.

93F factory repair manual/supplement, Sonett II owners manual, 1BBS-3pc RS alloy wheel, 92 prototype wooden scale model, 92 sales literature, stashes of 93 parts, dealers signs, early SAAB memorabilia. Rob Allen, 114 Kimberly Rd, Hamden CT 06518. 203/248-8798.

### Misc. For Sale

'80 through '93 Nines newsletters, Best offer. Bosch K-jetronic pressure tester gauge, \$45. Pulse relation (air/fuel mixture) meter (Lambda system), \$35. Herry Lewis, Naperville IL. Days 708/990-7196, eves 708/961-1854.

## MEMBERSHIP/SUBSCRIPTION

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- First Year \$29.00  
 Renewal \$25.00

- Canadian add \$4.00US  
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## Rear View

While in Colorado to drive the new 900, I took the opportunity to tour the Front Wheel Drive Car Museum in Brighton, about a half hour north of Denver. Eric Johnson wrote about the museum and its creator/curator, John Burnham, in NINES #213 (Apr 92). The museum is in a non-descript building on a main thoroughfare, and you'll need to make an appointment as there are not usually flocks of tourists clamoring to visit the town or the museum. To make an appointment, write to 250 N. Main Street, Brighton, CO 80601, or call 303-659-6536.

During my visit, Burnham pointed out that the Aero designation on the 9000 I was driving is more than just a fancy name. It harkens back to an earlier FWD car called the Aero. The New Illustrated Encyclopedia of Automobiles by David Burgess Wise has this to say:

### AERO / Czechoslovakia 1929-1939

Designed by Bretislav Novotny, the Aero was made by a well-known aircraft and car body factory, owned by Dr. Kabes. It originally had a 499cc single-cylinder two-stroke engine with water cooling. The next model was a 660cc vertical twin, followed by a 998cc version. Designed by Ing. Basek, the 1934 Aero was a front-wheel-drive design with a similar engine and a very sporting and comfortable four-seater body. The last model -- also fwd -- had a 1997cc four-cylinder 50PS two-stroke engine.

While Saab has used the Aero designation on 900 and 9000 models in Europe for several years, the recent higher performance version of the 9000 CS is the first time it has been used over here. I'm sure the intent was to play up Saab's heritage as an aircraft company, but the similarities to that earlier car certainly are intriguing.

I should pass out cigars, as twice this year I have been in attendance to witness the formation of new regional clubs, in the San Francisco area and in Colorado. There are plenty of Saab owners in both regions and it looks as though there is enough enthusiasm to keep them going for awhile. Two other newly formed clubs that have potential are in the New York City area and Vermont.

The meeting in Denver was particularly upbeat. Meeting notices were sent to 100 Saab Club members and 20 people showed up from as far away as Fort Collins.

One thing that seems to keep a regional club, or any type of club, in action is a core group of enthusiasts. It seems that only about 5-10 percent of the membership of a club is active in showing up for meetings or organizing events, with the rest participating only occasionally, sometimes never. If there is a club near you, I urge you to attend a meeting or event. You'll meet a group who share your enthusiasm for Saabs and may even find some information that isn't available in these pages.

Hopefully, one or more of these new clubs will be able to put together the annual convention within the next few years.

One of the people who attended his first national convention this year, Duck Waddle, has come up with a piece of Saab racing memorabilia. He has reproduced a racing poster in black and white that features a SAAB 96 (#96) that won the Pan American Endurance Race in October of 1965. SAABs were 1st, 2nd and 3rd in that event. He has had only 150 posters made and they are all numbered and signed by him (Duck is the driver at the wheel of the 96 in the photo). The price is only \$15.00 including shipping. Any proceeds will go to the Skip Barber Midwest mechanics fund. To order, send \$15.00 to: Kamo Enterprises, 15 Cherokee, Hutchinson KS 67502.

Duck has also submitted a story on his part in that victory for the Southwestern Saab dealers team, which will appear in an upcoming issue of NINES. He still races a Bobsy sports racer powered by a Saab 850cc engine in vintage racing events.

I will be the first to admit that I am not a terribly organized person and the publishing schedule of NINES reflects that. But it should be pointed out that I am not entirely to blame. Issue #219 went to the printer in July, but took nearly *three times* the usual time to turn around. I was able to get a few hundred copies to hand out at the convention, but the mailing didn't occur until the week following the convention. The same thing happened with the *Classified Report* #219-S in early September. I am now looking for a new printing company.

Another reason for delays this year has been a turnover in assistants. Each time a new person has been hired there is a period in which I have to train them in, which means I can't concentrate on the daily tasks around the office, only one of which is assembling the magazine. Clare Dodge has now been here a few months and expects to stick around awhile.

While there may not have been six bi-monthly issues sent out this year, it should be pointed out that membership runs for the full six issues plus the interim *Classified Report*. Which brings about a question: Should the *Classified Report* be continued or should the ads all be included in the bi-monthly NINES? Advertisers have been avoiding the CR, though part of its intent was to allow them to keep their name in front of potential customers. Right now the CR does little but cost extra money and time. Send opinions for the next Letters column.

Tim Winker  
Editor/Publisher

# NINES

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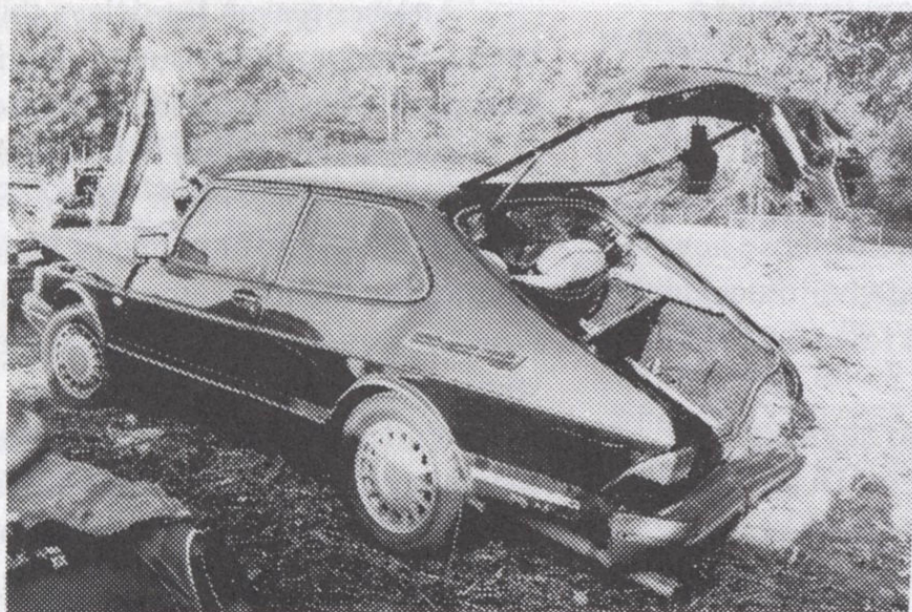
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