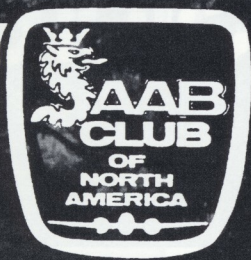


#241

September 1999




# Nines

The SAAB Club Magazine



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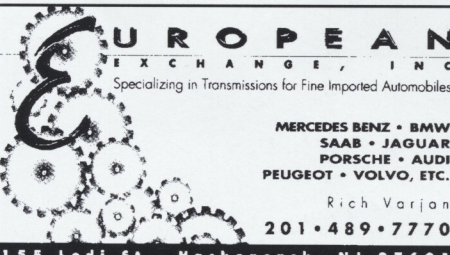
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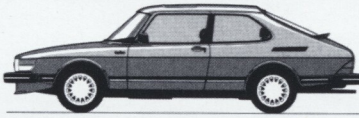


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**Editorial contributions** are welcome. All material submitted is assumed to be for publication unless clearly labeled otherwise. Machine readable formats are preferred. We cannot answer every inquiry and reserve the right to edit materials submitted. Those wishing to submit material on 3" IBM-formatted disks, please provide ASCII text files (<filename>.TXT), and include a printed hard copy. E-mail submissions should be in the form of an ASCII text file attachment.

**Photos:** Preferred format for photos is black-and-white, in 5"x7" or 8"x10". Good contrast color photos can be accommodated, no smaller than 3"x5", please. Photos used on the cover will be rewarded with a one year subscription to NINES and must be submitted in 8"x10" or with the original negative or transparency. For return of photos, include SASE of correct size and postage.

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

**RETURNED CHECKS:** There will be a fee of \$20.00 charged for any returned checks.

**SUBSCRIPTION RENEWAL RATE** is \$30.00 per year in the US. Please see the form on page 43 for complete information.

**APPLICATION** to Mail at Periodicals Postage Rates is Pending at Canton, Ohio.

**POSTMASTER:** Send address changes to NINES, 2389 Chestnut Hill St. NW, North Canton, OH 44720-5822.

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**NOTICE:** A number of Issue 239 were not correctly assembled by the printing company. The error is thought to have affected approximately 100 magazines which were mailed to addresses in Minnesota, Massachusetts, and Connecticut. If you received one of the incorrectly printed copies and have not already contacted NINES, PLEASE send your name and address to Tim Winker, 7675 Bear Trap Jct, Saginaw, MN 55779, for a new copy of #239.

## Front Cover: NINES!

Saab's new 9<sup>3</sup> "Viggen" sports coupe is shown in the company of a 1992 Classic 900 Convertible, a 1991 9000T, and a 1977 99 5-door.

**SUBSCRIBERS:** When renewing your subscription, and we are certainly appreciative when you do renew, please **do not staple** your check. We promise we won't lose it.

# Letters to NINES

Steve,

I wish you the best of luck publishing 'NINES' and running SCNA. I think Tim (Winker) was experiencing 'burn out' and hence the slow publishing was the result. He still did a great job! Please reconsider adding the publication dates to the magazine. Issue number is OK, but dates are handy too!

Joe Carbonaro  
Lexington Park, MD

See this month's cover! Ed.

Dear Nines:

I read with great interest Mr. Parsons' letter in #239 about his "hooter valve" (*aka turbo bypass valve - Ed.*) problems. Wish I knew about this a couple of years ago! Over a 12 month period in 1994-1995 my wife's '89 900 became utterly unreliable although the symptoms were entirely different than Mr. Parsons experienced. To wit, the car would start OK, run OK for any length of time and then without any warning, and always when not in our driveway, upon restarting, the engine would run as though only one cylinder were firing, the RPMs would be all over the tach, there was no relationship anymore between the throttle and what the engine was doing, and the yellow "check engine" light would go on. Analyzing the code showed the oxygen sensor was defective and the mixture was too lean.

So I replaced the sensor (not the affordable one-wire version, instead the big bucks two-wire version, of course), the car was OK for a couple of days, then the problem re-occurred. I had it towed to our local mechanic who couldn't find anything wrong even after starting/restarting the engine dozens of times! So he replaced the pressure regulator. OK for a couple of days, then my wife was stranded in Philadelphia--at night. Out of desperation, had the car towed to a nearby dealer and they couldn't find anything wrong either.

At this point I had no choice but to live with the problem or sell the car. With my desire to find the problem driving me to distraction, relieved only by

constant tinkering, I decided to check for a vacuum leak just for the hell of it. The Great Do It Yourself god guided me to the vacuum line between the hooter valve and the intake manifold. Disconnecting the manifold end, I applied oral suction and much to my surprise got a lung full of air! Finally, a clue! I replaced the valve and the problem disappeared (although it took several weeks to confirm this.) After 4-5 years, the car has re-achieved its original reliability and we still have it (with 130,000 miles).

Wish us luck! And for those of you with engine problems no mechanic can solve (except me and Mr. Parsons), check the Hooter!

William "Braveheart" Wallace  
Stockton, NJ

The Saab Club:

I just bought my first Saab, a '99 95 se. My fiancé and I tested everything we could get our hands on and the Saab just blew the competition away for quality, value, and fun. We both love it, so I figured I better join the club.

Andrew P. E. Collins  
Albuquerque, NM

Welcome! - Ed.

Spring Romp Report

Last June a number of lucky Saab owners participated in Deb "Blaithin" Lusby's "Spring Romp." We started from the usual place, just off I-80 exit 33 in Pennsylvania. 20 plus cars showed, and one of the largest collections of SPGs (real and pseudo) I've seen in a long time. Several convertibles, three 9000s, one 99, and Steve Goldberger in a Viggen. Yes, the real thing (the car, guys, the CAR). SPG's galore. Alan Snelson's black '85 SPG was very fine (Waitaminnit, didn't Alan drive a perfect Beryl Green SPG to Carlisle? How many does he have, anyhow??). There was also an Edwardian Gray '86 SPG (110k miles) that was just perfect, complete with showroom quality leather.

The tour pulled out at 10:25 am with

Mjollnir and I following Blaithin in Ashling and Steve Goldberger in the Viggen. The Viggen Electric Blue is a very distinctive color, easily spotted from 1/4 mile back. It really stands out in the pack. During a particularly spirited section I got a distinct smell of burning rubber. Mmmmm. I'm pretty sure the squealing tire sounds were coming from Lee's green 9kt ahead of me. Downhill in third gear at 4500 rpm. I don't drive that way too often but it's a good way to keep the revs up and stay on boost for the next uphill or twisty bit.

Lunch was at a church picnic pavilion at five past twelve. Everybody popped their hoods to cool off their hot turbo! Steve Goldberger supervised the group picture, including a proper photo representation of participating models: classic 900 convertible (Duane Dostie, Chester, NY '92 900TC), 9000 ( Carl Bower, Williamsport, PA '91 9000T), Viggen (Saab's) and a 5 door 99 (Bruce Dille & Eugene Parise, Washington, PA '77 99GL). (*As in "Cover Grilles" - Ed.*)

James Fox pulled off his grille to demonstrate the aerodynamic efficiency of his new front air dam. It was so hot. How hot was it? Everybody that stepped in the wrong spot in the parking lot got tar stuck to their feet. And tires. It was melting tar hot! After lunch there was another photo op with the SAABs lined up two by two on a twisty downhill.

A long run on a steep straight uphill. We get an opportunity to pull out and pass some non-SAABers at a high enough starting speed that I choose not to downshift from 4th gear. Floored in 4th,



Spring Romp participants pause for a scenic photo opportunity.

Mjollnir accelerates steadily but also bleeds off lots of boost on this hot day. The embarrassment comes when Quigley (Turbo 9 and BFP) apparently effortlessly accelerates up to, and latches on to, Mjollnir's rear bumper. Ouch. What gear were you in Kevin?

One particular uphill hairpin turn had everyone spinning their wheels and leaving lots of rubber on the asphalt. Except Viggen. Steve said Viggen's wheels never spun at all. I asked him if the new fangled car was able to keep up and he just kind of smiled and nodded. Steve also said that he didn't need to shift very much since there was so much torque available at all engine speeds.

I think the pretty 5 door 99 and John and Cindy's '86 900 4 door were the only non Turbo! cars on the romp. It was nice to see Larry West's Viggen back on the road. Andrew's 5 door intercooled 900T with shortened shifter was in attendance as was Jame Fox's SPG with its stubby gear shift and freshly painted air dam. James' quest to reduce weight apparently doesn't extend to his twin amp and subwoofer stereo system.

We arrived at the Selinsgrove Brew Pub at 4:40 pm and after a pint, dinner and comederie I got back home at 9 PM, 14 1/2 hours after leaving this morning and with an additional 422 miles on the odometer. Mjollnir, the daily commuter car, definitely needs this kind of "Swedish Tuneup" a couple of times a year. This is very good to knock the rust off of your rotors, the carbon off your valves and the cobwebs out of your brain.

*Edited from the Turbo! List email reports of:*

Thor Carlson - Newton, NJ  
 carlsont@ptdprolog.net  
<http://home.ptd.net/~carlsont>  
 and  
 Larry West  
 viggen@csi.com  
<http://www.saabturbo.com>

June 18, 1999

I just picked up my AERO a '96 for almost the same problem (*bad shifting - Ed*). The stats: '96 AERO, 57k miles, treated like a child most of those miles,

complete factory service, 2 trophies in two appearances in SAAB concours. The clutch master went out.

I took it to the dealer, as stated in an earlier post, with some talking and no yelling SAAB picked up the tab... MOST IMPRESSIVE!!

Thanks again SAAB USA!!!

Now the bad news.. while looking at the invoice I noticed a cryptic phrase: Master cylinder replace again under same RO... THEY HAD TO REPLACE IT TWICE WHILE THEY HAD IT!!!! They had to replace the master, couldn't get it to bleed, replaced the line, still no bleed, replaced the slave.. still no bleed... replaced master, line, and slave AGAIN!!!

Makes ya wanna go hmmm...

Lester Ewing, DDS  
 Shreveport, LA

June 19, 1999

I've had enough... there are no SAAB dealers within 300 miles of this place, it cost me \$2000.00 every time I have to have work done on the AERO by the dealer (lost revenue for 2 days work.. conservative estimate) plus the charges of 400 to 500 for service. They have YET to do it right. They have yet to repair one single friggin thing no matter how small without breaking something else. If it weren't for the quick thinking and service orientation of the salesman, Tim Earl, there would have been more problems.

I've had enough.. I've fought the good fight for almost 5 years.

No more.

For sale:

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Problems:

Cosmetic... paint peeling on front bumper kick guard (driver's side) ruined by hydraulic fluid  
 door threshold guard ruined by hydraulic fluid  
 relay cover in engine compartment ruined by hydraulic fluid

Lester Ewing, DDS  
 Shreveport, LA

June 25, 1999

I decided that I would pay to have the tires balanced and front end aligned.. whatever it took so that I could drive the AERO. You may recall that after SAAB USA was kind enough to pick up the tab for a recent clutch hydraulic failure, the dealer tech managed to get brake fluid on the pretty plastic bits and cause them to be discolored and misshapen. Also, the recently aligned car now had the steering wheel out of whack and there was a serious vibration around 70 mph.

Well the local alignment guy says, "The wheel is bent so badly on the passenger's side that there is no way that we can align the car and, just my best guess and experience, there is something else up under there that's bent. We don't have the info on those cars here, so there is no way for me to check it properly."

So, now I gotta rent the tow dolly and take the car back down to Houston so that they can figure out what happened to my car. Anybody out there with no assets and no job wanna drive my car through the dealership front glass doors to deliver it?

..and here I was finally calming down about the cosmetic damage to the car..

..and I think we should set up a pool.. anyone wanna gamble to see what else the dealer can screw up if I take it down there to have this problem fixed?

Lester Ewing, DDS  
 Shreveport, LA

# Ramblings And Demands

by Phil Lacefield Jr.

## Converting the Lonely Ones

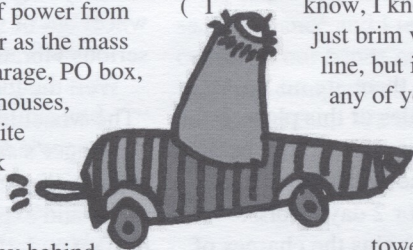
**T**he key goes WHERE!?" For perhaps the thousandth time that feeling flashes through me, that brief clenching of the stomach that is either a sure sign of pride in my car's invaluable quirkiness, or my gut telling me to lay off the Skyline Chili at lunchtime again. How many times have I danced this dance, with the poor unwashed masses who "don't get it?" IT of course is that unmistakable strangeness that is Saab? Uncountable hordes had descended on the ratty gray velour passenger seat (and occasionally the driver's throne, as I had been known to pass the reins of power from time to time), gaping in wonder as the mass of keys to car, house, office, garage, PO box, padlock, parents' and friends' houses, motorcycle, cabin, boat and quite possibly the tomb of Elvis sank to the floor and, with a deft flick of the wrist, brought the 900T to life once again. Be they behind the wheel ("why does the turbo have it's own gauge?" is a story best saved for another time) or behind the mysteriously peeling glovebox cover ("why is that thing shrinking up like that?", *ibid.*), Drivers of Normal Cars usually just don't get the whole Saab thing.

Y'see, Drivers of Normal Cars (or DNCs as we'll call them) are the lowly unconverted, the lost souls, the free-roaming vapors of the automotive world. DNCs are perfectly at ease with the car-as-appliance scheme, mostly viewing their steed of choice with about as much passion as their Oster can-opener sitting in the kitchen. Oh sure, a car needs stuff like gas, oil and the occasional wiper blade, a bit more effort and attention than said product from Mr. Oster, but the vast majority of DNCs wouldn't know a spark plug socket from a wall socket to save their pitiful meaningless lives. Like the millions of citizens seemingly incapable of saying no to a TV evangelist and his open palm, DNCs are perfectly happy and willing to cough up exorbitant sums at the local

Stop-N-Rob oil and lube joint in an effort to avoid actually crawling under their chariots and getting a little greasy to save a few bucks. DNCs don't go to auto races (save the obligatory demolition derby, depending on your proximity to Kentucky), DNCs haven't a clue as to how to fix a droopy headliner save a return to the welcome arms of The Dealership, and DNCs most certainly do NOT grasp the concept that driving can be - gasp! - fun!

Granted, each and every one of us had to start out as a DNC in the earliest stages of life. Hell, my first car was a '69 Olds Delta 88, a 22-foot battlebarge that seated twelve in comfort and got about three gallons to the mile. I proudly remained a DNC until my early college years, when lo and behold I was converted to the Good Book of Saab by a lonely and well-worn '77 99 with a bad clutch, good tires, make offer. It sat almost abandoned in an apartment building parking lot I had passed by, and looked so, well, cute.

( I know, I know, my email box will just brim with flames on THAT line, but it was true and I dare any of you to deny that you've said it about one of your Saabs at least once.) For fifty bucks I took a chance, towed it home with my

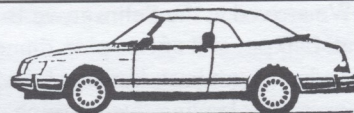


VW Bus (a brief fling with the Dark Side that I was soon destined to grow out of), and got to work. The places and names may have changed, but we all can recite by heart the story of how we each got our first one, and as they say, the rest is history.

Somewhere along the line, we've all reached the point where we left the folds of DNC-dom and decided it would be a pretty good idea to fork over a couple of fins to join an "owners club" that specialized in our newfound love, Saabs. Whether we realized it or not, our souls had been sold, our missions in life changed from lawyer or banker or housewife or banana-republic despot or whatever to full-time evangelist for Father Saab. We said goodbye to the cushy chairs in The Dealership's milking rooms, tossed off our Extended Warranty chains, picked up the nearest worn-out Haynes manual and got to work showing the rest of the world how cars - ALL cars - should be made. We build up our defenses against attacks by nonbelievers, such as the expen-

sive replacement parts, headliners that fall down more often than Jerry Ford, and of course The 51% Takeover Whose Name Shall Not Be Spoken. Grabbing our finely polished Red APC boxes, we've each fought the good fight in defense of hard-to-replace alternators, goofy hood opening arrangements, heater switches with minds of their own and bottomless seats. Ugly, they say? BAH! Beauty is only skin deep, say we, and proceed to explain how the steeply curved windshield is actually better for you, since it helps exercise those pesky neck muscles when looking for green lights.

Whether or not we've succeeded in our selfless missions matters little. Our personal Conversion Scorecard may be packed like sardines or lily white, but it's the effort that counts in the long run. Teach them the way of The Saab, and they will come. So the next time you hear "the keys are WHERE!?", just toss a wry smile, point to the void between the front seats, and reply, "Just wait till you see where they put the fuse box." They'll be one of us before you know it.



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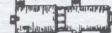
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## MORE GO

Perhaps some of you have been frustrated by the inconsistent supply of added performance parts for Saab. Over the years there have been several companies with performance parts, some that worked well and others not well at all. As a re-seller and installer, we have tried to use on our own cars what was available to evaluate the benefits. As a result we sold several company's products for a limited period of time. We contracted to have some parts made, which is difficult because of the small quantities we used and sold. In the last few years we have heard more and more about Abbott Racing and the things they were doing. It was just a matter of time before we hooked up with Accelerated Response Motoring, Abbott's distributor in Canada, and eventually with Abbott Racing USA in Utah. My interest was further piqued by an article in the December 1998 issue of "Automobile" Magazine. The writer, Jamie Kitman, went to the UK to interview the Abbott brothers, Ed & Lionel, about their high-performance Saab parts (I recommend that you look up this article if you'd like further information about the Abbotts). So, after using some Abbott products in our shop, reading about the company, and knowing about their racing reputation, we decided to check them out. This would enable us to better understand what we were selling and installing so as not to mislead any of you. My wife, Linda, and I were planning a trip to the UK anyway, so we decided to make arrangements to visit the Abbotts in May. We faxed Ed Abbott and made the appointment and, to make matters even better, Jeremy and Kay Denny agreed to drive us there. Jeremy and Kay (Londoners) had lived in St. Paul where he was a computer consultant to the MN Dept of Transportation. They had gone home in December of 1998 and took a Sonnet III with them.

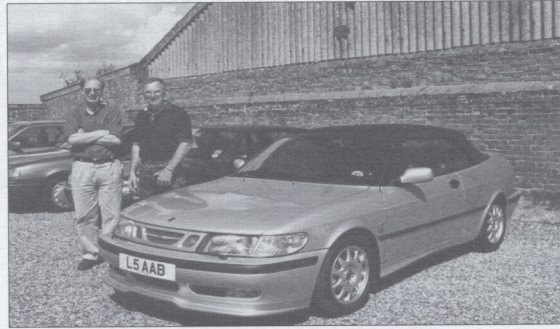
The saga of their trip across Canada to the East Coast to ship the car was printed in the MN Saab Club Newsletter and the UK Owners' Club Magazine. The Abbott farm is located on the East Coast of England near the little hamlet of Wix (I think).

When Jeremy drove into town (about 2 hours from London) we expected to see some edifice to Abbott Racing. After driving through town and not seeing any sign of the Abbotts we stopped at a local garage and asked for directions to the farm which

was a few miles from town. Riding on the wrong side of the car on winding, narrow country lanes can be confusing.

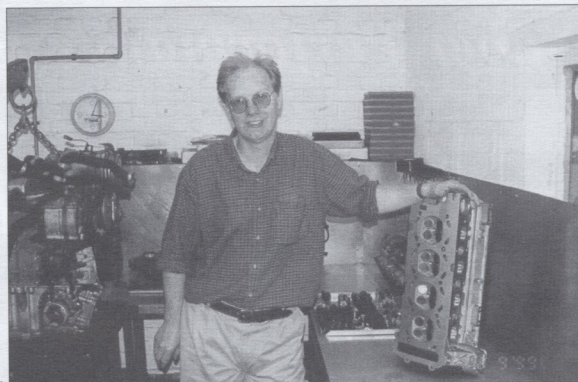
We found the Abbott facility by the landmark Scania truck, which hauls their racecar, in the farmyard. Upon entering the driveway, we came upon the sign for Abbott Racing, which was about 2 feet by 3 feet.

Once past the sign and two German



Ed Abbott showing off a modified 9<sup>3</sup> CV

shepherds, I caught sight of a modified 9<sup>3</sup> CV and the open shop door. You know what they say about pictures? I could see we were in for a treat. Ed Abbott met us at the door and spent the next 2 1/2 hours showing us what they do, and they do it very well. Ed, whose background is as a vehicle development engineer with Jaguar, and Lionel, who sold Fords once and built racing cars for a living, decided to switch to Saab in 1987 and the rest is history. Lionel is a three-time



Modified Cylinder Head

winner of England's production saloon car championship and winner of the Willhire 24-hour race three times. With Ed's engineering and Lionel's driving skills they definitely make Saabs go fast!!!! As we started our tour, Ed stated that they win races in the workshop. The workshop was indeed spotless! It was so clean I was tempted to lay on the floor to take a picture of the front of their 9<sup>3</sup> race car so I could show in the

picture the -5 degree camber on the front wheels. They have an area where they modify the cars. They have their own machine shop so they can make their own parts or modifications. They also have a dynamometer, which they use for testing. When they design a new part, or modify one, it is thoroughly tested so they know if, why, and how much horsepower it will really make. Once they have perfected a new part, they find a manufacturer to build it for them in volume so they can sell or use it. They do suspension, wheels, tires, exhaust. Well, I guess it looks like they do it all! I realized that in the shop was a new 9<sup>3</sup> CV with 12 miles on it.

Ed showed the cylinder head (see picture) that they had ported and polished. That is part of the modifications that this new CV was receiving. This led to the discussion about Saab City. Saab City claims to be the largest Saab Dealer in the world and they are located in London (I believe they sell 1600 units per year but couldn't find anybody to confirm that). Ed says they modify "2 - 3 new cars a week for Saab City". Saab of Great Britain (GB) owns Saab City, so I'm getting the picture about the dependability and reliability of Abbotts' modifications. A new car dealer offering a whole line-up of modified new cars with warranty!

I could fill all of my allotted space telling you about the Abbotts but let's say that I was very impressed with their operation. The icing on the cake was a couple of rides in modified cars. Ed took us for a spin in the 9<sup>5</sup> wagon (4 cylinder) and 9<sup>3</sup> CV at 80 to 90 mph on English backcountry roads. It was awesome! Especially when you consider that it was quiet, smooth and no sways in the corners! Fantastic ride! It is almost unbelievable when you get out of the car and you look at the ride height and the 40 series tires that the car could be so smooth. (Linda was in the back seat, several shades of green). The roads have lots of corners, ups and downs but they forgot how to go straight. At 4:00, Ed made us tea before we left and offered to call Saab City so we would have an introduction there. He thought they would give us a tour and I could get some pictures for an article.

At 11:00 the next morning, Linda and I arrived at Saab City via the "tube". We walked into the showroom past many modified Saabs and asked the receptionist





**Saab City, London: "The Largest Saab Dealer in the World."**

for Mike Fenson, the gentleman Ed had told us to see. I have been snubbed at enough dealerships that I saw this one coming. Maybe the fact that I didn't have a shirt and tie on made us second rate. I'm not sure; it seems like everyone wears a shirt and tie in London. Anyway, after a rather long wait, Mr. Fenson came to the lobby to tell us he didn't know who we were and wouldn't talk to us. He passed us off to Mike Bogle, the General Manager. We would have talked to anyone... The secretary was friendly! Mr. Bogle talked to us for a while but firmly told us "no tour, no pictures, and who was NINES?" (*Who Indeed! -ed.*) I claimed my title as a columnist at NINES but didn't confess that I was an independent shop owner. I knew if I confessed my true

identity I wouldn't have a chance to really see what was going on at the dealership.

Mr. Bogle gave us a brochure and price list on the modified cars. The brochure was very well-done! They obviously do some business with these cars. He even actually admitted that he knew who Abbott Racing was. Eventually, the truth came out that the new CEO at Saab Sweden was making his first visit to Saab City and I believe that they were all very concerned. Maybe Saab Sweden doesn't like these modified cars? Anyway, our interview was quite short and we basically were (nicely) asked to disappear. We went outside to the used car lot and got a picture of a 9<sup>5</sup> limousine and a few other cars and that was that!! Typical Saab Dealer attitude (I hope some day to say "atypical" but can't yet.)

By selling so many cars that are modified, I would say that Saab GB has endorsed the Abbott Product line. The cars as you can see in the price list came in several configurations. If you follow along on the price list, there are T7, T9, and T18 models and each car that was modified had the appropriate badge attached. It looked just like it came from the factory that way. Wouldn't it be cool to be able to buy a performance new car here? The Vigen and the 9<sup>5</sup> Aero had better be really special or they won't perform up to the 9<sup>3</sup> and 9<sup>5</sup>s that Saab City already sells. Look at the horsepower available in the T18 Turbo: 280 bhp! You can multiply the pound sterling price by 1.7 to get the equivalent in American dollars. To conclude: The UK is a great place to visit and Abbott Racing was a highlight! The quality, reliable parts to make Saabs perform well are available. The one caution is still that of the pirates. There are people making copies of the Abbott parts and some even selling with the Abbott name attached to the bogus parts. Be sure you get what you pay for. Abbotts invest a lot of engineering in the parts and a copy may or may not ever do the same job. The Abbotts are very frustrated by this but can't afford to come to the U.S. to prosecute. You can buy a piece or a package of the performance line. GO FOR IT! As the sales figures of 9<sup>3</sup>s and 9<sup>5</sup>s are going up, it will attract more performance companies so expect it. Hopefully, the competition will be beneficial for us all in new offerings and good prices.

Saab City  
**SPECIAL RESERVE**  
MODEL RANGE

9-3 T9 Convertible .... Man	£37,520
9-3 T9 Convertible .... Auto	£38,620
9-3 T18 Convertible .. Man	£44,620
9-3 T9 Coupé SE ..... Man	£31,025
9-3 T9 Coupé SE ..... Auto	£32,075
9-3 T9 5 Door SE ..... Man	£31,525
9-3 T9 5 Door SE ..... Auto	£32,575
9-5 T7 2.3t SE ..... Man	£26,725
9-5 T7 2.3t SE ..... Auto	£28,875

Includes:- VAT, £25 First Registration Fee, delivery, all preparation, and 12 months Road Fund Licence.  
All above variants are based on full Turbo models.  
All models warranted by Saab City Ltd.  
Servicing must be carried out by our Specialist Master Technicians at Saab City Ltd.

### SPECIAL RESERVE PACKAGES

**Diamond Pack ..... £3,450**

Available on all 9-3 models

#### Specification

- 5 spoke 17" wheels
- S02 - Bridgestone tyres 215/45
- Upgraded shock absorbers
- Lowered suspension
- Colour coded grille/sills/mirrors
- Stainless steel OVAL exhaust
- Wheel no cost options - 16" Bahn, Chase or 5 spoke

#### 17" wheel upgrade

T9 long spoke wheels/tyres ..... £100

#### 18" wheel upgrades

- 18" Y spoke T18 wheels/tyres ..... £950
- 18" 5 spoke wheels/tyres ..... £1055
- 18" 5 spoke grey metallic wheels/tyres ..... £1655

### 9-5 T7 Turbo ..... £1095

Available on 2.3t models  
Engine upgrade to 210 bhp (Man) 205 bhp (Auto)

### 9-5 Highline ..... £4495

Available on all 9-5 models

#### Specification

- Upgraded shock absorbers
- Lowered suspension
- Colour coded grille/sills
- 18" Y spoke wheels
- S02 Bridgestone tyres 225/40
- Chrome exhaust tail pipe

### SPECIAL LAUNCH OFFER

9-5 T7 with Highline package ..... £5,250

#### Wheel upgrades

- 18" 5 spoke ..... £105
- 18" 5 spoke grey metallic ..... £705

### Models and Specifications

#### T9 Turbo

Available on all 9-3 Full Turbo models

#### Specification

- Long spoke 17" wheels
- S02 Bridgestone tyres 215/45
- Upgraded shock absorbers
- Lowered suspension
- Colour coded grille/sills/mirrors
- Stainless steel OVAL exhaust
- Engine Management upgrade
- Gas flowed cylinder head
- Upgraded waste gate actuator
- Max bhp - 235

#### 18" wheel upgrades

- 18" Y spoke T18 wheels/tyres ..... £850
- 18" 5 spoke wheels/tyres ..... £955
- 18" 5 spoke grey metallic wheels/tyres ..... £1560

#### T18 Turbo

Available on all 9-3 Full Turbo models excluding automatics

#### Specification

- 18"x 8" Y spoke alloy wheels 225/40 S02 Bridgestone tyres
- Gas flowed cylinder head with 31mm exhaust valves
- Limited slip differential
- Stainless steel twin T18 exhaust with DTM tail pipe
- 4 pot AP racing callipers (aluminium and powder coated)
- Front ventilated discs (33mm/13") slotted/drilled rear discs
- 'Competition' front pads
- Engine management upgrade to 1.2 bar boost
- Front spoiler colour coded
- Colour coded grille/bumpers/mirrors/sills
- Rear whale tail spoiler colour coded (small spoiler no cost option)
- Aluminium polished "SPECIAL RESERVE" gear knob
- Stainless steel "SPECIAL RESERVE" door kick panels
- Upgraded waste gate actuator
- Full lowered sports suspension - including springs
- White dials with T18 numbered speedometer
- Max bhp - 280

#### 18" wheel upgrades

- 18" 5 spoke wheels ..... £105
- 18" 5 spoke grey metallic wheels ..... £705

## A La Carte Accessories

#### Wheels

- 16" 5 spoke 225/45 tyres ..... £1795
- 17" 5 spoke 215/45 tyres ..... £1895
- Smoke grey metallic - add ..... £600
- 17" T9 long spoke 215/45 tyres ..... £1995
- 16" Bahn/Chase wheels 225/45 tyres ..... £1695
- 16" Chrome Bahn/Chase 225/45 tyres ..... £1995
- 18" Y spoke 225/40 tyres ..... £2645
- 18" 5 spoke 225/40 tyres ..... £2950
- 18" 5 spoke grey metallic ..... £3350

#### Coachwork options

Full re-paint from £2495 to colour of your choice. (Donor car should be black)

#### Colour coded

- Grille ..... £125
- Mirrors ..... £135
- Side sills ..... £295
- Rear spoiler 9-3 Hatchback ..... £495
- 9-3 Convertible ..... £495
- Whale tail (Convertible only) ..... £695

#### Suspension/Engine upgrades/Brake systems

- Upgraded sports package including Shock absorbers and lowered suspension ..... £1295
- Limited slip differential ..... £1995
- Charge cooler ..... £2995
- 4 pot racing callipers, drilled front discs and competition pads ..... £1995

#### Stainless steel exhaust options

- Large bore single ..... £395
- Large bore twin ..... £495
- Oval ..... £410
- DTM tailpipe only ..... £695
- Full DTM exhaust ..... £1995
- Exhaust upgrades ..... £1995
- Diamond Pack to DTM t/pipe ..... £285
- T9 to DTM tailpipe ..... £285
- T9 to full DTM ..... £1585

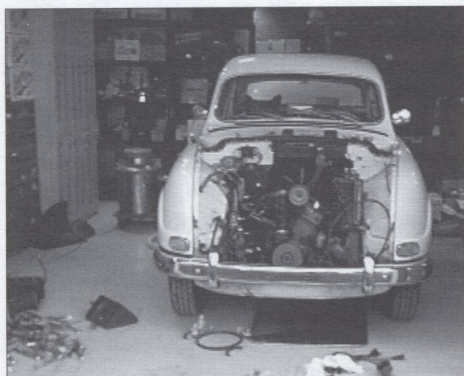
#### Cosmetic options (9-3 only)

- White dials ..... £795
- Sill kick panels ..... £125
- Alloy gear knob ..... £99
- Auto gear surround ..... £125
- Keplar matt dash ..... £495
- Colour coded curved sills ..... £395

Prices and specifications are subject to change without prior notice. Prices exclusive of VAT. In the event of problems with supply of Bridgestone equivalent tyres will be used from another manufacturer.

This past June, I drove my "new" 1964 GT850 from its previous home in Weston, Oregon, to my home in Michigan. Accompanied by Saab's legendary Senior Technical Trainer John Moss and with the support of a host of people along the way (see *sidebars - Ed.*) we crossed mountains, rivers, and plains. The following story is distilled from the e-mail messages we sent during the trip.

Upon arrival in Weston, we promptly unpacked all the boxes of parts and tools that many people graciously contributed to the effort (more on this later). Wow, what a pile of stuff - We got right to work and soon the '64 was looking less and less like a car (see "Assembly" photo) - but don't worry, we know what we're doing, really! Well, at least John does.



## Some Assembly Needed

(The next day) after finishing up installing new brake pads and doing a grease job, John set the carb float levels and we were off down the road on our first real test drive - Odometer showing 90,072 miles. Hey, this thing goes pretty good! True, it took a while for the brake pads to seat in, but at least no coolant ran on the ground. After about an eight mile run we returned to check a few fluid levels and torques, but all in all things are looking up!

All of the people who ever owned this car were still in the Eastern Oregon area, (so) I figured it would be fun to get everyone together for a group photo. I was amazed to find out how excited all of these guys were about this car (so, why did the other three of them want to sell it??? Hmmm). Anyway, Ed Barton (1965-1995), Dave Hiatt (1995), Dan Rasmussen (1995-1999), and I (1999-?) got together and had a good time looking at old Saab parts and going "Hey, I

remember when that (...) broke!"

With that, we elected to take a major test drive since we had to return the rental car to the airport 70 miles away, so off we went to learn a couple of things:

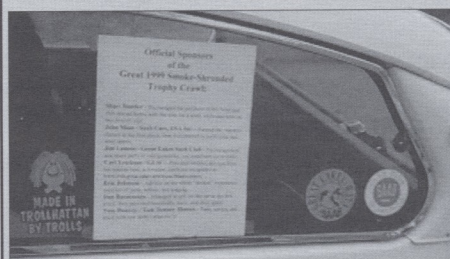
- 1) Serious cooling system test. It was 93 degrees F in Pasco, and let me tell you, it doesn't get that hot in Sweden! But we rolled down the window, turned on the heater, and charged on, and the car kept it's cool.
- 2) Hey, you really can pass cars on the two-lane with a Stroker!
- 3) We could actually drive this thing down the road at 70mph - like maybe we could get to Michigan in 4 or 5 days!
- 4) Can put over 9.5 gallons of gas in 10 gallon tank without actually running out of gas.....

120 miles later, we had to make one more stop - to visit a man in Walla Walla, Washington, alleged to be a good source for vintage Saab parts and literature. Steve Vories' business card says "Collector of Odd & Unusual Automobiles". He turned out to be all of that; we spent 3 hours touring his yard/park/outdoor museum which consisted of at least 50 vehicles including numerous Saabs, BMW Issettas, Citroens (2CVs, D19s, D21s), 6 or 8 Studebaker trucks, Renaults, Hillman Minx, Opels, Panhards, Fiats, etc.

All the preparations began to be put to the test as we left our home base in Washington and set out across Idaho for Montana (it may be a long time before we get to another state!). In the day's heat, we heard quite a bit of pinging from the '64 engine, so we were a little concerned - the 3-cylinder is somewhat notorious for "holing" the number 2 piston, and the number 2 plug looked a little leaner than 1 and 3. We checked the timing again, and it was still right on. John looked through all of the old service bulletins and found several that dealt with larger carb jets as a way of reducing detonation; in particular running a larger jet on number 2.

Another inspection also revealed that the left side inner driveshaft joint was spitting out pieces of it's rubber "donut" innards, so we set about replacing the donuts. We installed some used donuts as the transmission oil leaking from the output shaft seal had soaked the rubber with oil, and would also soak the new

## Official Sponsors of the Great 1999 Smoke-Shrouded Trophy Crawl



*Shari Stottler* - Encouraged the purchase of this beast and then stayed home with the kids for a week while dad went on this foolish trip!

*John Moss / Saab Cars, USA Inc.* - Fanned the (smoky) flames in the first place, then volunteered to participate and send spares.

*Jim Laman / Great Lakes Saab Club* - Encouragement and spare parts in vast quantities, and email service to boot.

*Carl Erickson / GLSC* - Provided Internet services from his remote base in Sweden; catch our escapades at [www.csis.gvsu.edu/~erickson/96adventure/](http://www.csis.gvsu.edu/~erickson/96adventure/)

*Eric Johnson* - Advisor on the whole "stroker" experience, supplier of parts, advice, and lodging.

*Dan Rasmussen* - Managed to sell me the car in the first place, then provided hospitality, tools, and shop space.

*Tom Donney / Tom Donney Motors* - Parts, advice, and truck with tow dolly (what for?)!

ones as the package containing the new seals is MIA! With that patch-up, we hit the road, and our fun began in earnest. We used the carb jetting problem as an excuse to stop by Steve Vorhies' place again, and sure enough, he was able to come up with a 130 jet which we traded for our spare 115. We put in the jet and bought some "Octane Booster" additive for good luck, but it was rapidly reaching 90 degrees again, and we still had the pinging at heavy throttle as we headed

out of Walla Walla, Washington towards Idaho. In addition the engine tended to bog down when I stepped into the throttle, so John manned the service manual poring over the carb stuff while I drove.

Even though we were driving conservatively to keep the coolant temperature down around 180 degrees, we only got 16 or 17 miles per gallon on the first tankful, so definitely room to "ad-just"! (How can an 840cc engine in a 2000 pound car get 16 mpg? For one thing, we



were mountain climbing, and for another the GT850 engine, which climbs very well, now had a carb jet in just one of the 3 carbs equivalent to the entire fuel flow for lesser 2-strokes.)

Despite the teething stuff, the trip took us through some beautiful country, particularly between Lewiston, Idaho, and Missoula, Montana. We followed US 12 along the Lochsa river over into Montana which included a scenic highway along the river. The road put a big grin on our faces as the GT850 really came into its own as the temperature cooled down into the 60s and a roadside adjustment of the Air Volume screw on the car eased the "boggling" problem. The car took the grades really well and was content to run along up some fair grades at 50 mph in 4th gear.

By now the air was so cold that the engine was running at 140 degrees as we coasted down into Montana, and BINGO: it's an official 2-stroke trip as we fouled our first spark plug! In the cool morning air we crossed the continental divide at MacDonald Pass, elevation 6320 feet above sea level - pretty much no big deal. The GT850 climbs the grades like no other "stroker", so the worst of it was a few short stretches in 3rd gear at 40-45 mph. The scenery in "big sky country"

## And the Rest is History

*After Reading the story of "John and Gary's Adventure" for publication, we asked Gary to tell the story behind the trip. He responded:*

In March, 1998, Saab Cars USA borrowed my 1978 99 Turbo to use in their 1999 model dealer intro out in Palm Springs, CA. (You may have seen the video of the "heritage" part of that show where they drove the 92, the GT750, and the 99 Turbo across the stage). Part of that "deal" was that I was invited to be a guest at that dealer intro (in addition to caring for the 99). John Moss, of course, was on hand to manage the 92 and the GT750 (which belong to SCUSA) which had not been run in probably at least 6 months. In the process of getting all the cars ready for the show, I was privileged to spend quite a bit of time with John in the 92 and the GT750, including a number of runs through the autocross course which had been set up to demo the 9<sup>s</sup>. The thrill of those couple of days created a flashback to the 2-strokes my family had when I was a youth: a '65 95 and a '67 96 I drove in high school. Afterwards, my wife and I decided that we should look for a "stroker" to add to the collection.

Last summer and fall, I looked around and talked to quite a few folks - looked at cars down in Hilton Head, inquired about maybe getting one of Larry William's cars, and searched through Hemmings and other sources. I looked at a number of cars, only a couple of which actually ran, and most of which needed "restoration" to say the least, but never really came up with the right car. In October or so, a '63 GT850 out in LA turned up in Hemmings which sounded promising, and I had several discussions with John about that car. I believe that the first discussion of a road trip was at that point when John suggested tongue-in-cheek we could take the '63 to the Saab training center in LA, get it running and drive it home. My consideration of that car ended after a business trip in December took me to LA and a first hand look at the car revealed that although it had much promise, a 3-year restoration project was indicated!

Somewhere in the middle of the discussion about the '63, one of my local Saab Club acquaintances (Sean Mullady) pointed out internet ads for several Saab "strokers" at [www.specialcars.com](http://www.specialcars.com) including a '64 GT850 in Oregon. I e-mailed for further information, but initially discounted the car because the asking price was higher than I thought fitting for an old Saab. However, I had a bit more correspondence with the owner and finally asked him to send along a video of the car, which arrived in early January. Once I saw the car, my interest increased dramatically, as it was clear that the relative increase in the up-front cost was probably a whole lot less than the restoration expense of any other car I had seen. Also, in all my research into the various vintages of 2-stroke cars, I had early identified the '64 GT850 as the most desirable in my eyes (still trying to determine number produced, but it appears to be in the 600-700 range). Anyhow, further correspondence with the owner of the '64 suggested that the car might indeed be capable of the trip.

At that point, I inquired with John, still semi-seriously, if he was still interested in a road trip. He replied that anything under 1000 miles should be considered local. 2316 miles, I replied. I think we went downhill from there. After I flew out to Oregon in early March and looked at the car (the owner drove it 80 miles to the airport to meet me), I investigated trucking the car home and began to seriously consider the entertainment value of a road trip given the \$1000+ cost of transporting the car to Michigan. I don't recall the exact details of our conversations, but I don't think a whole lot of persuasion was needed for either John or I to embark on the adventure. We did, however, continue to "blame" each other for starting the whole thing!

As we made our preparations, it became clear that a lot of honor was at stake - John pointed out that if we had to resort to towing/trailing half way home, that we would have to wear bags over our heads out in Keystone..... And the rest is history....

was breathtaking.

In the course of trying to sort out the pinging noise and the flat performance, we have begun to try to resurrect the lost art of reading the carbon pattern on the piston tops (hey, anybody can check the color of a spark plug). The car had kind of gotten into a groove and was running great, even on the grades in the Black Hills of South Dakota. As John said, "This is as much trouble as driving a rental car". We did "read the carbon" on the pistons once again because we were getting kind of bored with just driving along. All seemed to be well, although "the middle cylinder" was working the hardest.

We started off our Thursday by fouling the #3 (front) spark plug pulling out of the hotel parking lot, so we decided this would be a good time to step up and try the NGK spark plugs which we purchased in Montana from an Arctic Cat dealer. In keeping with our experience (from "reading the carbon") that the #2 (middle) cylinder is the hottest, we installed the A-7 plugs in the #1 and #3 holes, and the colder A-8 in the #2 hole. Whether this was the magic combination or whether the car was just liking the cool morning weather, the '64 ran wonderfully all morning.

On our "visit the official sponsors" day (see "official sponsor decals") - we took it easy as far as mileage, covering less than 200 miles. We started off the morning at Tom Donney Motors in Fort Dodge, Iowa. We had great fun looking around Tom's transmission rebuilding business and then visiting Tom's "Saab Village" compound and looking over the many Saabs Tom has under restoration or already restored. Anybody who wants to know more can visit Tom's website at [www.donneysaab.com](http://www.donneysaab.com). At Tom's place we finally caught up with the transmission oil seal to fix our long-running leak.

A brief 90 mile jaunt took us to visit Marty and Annette Adams at Meyer Garage, the oldest Saab dealer in Iowa. We looked over Marty's Saab 96 V-4 project and their '64 Saab 95 bullnose wagon. Thanks to Marty for providing a serviceable inner CV driver for the GT850. We also "read the carbon" one

more time just to let the car know we weren't ignoring it. The NGK plugs looked great - no more "almost fouled" carbon buildup on the #3 (front) plug. You can find Meyer Garage at [www.meyersaab.com](http://www.meyersaab.com).

Another few miles up the road brought us to Northfield, MN, where we enjoyed the hospitality of Eric and Margit Johnson - thanks! Eric was also kind enough to lend his tools and garage site and we finally got down to the business of replacing the leaking left side transmission output shaft seal. We also replaced the entire inner CV driver with the parts supplied by Marty and John as the earlier replacements had become oil soaked and failed again. At this point with the brand new oil seal and NOS ("*New Old Stock*", shorthand for brand new parts which are



**The 850 GT and the Johnsons' RAC winning 96**

no longer in production - Ed) rubber "donuts", this problem should be behind us.

The last 660 miles of our journey left the '64 GT850 showing 2384 miles more than when it left Oregon last Monday afternoon. Through it all, the car ran like a trooper. We did Wisconsin back roads, Chicago traffic jams at 87 degrees, and Michigan freeways at 75mph. We did find that some "breaking in" occurred, and we had to reset the idle speed as it had climbed almost 600rpm (normally about 1500 rpm) since we set it in Oregon.

At this point it seems hard to believe that we covered all those miles in 4 1/2 days - we had great weather all the way, and good fortune smiled on the GT850 mechanically. The car seems ready to cheerfully run another 2500 miles! (John suggests Alaska-to-Argentina next summer).

Mainly what we ended up doing is validating how much fun it is to drive around the country in an old car. We had lots of interesting conversations with folks along the way wherever we stopped, and

got lots of smiles and waves along the road as well. A big thanks to all those who offered hospitality along the way, and to those who sent in names and phone numbers of folks who might help if we ran into trouble "out there". We're only sorry we couldn't stop and see more of you along the way (maybe next time we'll take TWO weeks).

We covered 2384 total miles. We used Redline two-stroke Racing Oil (about \$38/gallon, but used the "pay me now or pay me later" approach to engine protection), oil consumption was 298.75 miles/quart. We ran roughly 1/2 oz. oil per gallon of gas (4-5 oz. per tankful) premix in addition to the oil injection to ensure excess piston lubrication. Lacking the time/tools/parts to do a complete carb overhaul and set-up, we basically ran the thing very rich to ensure adequate piston cooling. We paid the price for this strategy in dismal fuel economy - about 17 mpg overall. True, the car was heavily loaded and we ran at speed over hilly terrain, but this is still pretty bad. Previous owners of the car had logged anywhere from 20 to 23 mpg;

still far below what one would expect with the "standard" stroker engine, but the GT/MC cars seem to have a reputation for poor fuel economy.

The biggest problem we had engine-wise was the persistent detonation problem. As you recall, our first attempt to deal with this was to increase the main jet size for #2 from 115 (1.15mm) to 130 (1.30mm). This fix was detailed in several service bulletins primarily referring to 1965-1967 cars, but knowing that this car had previously holed the #2 piston, we figured it was prudent. Before-and-after visual inspection of the piston top showed that this was a good move as initially the top of the piston showed clean spots where the carbon was being knocked off by the detonation. Even with that fix, however, mid-throttle detonation was still quite evident. Some of this may have been attributable to our primitive carb set up (we didn't have the carb synchronizing tool), as there seemed to be less detonation at full throttle (another issue that may have played into the fuel economy issue). We also reduced the base static timing

from 10 degrees BTDC to 8 degrees BTDC which provided another incremental improvement but certainly didn't cure the detonation. In any event, we were mostly able to "drive around" the problem. Speaking of pre-ignition, what about spark plugs? We started out our trip using NOS Bosch MG260T31S plugs, recommended instead of the original Champion UK7 surface gap plugs. We fouled 2 of the Bosch plugs (both in #3 - front cylinder). One fouled on a long (5-6 mile) downgrade at cool temperature, the other on a morning cold start. We then switched to NGK plugs using A-7s for the #1 and #3 cylinders and the colder A-8 for #2. We had no more fouling problems, and periodic visual inspection of these plugs indicated that they run a lot "cleaner" (less carbon) than the Bosch plugs. Changing plugs didn't seem to make a measureable change in the detonation problem.

Another area we should discuss is the cooling system. Right away we can debunk the myth that you can't run these cars in hot weather. We started our preparation by rebuilding a stock water pump to replace the leaking one (it looked like someone had fit a 99-type water pump

seal). Probably the most important part of the rebuild was to have the seal bushing in the housing turned smooth on a lathe. Between that and a new o-ring inside the seal, we never leaked a single drop of coolant the whole trip. We used a NOS 72 degree C (summer) thermostat and pulled out the "pie plates" for max airflow. We were fortunate in that the radiator in this car was in extremely good condition. We also made sure that the fiberboard flow baffle underneath the radiator was securely in place (duct tape came in handy here). Given the stock cooling system in excellent condition, we ran under a variety of conditions in 85-95 degree weather and never even thought about overheating. The highest temperature reading we saw was 190; we used the heater on occasion to keep the temperature to 180 when climbing grades. Bottom line is, get your radiator re-cored (add an extra row if you want; the top and bottom tanks are wide enough), replace those hoses, and rebuild your water pump. After looking at 3 or 4 water pumps, I am of the opinion that the seal itself does not usually fail. All the other bits are fixable/available, although you may have to make your own gasket.

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## An exclusive NINES driving evaluation

### Saab Viggen Adds Zip to the 9<sup>3</sup> Model Line.

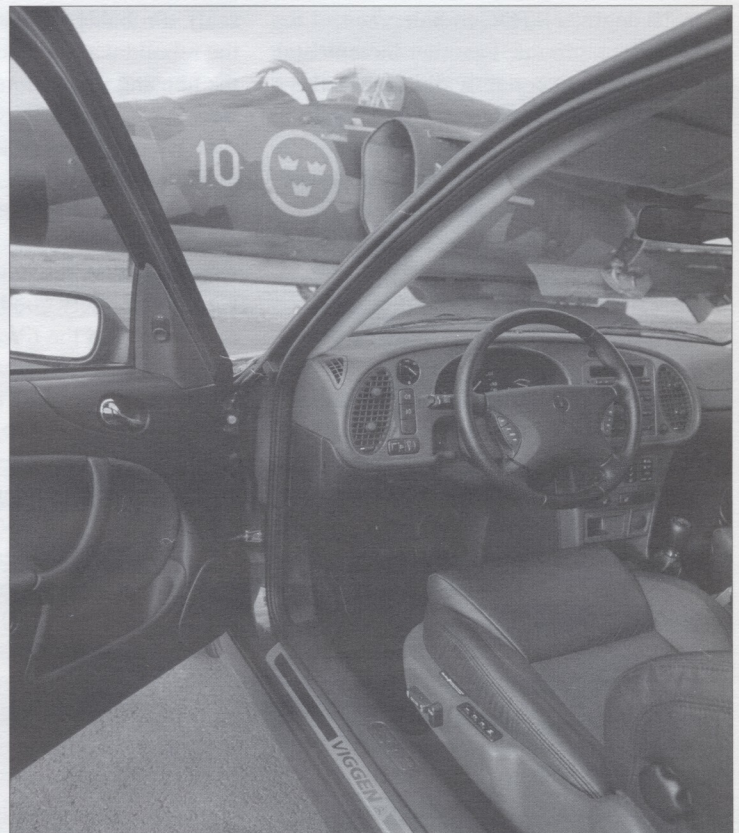
Heavily modified, and developed with the participation of the Oxfordshire, England-based TWR (as in Tom Walkinshaw Racing) Group, the Viggen fills a traditional Saab "more sporting sedan niche" with an unprecedented level of differentiation. Dating back to the 1957-1960 750 GT model, which featured special interior trim, a prodigious 57 hp from its 3/4 liter "Stroker" engine, and a built-in Halda "Speed Pilot", sporting variants of Saab's main line product have been made available in Saab's product line. The 99 had its EMS, and later the 99 Turbo, the 900 had its SPG, and the 9000, its Aero.

As compared to the 9<sup>3</sup> SE, the upmarket trim line with its "High Output Turbo" 2.0 motor, Viggen brings to the table a special engine (2.3 liter, 225 hp engine, matching the output of the 9000 "Aero"), strengthened drive train components, a sport-tuned suspension (featuring stiffer springs and a smaller front "sway bar" for more neutral handling), upgraded brakes and wheels (grooved brake disc rotors and enlarged front rotors and calipers, twin-diaphragm brake booster, 17 inch wheels with very low profile performance tires), aerodynamic aids (special front air dam, rocker panel moldings, and rear spoiler for reduced drag coefficient and minimal aerodynamic lift), and numerous trim details specific to the Viggen. The model is being assembled along side the 9<sup>3</sup> convertibles by Valmet in Finland.

*"The low volume production would cause too much disturbance at Saab, so we went to Valmet, who were a known quantity to us because of the relationship we have with them, as they already build the Convertible model for us," explains Peter Leonard of Saab. "It's only a relatively small leap going from the Convertible to building the Coupe and five-door."*

Small leap indeed: the Editor's 1977 5-door 99 was assembled by Valmet. Produced in limited quantities, only 400

model year 1999 Viggens will be imported to the United States, and only in the hatchback coupe body style. Beginning with model year 2000, Viggens will be available in the hatchback sedan and convertible body styles as well, with a planned total annual worldwide production of 2,500, around 1000 of which are committed to the US market.



### What We Expected from a Viggen

Having driven 900 Turbo Sedans in Skip Barber's "remedial driver training courses" as well as during a "loaner car" episode, we believe the 900 and 9<sup>3</sup> already display pretty good driving characteristics. If there is any shortcoming to the performance, it is a tendency for the engine to "bog down" when moving off, and a lag during calls for more urge. On the positive side, we never noticed from the 2.0 turbo the "growl" we have experienced on acceleration from the 2.3 turbo engine in both 9000's and 9<sup>5</sup>'s. We expect the Viggen's overall performance to be similar to our experience with the 2.3 liter 9000T: lots of low end grunt, lots of high rpm power, and with that slight growl under acceleration.

The ride and handling of a standard 9<sup>3</sup> is good in our opinion. We expected the Viggen's ride to be a little harsh, mainly due to the very low profile tires, but not noticeably stiffer, since the spring rates are pretty close to the standard. As noted, we'd expect a little more neutral handling, and those low profile tires should provide a neck-snapping-quick turn in.

During our track experiences, especially in New Hampshire, the 900's brakes were stressed pretty heavily, although they are certainly ample for normal driving demands. We didn't think the enhanced braking system would do much for us in our driving habits, nor did we expect a discernable difference in our "ordinary road driving test." The larger, grooved rotor brakes seemed to us as an



Viggen with an '86 SPG owned by John & Gaylene Webber, Lawn, PA

expected feature in this class of vehicle, because they are a necessity when the car is driven remotely close to its full potential. We think they would also be a welcome addition to the heavier, and likely-to-be-overloaded, 9<sup>5</sup> wagon even in more normal driving.

With the 9<sup>3</sup> and 9<sup>5</sup> pretty much sharing a new and common seat, all Saab seats are first rate. We spent some time in an Aero, navigating for Mr. Carlsson at the 1994 Oconomowoc, Wisconsin, convention, and between gasps we observed that the Aero's "sports seats" were a level above the excellent 9000 seats. The "9000 Aero" seats remain the standard by which we judge automobile seating.

### The Test

We were very fortunate that the weekend over which Saab Cars allowed us to sample the Viggen coincided with Deb and Dean Lusby's "Spring Tour" (re-named Saab Romp in deference to its occurring after the summer solstice). The route of approximately 120 miles through picturesque mountainous central Pennsylvania in the company of a couple dozen mostly Turbo Saabs provided a good exercise of the Viggen in its natural habitat.

Style is in the eye of the beholder. The Viggen's understated front and rear air dams, rocker panel molding, and rear wing add distinction and plenty of aerodynamic function without the garish side-cladding of a "Pontiac Grand Am" or the wild wing of a "Mercur XR4-Ti". The special blue paint, the special stylized instrument panel fascia, steering wheel, and the Viggen embossed seating all give the car a special look. We think the color looks great. We also think that the "hammertone grey" finish of the instrument panel blends more nicely with the grey finished radio and SID units than the usual wood trim, and is certainly more stylish than the basic black. We like the open spoke wheels that highlight the grooved brake rotors and allow the pad wear to be checked at a glance, but others may not like such displays of mechanical details. The front air dam is of course too low to clear some curbs and parking lot

### Re-rated springs and bigger dampers for improved control

In order to accommodate the larger, 17 inch wheels, the springs have been shortened by 10 mm and re-rated to improve the front to rear balance. In particular, the rear springs have been stiffened considerably - by 30% - to establish superior body control, especially over undulating roads. However, the 24 mm rear anti-roll bar has been left in its standard setting to prevent unexpected tail end breakaway, while the front anti-roll bars have been softened slightly - 24 mm diameter as opposed to 26 mm - to improve traction out of corners.

Settings for the Saab 9-3 Viggen Convertible model are slightly different to better match its lifestyle positioning. The most noticeable difference is the softening of the springs at the front compared to the Coupe and 5door models, while retaining the standard Viggen's 24 mm front anti-roll bar.

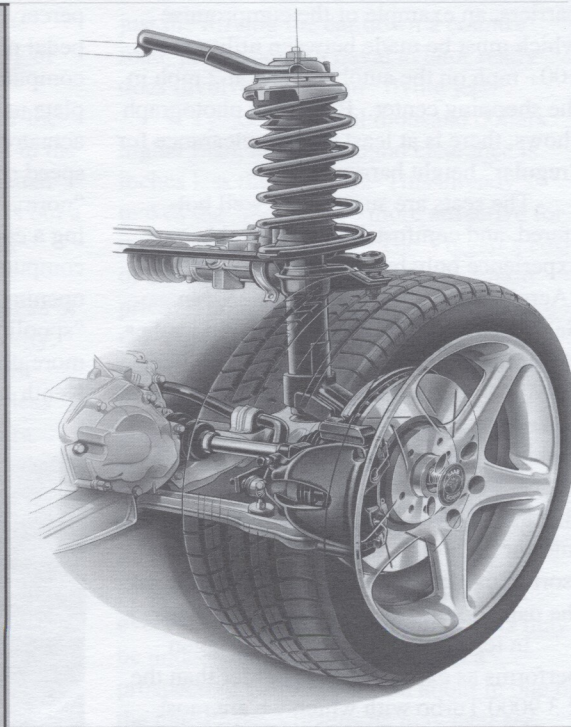
Below are the changes made to the spring set-ups:

MODEL	FRONT SPRING RATE	REAR SPRING RATE
STANDARD COUPE/5-DR	24 N/mm (137 lb/in)	42.4 N/mm (242 lb/in)
VIGGEN COUPE/5-DR	25 N/mm (143 lb/in)	54.9 N/mm (313 lb/in)
STANDARD CONVERTIBLE	20 N/mm (114 lb/in)	40 N/mm (228 lb/in)
VIGGEN CONVERTIBLE	17 N/mm (97 lb/in)	43.2 N/mm (246 lb/in)

The dampers have also been upgraded to improve body control. They are larger and have been rated to improve initial body roll on turn in, yet allow a high degree of ride comfort at speed. In comparison to the standard 9-3, the Viggen's damper rebound rates have been increased by 30% on the Coupe and five-door, and by 20% on the Convertible model.

### New, specially developed tyres

The new Saab 9-3 Viggen sports 17 inch 215/45 ZR17 tyres sitting on five-spoke alloy wheels. The tyres have been specially developed to suit the target behaviour of the Saab 9-3 Viggen.



barriers, an example of the compromise which must be made between utility at 100+ mph on the autobahn and at 2 mph in the shopping center. But as the photograph shows, there is at least enough clearance for "regular" height barriers.

The seats are supportive, well bolstered, and comfortable, exceeded in our experience only by the fantastic 9000 "Aero" seats. They are upholstered in Saab's more traditional heavy grain leather, rather than the softer leather used in the 9<sup>5</sup>. The blue-pebble design on the center seats and door panels are also effective at perking up the interior. 21<sup>st</sup> century Viggens will also be available in Silver, Black, and "Monte Carlo Yellow," with the interior highlights in blue, "Flame Ochre" (sort of orange), or charcoal, depending on the paint color.

In terms of raw power, the Viggen performs as expected. It is lighter than the 2.3 9000 Turbo with which we are most familiar, and passing maneuvers seem to occur faster. That 2.3 liter "growl" is there on hard acceleration, but the balance shafts effectively eliminate any hint of vibration.

Saab has (again) increased the computational power in its "Trionic" engine management system, and used some of the increased potential to "help" the

perceived engine response. The accelerator pedal position is used as an input to the computer, which then adjusts the throttle plate using a "drive-by-wire" electronic actuator. This single actuator handles idle speed control and cruise control as well as "normal" throttle functions. Upon receiving a command to "open the throttle", the computer initially "overdoes" the throttle opening, giving quicker perceived response "spooling up" the turbocharger in case more power is called upon.

Kent Johansson, one of Saab's product



**Viggen air dam barely clears a standard height curb.**

development engineers, explains:

*"When a driver depresses the accelerator, he is actually asking for more air speed to give him more torque. However, the larger turbo is still governed by the laws of physics, so there is some delay. Now, we have minimized that delay by controlling the software more precisely and by keeping losses in the turbo waste-gate as low as possible. And also by controlling the throttle position - opening it more than the driver has requested, so that the engine can reach the driver's required torque level more quickly. It's an electronic slight of hand, but the result is what matters: torque on demand for the driver."*

This strategy does work. In spirited driving, there is never a perception of "turbo-lag". Ironically, the computer's gyrations are most noticeable when lifting the accelerator. For a second or so after lifting, the throttle stays partly open unless the brakes are applied, presumably to keep the turbine up to speed. Then, after the initial lag, the throttle closes completely and maximum engine braking occurs. Occasionally we noticed a peculiar feel during very mild acceleration on the Interstate. A slight increase in the pedal position produced first an instantaneous

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response and then a slight "sag". It was really just the opposite of what we have become accustomed to from a turbo motor: a slight delay in the initial response. We shudder to think of those 215-45-17 shod alloys encountering a Springtime in Ohio Pothole, but on smooth pavement the ride was cushiony, and on rough pavement the ride was firm but not harsh.

The brakes have a light touch, almost too light you think, until you try some "heel and toe" action. The light touch allows you to feel the accelerator. That and the position of the pedals makes this exercise in ankle flexibility easy - well, easier. As predicted, we never got close to stressing the brakes.

So what's not to like? There is a specific range of rear sun angles where the sun reflects off the wing directly into the rear view mirror. The radio lacks the option of a combined cassette/CD unit, as is fitted standard in the US specification 9<sup>5</sup>. We had to return it.

**Comment on Media Responses.**

On average, the media response to the Viggen has been favorable but not overwhelming. The first thing many magazine writers seem to do is take the car to the racetrack, where they "discover" that the Viggen is front wheel drive. During hard acceleration in first and second gears, the front end gets "light" due to the weight transfer, and the universal joints flex less freely due to the load they are transmitting. This causes the steering to become touchy, and the car can dart around a bit. Sometimes this is described as "torque steer." It isn't. Torque steer occurs when the drive train is not symmetric, and moderate to hard acceleration causes the car to pull in one direction in proportion to the amount

of torque. What is happening with the Viggen, rather, is an inherent property of front wheel drive.

Describing a front drive car's off-the-line acceleration behavior as a defect in the car is analogous to describing the human hand as being defective because it has but a single thumb. One can imagine great benefits from having a second thumb opposing the one we have for card tricks or throwing a ball. I can say with authority, however, that the second thumb would render certain martial arts strikes far less effective, and likely to injure that extra digit. Likewise, the properties front wheel drive which make off-the-line acceleration less effective are of great benefit in other driving conditions, such as moderate speed travel over snow and ice. If you are making 0-60 and quarter-mile acceleration tests, your job is to keep accelerating as hard as possible and steer the best you can. If your job is winning a race, the same applies. But if you are out driving on the public roadways, we fail to see that limiting one's acceleration to what the Viggen can comfortably produce is a handicap.

**Recommendation**

To say that the Viggen is not for everyone should by no means be taken as a criticism. We recall lines in the movie, "An Officer and a Gentleman", when Richard Gere's character is asked why he entered Flight School. "I want to fly jets!" was his first (and contrived) answer, which elicited the response: "My grandmother wants to fly jets!" Anyone would want to drive this car on a winding country road. It has prodigious power, tack sharp handling, powerful brakes, and supreme comfort along with all the usual Saab qualities. But ownership really does involve more than

just the driving the car down a country road, just as being a naval aviator really does involve more than "flying jets."

It's price is several thousand dollars higher than, and its ground clearance is inches less than a 9<sup>3</sup>SE. This already makes the "regular" 9<sup>3</sup> more attractive for the majority of buyers. The Viggen's cost of ownership goes beyond the purchase price. Those wonderful tires which make the Viggen corner like a slot car can be expected to last half as long, and cost twice as much, as the tires on the "regular" 9<sup>3</sup>. High octane fuel is a must. Oh, those Ohio potholes, and despite the Viggen's fine properties, it lacks the ultimate track manners needed to pry BMW "M" series owners away from their brand.

We'd like to recommend that everyone "go try one," but the dealers may be understandably reluctant to let a prospective customer thrash about in one of the half-dozen Viggens he may ever see. With our sincere thanks to Saab Cars USA, Inc. and their Public Relations staff, we were able to drive a "press" car a thousand miles over a four day period. A dealer allowing that kind of a Viggen test drive would be unexpected. Rather, we suggest that one take that very thorough test drive in a 9<sup>3</sup> SE HOT. Try to get one for a weekend, and take it through some tight winding roads and through some fast paced traffic. At the conclusion, while the smile is still on your face, imagine a car which is noticeably more powerful and noticeably faster through the corners, while requiring no more effort, or perhaps less effort, on the part of the driver to extract that performance. Then consider the price and make your choice. It's one of the few times in life you will face a question with two right answers.



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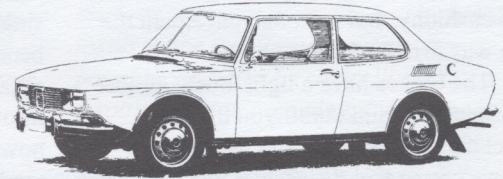
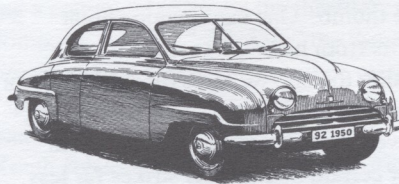
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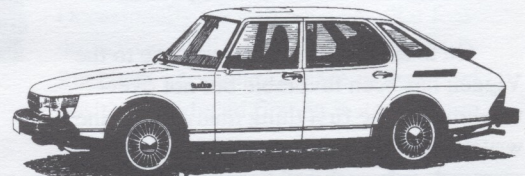
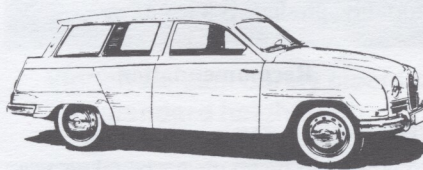
and several milestones in the company's history bear mentioning.

1949 - Production of the first SAAB car, the 92, begins in mid December. Production through calendar year 1950 totals 1,246 (or 1,248 depending on which book you read). All are available in one color only - green.



1959 - The SAAB 95, a station wagon version of the 93, is introduced. Public unveiling is in May, with production beginning in the Fall of 1959 (as a 1960 model) at the aircraft factory in Linköping. Two Saab 93Bs are entered in the 1959 24 Hours of LeMans; one retires early with engine failure, the second - driven by Sture Nottorp and Gunnar Bengtsson - goes on to finish 12th overall and 2nd in class.

1969 - The Saab 99 goes into production in late 1968 as a 1969 model. The 99 makes its first U.S. appearance at the New York Auto Show in April, 1969. Like most new Saabs, the supply is only a trickle until mid model year. Saab-Scania AB is formed with the merger of Saab Aktiebolag and AB Scania-Vabis. Auto production is expanded with the opening of a new factory co-owned by the Finnish company OY Valmet in Uusikaupunki; the Saab-Valmet facility begins by building the 96.



1979 - The Saab 900, successor to the 99, is unveiled in May, 1978 and begins to show up in U.S. dealer showrooms late that year. Once again, availability is very limited until mid-1979. Stig Blomqvist wins the 1979 Swedish Rally in a 99 Turbo. Don Knowles wins two SCCA Showroom Stock National Championships at Road Atlanta, taking victory in SSA aboard a Saab 99 Turbo and SSB with a 99GL.

1989 - General Motors Corporation and Investor AB agree to a joint venture to produce Saab Automobiles. Investor contributes all their automobile manufacturing facilities, and GM contributes cash and assumes operational control, effective January 1, 1990. Subsequent agreements give GM the option to purchase Investor's share between August 1, 1999 and February 1, 2000. Stay tuned.

**SAAB'S 2000 MODEL LINE FEATURES A HIGH-PERFORMANCE VARIANT OF 9<sup>5</sup> SEDAN, LEV EMISSIONS ACROSS THE BOARD, AND HIGHER OUTPUT**

Saab Cars USA model year 2000 line will introduce the 9<sup>5</sup> Aero, a high-performance addition to its 9<sup>5</sup> model line. Featuring a high-output turbocharged 2.3-liter, 4-cylinder engine that delivers 230 horsepower and 252 lb.-ft. of torque, an enhanced sports chassis and improved aerodynamics, the car builds on the performance heritage of its predecessor, the 9000 Aero, while adding all the innovative technologies and luxury amenities of the current 9<sup>5</sup> model line.

The 2000 9<sup>5</sup> Aero features a host of performance enhancements including lower

and stiffer suspension, more powerful brakes and 17-inch light alloy wheels—all of which contribute to aggressive ride and handling abilities. It is available with either a 5-speed manual or 4-speed automatic transmission. These performance features are complemented by sporty exterior and interior styling changes, including flared rocker panels, a front chin spoiler, a rear bumper extension and a sport steering wheel. The 2000 Saab 9<sup>5</sup> Aero will be unveiled at the Frankfurt International Motor Show on September 14, 1999 (*my birthday - Ed.*) and the USA debut will be at the Miami Auto Show on October 8. The Aero will be available in both Sedan and Wagon versions in Europe, but for model year 2000, the US market will receive only the sedan.

In other model year 2000 news, all MY2000 Saabs sold in the USA will meet the "LEV" emission standards. Additionally, all "HOT" turbo models will have higher output ratings as compared to their 1999 models. The 9<sup>3</sup> Viggen model will be available in all three body styles (3-door, 5-door, and convertible), and in black, silver, and "Monte-Carlo" yellow in addition to the 1999 model's "electric blue."

## MANAGEMENT CHANGES AT SAAB CARS USA

Joel K. Manby has been named vice president, sales, marketing and retail network development at Saab Automobile AB, Trollhattan, Sweden. In addition to directing global wholesale and retail initiatives, and market area Americas activities, Manby also adds market area Asia/Pacific to his responsibilities. Manby continues in his role of chief executive officer, Saab Cars USA, Inc. At the same time, Daniel B. Chasins has been named president of Saab Cars USA, Inc., an addition to his current role of chief operating officer, Saab Cars USA, Inc. Both Manby and Chasins will continue to be based at Saab's U.S. headquarters in Norcross, Georgia.

Joel Manby's new responsibilities will include applying his experience with U.S. retail network development to Saab's global markets. During his tenure at Saab, annual sales per U.S. dealership have increased from 67 units in 1996 to 140 in 1998. Dealer profitability has increased dramatically, while the retail network has been streamlined from 320 dealers to 225 nationwide. Additionally, U.S. sales of Saabs are on track for another significant sales increase — for the fifth consecutive year.

Manby will also expand his focus from U.S., Canadian and South American operations to include Saab's position in Asia/Pacific markets. While economic issues have impacted most luxury automakers' performance in markets like Japan and Thailand, the Saab brand has continued to show strong growth potential in these sectors. Manby will continue to serve as chief executive officer, Saab Cars USA, Inc. He continues to report to Robert H. Hendry, president and chief executive officer, Saab Automobile AB.

Manby joined Saab Cars USA as president and chief executive officer in 1996. Prior to that he had been central region manager of Saturn Corporation, where he was responsible for sales, service, customer satisfaction and retail development. Manby has also served as General Director, Marketing and Product Planning for the North American Export Sales division of General Motors Corporation, and prior to that had extensive experience in dealership retail operations.

Effective immediately, Dan Chasins has been promoted to president and chief operating officer of Saab Automobile AB's largest subsidiary, Saab Cars USA. With this added responsibility, Chasins will lead all of Saab's U.S. external and internal operations. He continues to report to Joel Manby, chief executive officer.

Chasins was named executive vice president and chief operating officer in February, 1999, shortly after he rejoined Saab Cars USA following a four year international assignment at Saab Automobile AB, Trollhattan, Sweden. While at Saab's global headquarters, Chasins was Vehicle Line Executive for the Saab 9<sup>5</sup> Sedan and 9<sup>5</sup> Wagon model line, as well as the previous 9000 model line. He began his career at Saab in 1992, when he joined Saab Cars USA as director, marketing.

Both Manby and Chasins are graduates of the Harvard Business School and reside with their families in Georgia.

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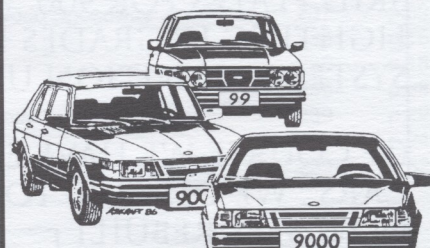
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### Saab Sales Continue to Grow

Continuing the pace maintained throughout 1999, Saab sales in July totalled 4014 units, up from 3106 in July, 1998, for an increase of 29%. Year to date sales of 22,771 represent a 42% increase over 1998 sales through July of 1995. Year to date comparisons include periods of 1998 when the 9<sup>5</sup> was unavailable and the 9<sup>3</sup> was in short supply. By mid summer, 1998, both models were plentiful except for the 9<sup>5</sup> V6, which

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This index covers articles published in NINES, issues #231-#239. It does not include news stories or editorial items.

Since 99 and early 900 models used many of the same systems and components, articles that pertain to the 99 model are found under "99 and 900". Those that relate strictly to the "Classic" 900 are listed under "900 Only, '79-'93". Information on the newer 900 is listed under "900/93, '94-".

The issue number and page number are given after the subject of the article.

- (Klinik) = Doktor Nio's Saab Klinik
- (PSI) = Service Subjects from Saab
- (Prof) = Professional Perspective by Chuck Andrews
- (Notes) = Notes in the Margin by Stephen Goldberger
- (Sinclair) = Discourses & Digressions by Bob Sinclair
- (Stroker) = Larry "Stroker" Williams
- (Turk) = Sonett Restoration by Bruce Turk

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## *Saab News Continued*

became available very late in 1998, and the 9<sup>5</sup> Wagon, which was introduced in 1999. Subtracting total V6 and Wagon sales from July's total still shows a modest improvement over July 1998.

The 9<sup>3</sup> contributed the majority of sales with 2238. The practical 5-door garnered 1235 of those sales, while the convertible models captured the hearts of the sporting crowd with 842 sales. This left the 3-door coupe as the "odd man out" with just 161 units sold, including 35 Viggens.

The 9<sup>5</sup> contributed a major portion of total sales with 1726 units. Bargain hunters were not in evidence: only 98 "base" sedans were sold. The 846 LPT-4 SE sedans represent almost half the total, and the still-hard-to-get V6 sedan contributed 291 units to the total. Wagon sales were a substantial 491 units, 35 of those being equipped with the V6.

29 owners combined travel with pleasure and purchased their new cars through Saab's IDS (International and Diplomatic Sales - European Delivery) program. Those sales are not reported by model. A few scoured the back lots to find their Saabs. 19 units of the 900 model were sold in July, including 13 convertibles, and two 9000 CSE models found owners.

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Thirteen years at the same job! It hardly seems possible that I had agreed to take over publishing The Saab Club Newsletter that long ago. Prior to that most of my employment at any one place could have been measured in months, most of those jobs lasting about a year, never more than two. Publishing NINES has now taken half of my full-time working life, and these past 13 years have certainly been eventful!

From a production standpoint, I started on the dining room table with a Commodore 128 and a daisywheel printer, made the plunge to a Windows-based PC a few years later with PageMaker 1.0 software and a Hewlett-Packard Laser Jet II printer (nearly \$6000 at the time!), and have progressed through a series of computers, offices and office assistants. In an effort to let you know what goes on in the Saab world, I have visited foreign countries, driven new and old Saabs, talked to Saab fans both longtime and recent, and tried to put what I learned into word and photo in the pages of NINES. There have been several "project" Saabs: The NINE-T9 (1979 99GL 2-door), Winter Beater (1975 99 Wagonback), Winter Beater Mk. II (1985 900 Turbo), Second Banana (1979 99GL 2-door), and the Viggen Vaggon (1977 99 5-door). The Second Banana was converted to a racing and rally car so you would know how to improve the performance of your own 99s and 900s. A flock of various Saabs, most running, some not, have passed through my stable during the interim as well.

Several planned projects remain. The NINE-T9 will stick around for awhile, and may finally get that engine and tranny upgrade. I still intend to restore a 1960 93F ice racer that I drove to a class victory in the 1977 St. Paul Winter Carnival Cup Ice Race, and a 1969 Sonett V4 ice racer that Dan Page drove to several championships into Vintage race cars. And there is the complete restoration of a rather rusty 1977 pre-production 99 EMS/Turbo.

As one who has been involved in racing and rallying since high school, I have been allowed to add several prestigious events to my competition resume. I have run One Lap of America twice (1990 and 1992), the Alcan Rally

twice (1991 and 1994), the Downeast 3000 Rally (1992), Skip Barber Racing School, and the 900 Talladega Challenge (1996), usually with the backing of Saab Cars USA, all in the quest of stories on Adventures in Saabdom. There were trips to all of the National Saab Owners Conventions beginning with Atlanta in 1986, various Saab regional meets in the Midwest and Vintage Meets, and several International Meets including Sweden in 1987 to celebrate the 50th Anniversary of the founding of SAAB (Svenska Aeroplan Aktiebolaget), Austria in 1992, and Sweden again in 1997 for the grand Jubilee celebrating the 50th Anniversary of Saab's first car. I have also been on hand to help several regional clubs get started, particularly in California and Colorado, both of which have gone on to produce a National Saab Owners Convention.

I have been permitted to participate in several Saab test drives with other journalists, most in the U.S. but several in Europe as well. A favorite was a 1992 trip to Sweden to drive the new 9000CSE where we got to drive on the famous Andersorp racing circuit, see the factories where the Saab 340 and 2000 aircraft are built, the Swedish Air Force Museum in Linkoping, and a tour of the Saab engine factory in Sodertalje. Especially memorable was a trip to Europe in 1991 for the Paris Auto Show and to drive the new 9000 Turbo with the 2.3-liter engine, as it was the same week the borders came down between East and West Germany and the roads were clogged with Trabants and Dacias as their owners sampled the fruits of democracy for the first time in decades.

My bookshelves, walls, files and dresser drawers are filled with various Saab-related souvenirs: Miniature Saabs (which could make an entire series of future columns for NINES), posters and photos, history books and manuals, t-shirts and ties, jackets and hats. Most importantly, I have made many friends. I have gotten to meet and know several of my heroes including Erik Carlsson and Bob Sinclair. Many of you have written or called to thank me for the years I have made this my vocation. It has been my privilege to provide you with information on your cars, and to nourish the Saab

mystique that extends beyond the possession of your particular mode of personal transportation.

While I have enjoyed the writing and taking photos, the travel, meeting new Saab folk and sharing good times with old friends, the business of running the Saab Club had been wearing me down the past few years and the publishing schedule suffered as a result. At the beginning of 1998 I vowed that I would turn it all around or get out. By October I could see that my enthusiasm had waned even further so it was time to hit the silk. Fortunately there were several prospective publishers, and choosing among them was a task I took most seriously.

About that same time a friend turned me on to a tutorial on writing HTML and I began to think even more about publishing on the Internet, again absorbing time that should probably have been spent in completing NINES #239. While I still have some doubts about being able to make a living off Internet publishing in the near term, I believe the Internet is becoming as important a source for information as newspapers, magazines, television and radio. Having been involved in some way with those latter four, I am looking forward to providing a voice on the Information Superhighway.

Several Saab Club members have wished me well in my retirement. It's hardly retirement as I seem to be working more but making even less at the moment. It's what I get for trying to make it in the freelance world. Retirement, at least as far as the Social Security Administration is concerned, is a good 15 years away, and the IRA as it exists today won't last long. The National Motorists Association has hired me to do some web site development for them, and I have been looking for some freelance broadcasting work (TV, radio, voiceovers, etc.) in addition to writing and photography. It's a struggle right now, but I believe that fate will come along with just the right fit for me, as it has in the past.

As long as Stephen will put up with me, I will continue to write for NINES, focusing on motorsports, history and collectibles, plus the occasional review of a new model or a repair tip. You won't be rid of me easily.



## Spotlight

### Independent Solution Based on Service

The best known independent service provider for Saab and Volvo in the Cleveland, Ohio, area, "The Swedish Solution" was founded by Dan Schindler in 1982. After six years' working as a technician (mechanic in those days when electricity in cars was used only for motors and lights, and the ignition coil was the most mysterious electrical part in a car) at both dealers and independents, Dan believed that being of service to people was at least as important as servicing the vehicles. At the time he started his business, Dan believed that car owners weren't being treated as well and as fairly at the locations where he had worked as he would have liked to be treated as a customer. He also knew he wasn't being treated as fairly as an employee as he wanted. The deciding moment was when he asked a supervisor for a private meeting. The supervisor brushed him off, saying, "If you have a problem, go work somewhere else." Dan

decided that "somewhere else" would be his own business.

"Believe it or not", Dan told us, "at that time I could assemble a Saab in my mind right down to the last nut and bolt. I knew the inventory I needed and the tools I needed, so I set about establishing The Swedish Solution in my parents' barn." But by the time all the parts, supplies and tools had been delivered, "The barn was so full, I was doing the work outside in the parking lot." Apparently Dan's belief in his way of servicing customers struck a responsive chord, since the day his business opened he had several weeks' backlog of work.

The first crisis Dan faced in his business came quickly and unexpectedly. Knowing that "working in the parking lot, in the heat, the bugs, and the rain" was neither professional nor pleasant, Dan rented a "two stall former gas station" and took on a partner and an employee. Within weeks, the partner was seriously injured in an accident, and the employee proved unsatisfactory. As a result, Dan spent 3 months doing the work of three.

This experience taught the importance of cross-training, so no one person is indispensable. As Dan put it, "My receptionist can work parts, my parts people can work the phone or work as service writers, my mechanics can work parts, and so on."

Cross training is fine, but how do the technicians receive their training? Not from Saab, unless the technician has been "stolen" from a dealer. Dan said, "The most important training in my mind is from the vocational schools, where people can receive an education in the fundamentals. Things are changing so fast in this industry that you can't possibly keep up by training on specific parts and systems. You have to have the fundamental knowledge so you are able to adapt to things as they come along." *Funny, I remember hearing that same philosophy as an engineering undergraduate - Ed.* Given the fundamentals, further training is received from aftermarket suppliers, equipment vendors, and by sharing among the technicians. "We have 2 shops with 10

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## Shop Manual for Saabs

Saab 900 8 valve 1981-88 by Bentley  
Saab 900 16 Valve 1985-93 by Bentley  
Saab 9000 1986-95 by Haynes



technicians. I personally have 18 years experience, and I have a network of experts and friends we can call on in a pinch."

Despite those opportunities, Dan would still like to have more support from the factory. Reciting a refrain we have heard over and over from independent service providers, he emphasized that "making the service, parts, and training information more available is the best thing Saab could do for their own business." The goal is to eliminate the notion that it is difficult to find quality service for Saabs, and the way to do that is to make service information widely available. Once the issue of service and reliability is out of the way, the cars will sell on the merits of their driving properties, durability, safety, and utility.

We asked about the second location, in Cleveland Heights, which really isn't that far from the original location in Solon. Cleveland Heights is "near east side", while Solon is "far east side." Dan said it was customer driven, due in part to the number of car owners who live in the "Heights" area, and then went on to

elaborate his concept of a customer. "I think of having three kinds of customers whom I must please." One is the car owner, who is the obvious customer. But Dan also considers his employees and vendors as his customers, deserving of his "service attention." One reason for opening the second location was to provide employees with a second career path within Swedish Solution.

In terms of operating his business, Dan's stated goal is to "reduce hassles as much as possible." He said that if he needs a particular tool, he buys two; if he really needs that tool, he buys four (per location). Lifts are replaced every 5 years. Where many locations will have a single A/C refrigerant recycling machine for R12 and another for HC134, each Swedish Solution location has two of each, and he plans to increase that to three. "I don't ever want to have a customer drive home with the job unfinished because a tool broke, or was being used by someone else."

The service writer's job, and Dan himself spends as much time as possible as a "service writer", includes following

the car through the entire process. When the car is brought into the shop by the technician, the service writer joins the technician in a "walk around" to ensure that the owners instructions or complaints are completely understood, that the owner is correct in his assessment, and there are no obvious latent problems. Cordless hands-free headsets are in abundance at The Swedish Solution. We spent a couple of hours watching the process, and we believe it can make a big improvement in the quality of service. Said Dan, "We aren't in business to fix cars. After 20 years, it's a little hard to achieve personal fulfillment by doing one more oil change. We are in business to help people, and we achieve personal fulfillment by being good to people who have cars. Our job doesn't begin and end with repairing the car. It begins when the owner tells us his problem, and we help him or her to express the symptoms in a way that defines the problem. And our job ends when the owner drives away, correctly confident that the problem is solved. To me, it's a group effort: the owner, the technician, and our vendors, all working together..." for the solution.

**900 - 9000 - 9<sup>3</sup> - 9<sup>5</sup>**



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In 1995 I purchased a new 1995 9000 CSE. I liked it so much (particularly the drive train and hatchback) that when I found out the 9000 was to be replaced by the 9<sup>5</sup>, I was one of the few Americans to purchase a 1998 9000. I would have purchased the Aero if it were available, but the manual CSE I bought did come with the Aero motor and wheels.

I am satisfied with the car but would like it to handle better (i.e. less initial roll in corners). I understand that the Aero had a stiffer suspension, but I haven't been able to find out specifically what the differences are. Do you know someone who can provide me this information or recommend a suitable way to make this car handle a little better.

**M.H., Richmond, Va.**

Saab makes a "road holding kit" available through their spare parts channel. For your model 9000, three components must be purchased: the "Front Kit", which includes the front struts and front and rear springs, the front anti-roll bar, and the rear shock absorbers. The "recommended list price" for the entire package is \$924 plus installation. You can also purchase "aftermarket" replacement springs, struts, rear shocks, and sway bars from independent suppliers, such as those who advertise in "NINES." Whichever source you choose, note that stiffer springs should be matched to higher rate shocks to prevent the car from becoming "bouncy". In fact, we have had customers replace only the front struts and shocks with Bilstein or Koni models precisely for the purpose of improving the handling and they have been pleased with the result.

A question from a new subscriber: He has an 89 9000s, and has been told that the A/C compressor is blown. He says it's a model "SD709A" and apparently is having difficulty obtaining a replacement

There is an aftermarket unit, made by TAMA (Japanese). This is a NEW unit, not remanufactured. I installed one so far, it worked fine, seemed to fit perfectly so far as hose

and belt alignment, but I had to "adjust" the bolt head of the front bolt holding the a/c idler/tensioner on to clear the clutch by grinding it down a bit on the grinder. Prices vary, but I've seen internet prices as low as:

Compressor \$349  
Receiver Drier \$25.89  
Expansion Valve \$16.79  
Shipping \$20

Other components may also require replacement. We strongly recommend at least consulting a competent A/C technician. We also strongly recommend converting the system to HC134a when replacing the compressor, preceded by a thorough solvent flush. Again, a competent A/C technician should be involved, because systems running on HC134a must be charged with the correct amount of refrigerant to operate correctly.

There is no warranty on mail order compressors due to the ease of damaging them with improper installation/charging/flushing procedures. The unit will come in a sealed box, brand new. If the box is opened, no warranty.

I have an '89 9000 T with an automatic transmission. Intermittently there is quite a strong gasoline smell in the car while driving or idling. I see no evidence of leaks either in the engine compartment or round the gas tank. There is no "pattern" as to when the smell will occur. I have had an experienced Saab mechanic check to no avail.

**CHC, Marquette, Mi.**

Check the evaporative emission control system. The charcoal canister lives under the right fender liner, often the hoses come off it. Since the cabin air intake is immediately above the canister, the fumes would be drawn in. Also the vapor lines run through the passenger compartment, A through test would be to go to the fuel filler neck, remove right side carpeting, and remove the vapor line from there and plug it. Then go back to the line at the canister and see if it held vacuum. If not, you'd have to trace the leak.

A 1989 would have the LH2.4 fuel injection system with an electrically controlled ELCD ( purge) valve attached to the top of the canister to

control fuel tank venting. They can fail mechanically while checking good electrically. A high idle is usually then evident, possibly accompanied by the computer showing lean mixture codes.

Vacuum leaks in the engine compartment can cause the ecu to drive the mix richer, resulting in the exhaust smell.

9000's of this vintage are also known for slight leakage from the o ring at the top of the fuel pump. The fuel will evaporate quickly and may not be visible as wetness on the tank, but it should leave tell tale stains if viewed from below. You can get at the pump by removing the floor in the hatch/trunk and removing the oval panel on a 9000 to the left of center. A leaking o-ring will fill the top of the pump depression there with a full tank after a run around the block.

Make sure the gas cap is designed for a Saab and is tightened properly.

Exhaust leaks can leave a fuel smell if they allow exhaust to enter the passenger compartment, especially if they occur before the catalytic converter.

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425-486-1351

## Rocky Mountain SAAB Club (Colorado)

Jerry Danner  
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Denver CO 80204-  
303-595-4646

## SAAB Club National Capital Area

Donald Titus  
3504 Hutch Place  
Chevy Chase MD 20815-  
301-652-6806

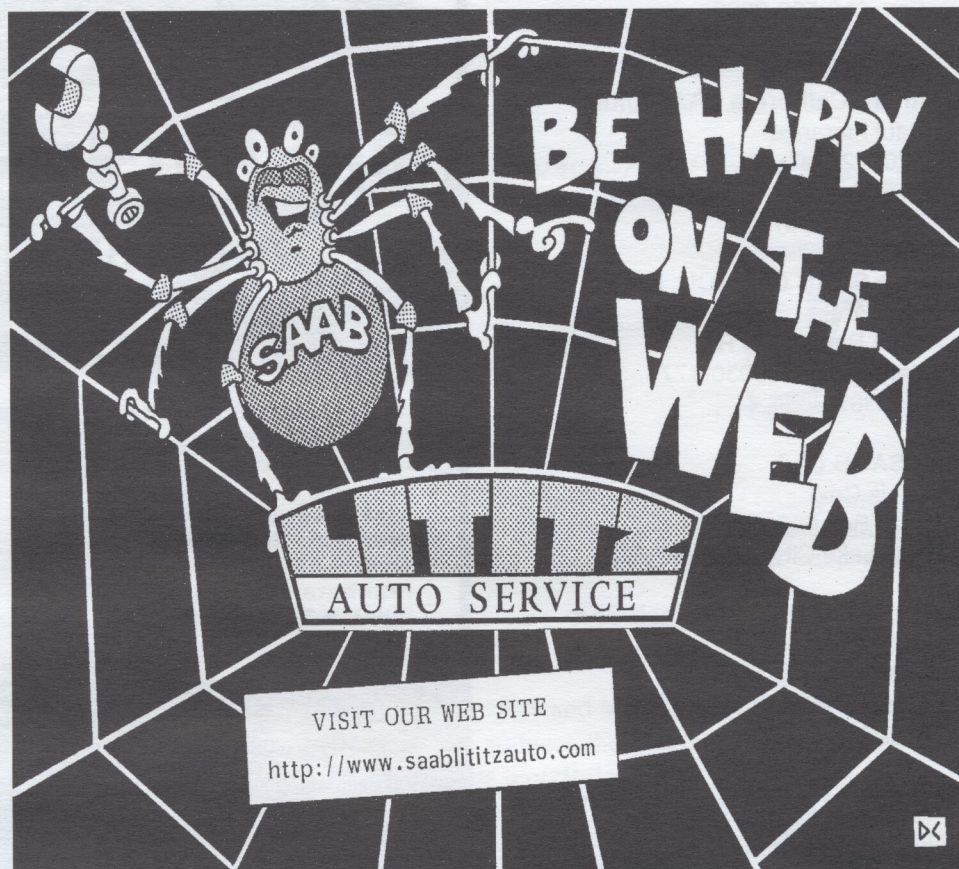
## SAAB Club of Central Ohio

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614-231-3892  
Email:dorzano@compuserve.com

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Cumming GA30040-  
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## SAAB Club of Iowa



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**SAAB Club of NE Pennsylvania**

Ron Augelli  
1723 Clearview St.  
Scranton PA 18508-  
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**SAAB Club of Texas**

Craig Bobchin is no longer associated with the Saab Club of Texas. Would a member please contact NINES so that we can publish correct info!

**Saab Owners of Canada, Inc.**

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513-367-9864

**Utah SAAB Club**

Chris Cox  
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Salt Lake City UT 84152-6105

**Western Pennsylvania Saab Club**

Andy Bittenbinder  
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Allison Park PA 15101-  
412-366-6165

**Calendar of Events**

*Editor's note: A focus session on*

*developing local clubs was held at the Saab Owners Convention in Colorado. We hope and expect that the "Calendar" will be expanded in future issues.*

**Milwaukee Saab Club**

**September 12, 1999:** Black Ice '99 - an autocross event - Gateway Technical College, 3520 - 30th Avenue, Kenosha, Wisconsin. Registration 9:00 - 11:00 AM, Practice: 10:00 AM - Noon, Timed Runs: 1:00 PM, Awards: 5:00 PM. Classes for all Saabs. SCCA Solo II classes for all non-Saabs. Guests Welcome!

**October 10, 1999:** Black Ice '99 - an autocross event - Gateway Technical College, 3520 - 30th Avenue, Kenosha, Wisconsin. Registration 9:00 - 11:00 AM, Practice: 10:00 AM - Noon, Timed Runs: 1:00 PM, Awards: 5:00 PM. Classes for all Saabs. SCCA Solo II classes for all non-Saabs. Guests Welcome!

Jon Hochstetter

**Saab Club of Canada**

Sept 15: Monthly meeting, Fairview

Public Library. 4th floor, Toronto, starts at 8:00 pm. Guest speaker, for further information Gae Teixeira 905 737 5827 (res)

Oct 20: Monthly meeting, Fairview Public Library. 4th floor, Toronto, starts at 8:00 pm. Guest speaker, for further information Gae Teixeira 905 737 5827 (res)

Oct 22: Fall Cool Down Advanced Driving School. Shannonville Motorsport Park, Belleville, Ontario, FULL track, learn advanced accident avoidance, braking, and cornering techniques in a safe controlled environment, 1 day CDN \$170.00, for further information John Casey 416 239 2193, fax 416 239 6228

**Turbo!**

October 9, 1999: "Saabtoberfest" Tour of Central Pennsylvania. For information, email Deb (Blaitin) Lusby<blaitin@ptd.net>

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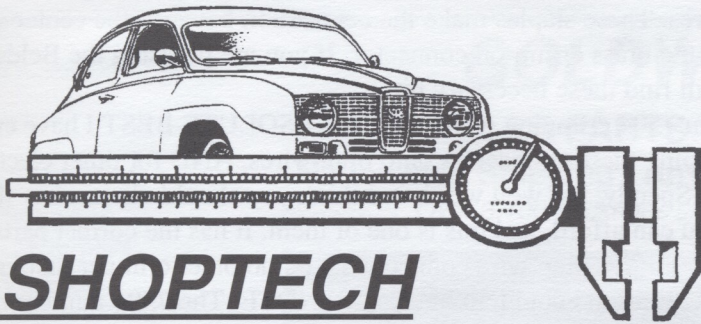
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# SHOPTECH

By Jack Ashcraft

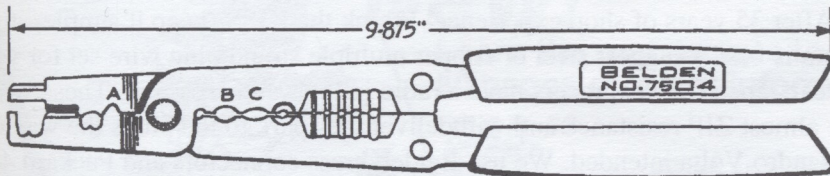
## V4 IGNITION SYSTEMS AND PARTS PEOPLE PERVERSITY

A number of people have told me they wanted simple spark plug wire parts to repair/replace those in their V4 or two stroke Saab. They indicated a gross unwillingness by parts counter weenies to sell them anything other than complete sets, none of which were built to fit these Saabs in the first place. Since perversity of parts counter clowns is legend, you must be able to induce them to get off their ever-expanding butts and get into the right catalog to find you the parts. The following information should help. There is nothing like laying out their own part numbers to get the attention of even the dumbest or laziest behind the counter.

If you are dealing with NAPA—who now claim to have more retail outlets than McDonalds—the plug wire parts are listed in their NAPA-BELDEN catalog. Here are typical parts AND the Belden part numbers, AND an illustration of the part so you can match it to the one you need.

A couple of words of explanation are in order. For all V4 applications we

7504--Belden crimping pliers



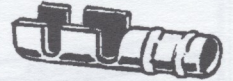
727004--7mm distributor cap connector--90 degree



727005--7mm snap lock spark plug terminal--straight



727003--7mm distributor clip--straight



727006--7mm spark plug wire connector--90 degree



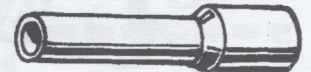
727302--7mm Hypalon distributor boot--straight



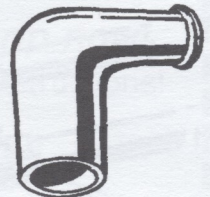
727300--7mm Hypalon distributor boot--90 degree



727401--7mm Hypalon spark plug wire boot--3.0" long



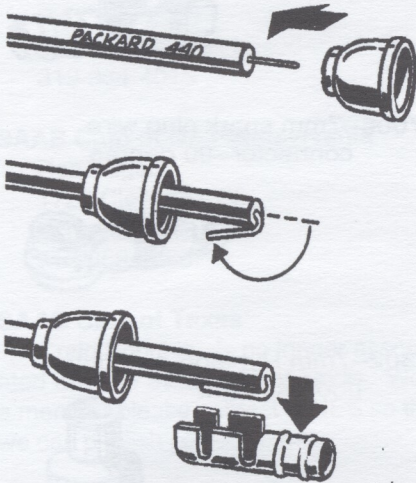
727406--7mm Hypalon spark plug boot--90 degree



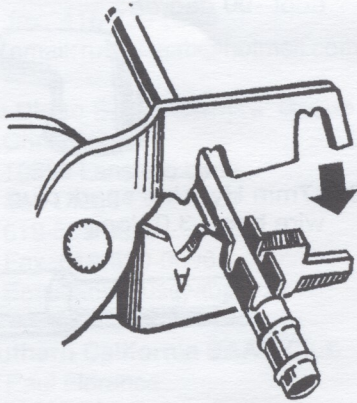
743803--100' roll of heavy duty spark plug wire--stranded wire, NOT RF suppression

use ONLY 90 degree connectors and boots, on all the plug wires. That simplifies the process, reduces the length of the plug wires, and cuts clutter in the engine bay. Belden does offer RF (radio frequency) suppression wires if you want to make up your own. You just have to buy small metal staples from them to go into the

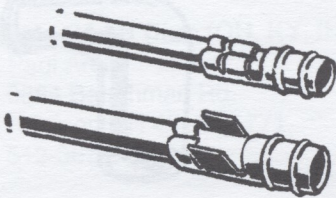
## USING THE 7504 PLIERS



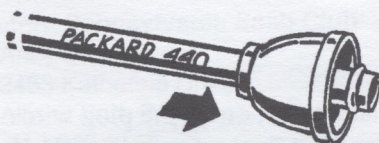
1--Expose 1/2" of center conductor, slip on the boot, set the connector in place.



2--Crimp the connector onto the wire, using the 7504 pliers.



3--This is the connector, shown before and after the crimp.



4--Slide the boot in place and install the wire.

ends of the wires. These staples make the connection between the center wire connector and the brass crimp-on connector. If you are perusing the Belden catalog you will find these necessary bits.

The Belden 7504 crimping pliers are the ABSOLUTE BEST I have ever found for crimping these connectors onto plug wires, AND for other electrical crimping jobs. Spendy, but well worth it. I think you should always buy the BEST tools you can afford, and this is one of them. It has the correct parts to crimp on the 90 degree plug wire connectors, and no other crimper that know of has that feature. Reason enough to buy 7504. (NOTE: The 7504 number may have been superceded by a Belden 6-digit number—so I have given you an accurate drawing of the tool. Even a raw novice behind the parts counter will respond to a picture.) The plastic spark plug wire separator that clips onto the top of the V4 valve cover is a FORD part. Tell the weenie behind the parts counter at Rookyu Ford that you need number B8Q-12297A, which fits several Ford engines.

## MAGICAL ELECTRONIC IGNITION SYSTEMS

If you regularly read the motoring journals, particularly those that cater to the baseball caps-on-backwards-hot-Japanese-coupes crowd, you will find ads for spark plug wire "systems" that offer great increases in power, mileage, and presumably your sex life. Our experience over the years with these automotive electrical Viagra offerings has been a whole lot less dramatic. In fact, in the real world, we have been unable to detect measureable improvement over just a good quality set of plug and coil wires.

Claims of multiple current paths, plug wire resistance sensing, and automatic adjustment of spark for conditions in the combustion chamber MAY be provable to some degree in the closely controlled environment of the dynamometer room, but I doubt you will see any real benefit driving to the Seven-Eleven or during your afternoon commute.

After 35 years of shop experience, I think the KISS (keep it simple, stupid) system is best. I suggest steel or copper multiple strand plug wire set for your race car, since few real racers have a radio in their autocross car. These wires have almost ZIP resistance and will deliver the spark to the plugs the way Count Allesandro Volta intended. We use Belden brass connectors and Packard 440 plug wire (the latter is available in bulk from everybody's favorite parts purveyor, Jacque Whitneigh. For quiet cars with good radios, I use Magnecor wire sets. These are probably the best wires you can buy, claims of the Super Systems boys notwithstanding. Magnecor wires are physically STRONGER than most others and have the best method of making the connection between the reinforced center connector and the metal end connectors. They are also available in 7mm, 8.5mm and KillerRace sizes, depending on the weight of your wallet and size of your ego.

Most street cars do quite nicely, thank you, with the 7mm sets. If you have a very hot or very cold, or some severe duty application, opt for the 8.5 diameter wires. Only racers need apply for the 3 range, though having tried them, they worked NO BETTER in my Sonett race car than the Packard 440 set I mentioned above. You pays your money and you takes your choice....



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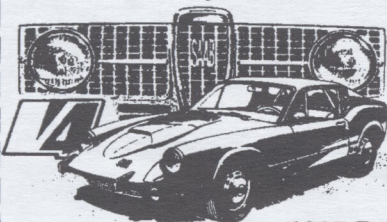
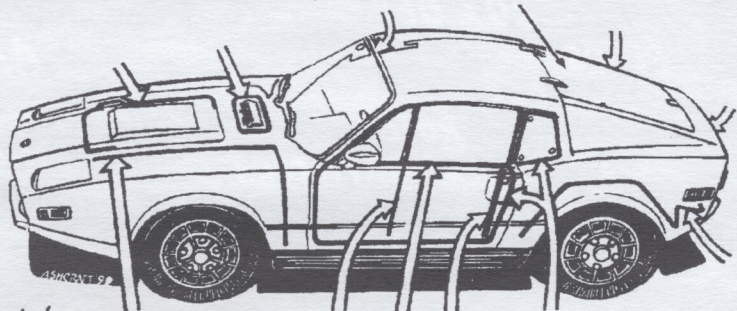
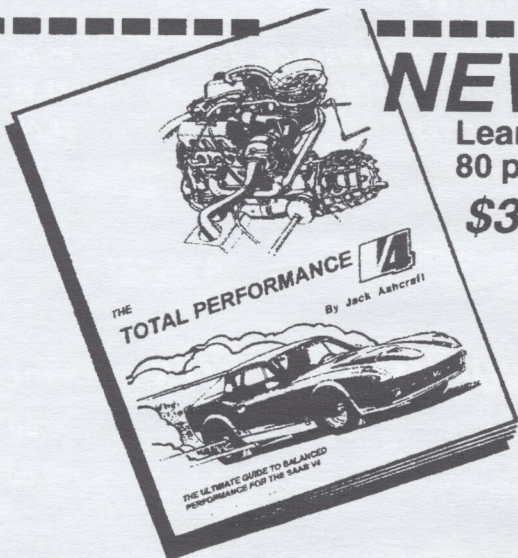
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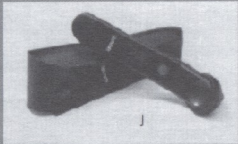
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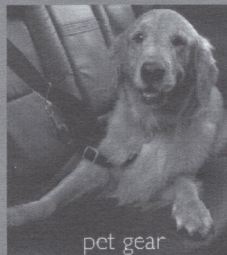
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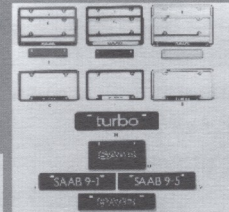


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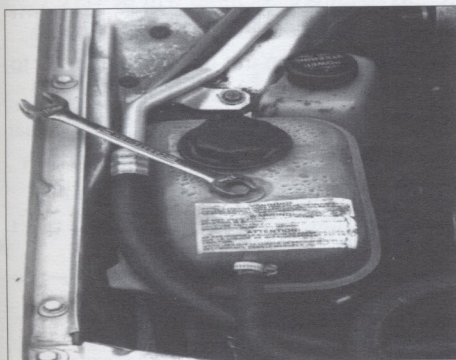
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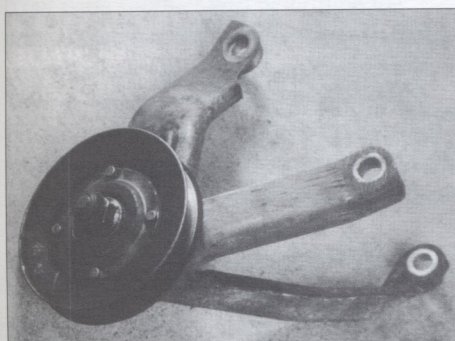
Before I started to fix the non-working A/C in my '88 9000S, I feared that the car also needed a new timing chain. At 134k miles, it didn't seem premature. The noise coming from the front of the engine was quite nasty, and grinding was audible even with the hood closed.

I removed the A/C belt, tensioner pulley, compressor, condenser and hoses, and re-assembled the car without these components (would that be a mostly complete A/C-ectomy?). Then I started her up, and was amazed at how quiet the motor sounded! That annoying belt squeak was also gone - a nice bonus. It turned out that the A/C tensioner pulley was making all that noise, even though the A/C wasn't running (out of Freon).



Removing the coolant expansion tank for access to the pulley bracket.

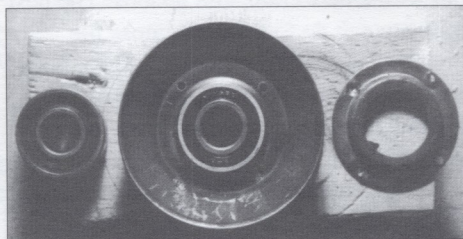
I remember past postings about people whose pulley had seized while driving, and also that someone figured out how to replace just the bearing in the pulley instead of buying a new pulley from SAAB at \$70+. It took 10 minutes with a nice sharp 5/16" drill bit in a cordless drill to remove the heads of the 4 steel rivets that were in the pulley.



Bracket with idler pulley attached.

Another minute to tap out the rivets with a 2mm center punch (otherwise used to tap out C900 rear brake pad retaining pins), and another minute to tap out the bearing from the pulley itself.

The bearing turned out to be a 203FF, which is a general designation good at any Auto Zone or similar auto parts chain store. The old one was marked 203P (made in USA), and Auto Zone cross-referenced it to a 203F (plastic seal on one side only) and 203S (steel seal on one side only). The one I needed had plastic seals on both sides. Advance Auto Parts knew that the 203FF was the one I needed, so I picked it up from them for \$2.49+tax. It was made in China, and will soon be in service in the '88 9000S.



Pulley with new bearing, old bearing, and cover cap

It was clear from looking at Auto Zone's 203F that their bearings (usually Timken brand) were made in USA, and appeared to be of higher quality. So I went back there, and bought a US-made 203FF (I now knew the correct number) for \$5.99+tax. This one will be going into my '86 9000T, even though the old one I have in there still seems to be good.

I hope this saves someone from paying significant bucks for a new pulley. If you want to save money but don't want to change the bearing yourself, I'll do it for you. Just send me the old pulley and \$20 (\$25 if you prefer the US-made bearing) and I'll turn it around within one day and send it back by USPS Priority Mail.

Happy SAABing everyone!

David Prantl

david\_prantl@hotmail.com

*This repair was first published on The Saab Network (<http://www.saabnet.com>). Mr. Prantl subsequently provided NINES with the above photographs to accompany the text. Ed.*

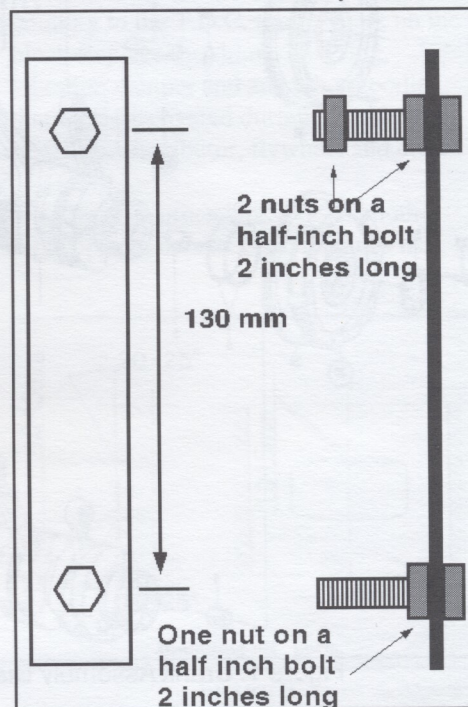
## Serpentine Belt Replacement on 2.3L 9000's.

Loosen the wheel bolts on the right front wheel, then jack up the car and use jackstands for safety. Remove the right front wheel. Remove the right front wheel well's black rubber trim strip (8mm nuts), then remove the inner wheel well liner (around 8 10mm bolts). It is in two halves.

You'll now be staring at the side of the engine. Notice the belt tensioner. It has a pulley wheel attached, and looks like a mini shock absorber. At its top, and toward the front of the car is a jutting out piece of steel with a notch in it, and on the tensioner "arm"'s "elbow" is another notch. It is in these notches that you'll place the tool.

Rest the top bolt of the tool into the top notch. Now grab the belt at the very top (between the AC compressor and the alternator), and pull down like you mean it. A slow steady pressure is better than a jerk. The tensioner will compress, and the arm's notch will pivot upward. When it rises enough, push the bottom bolt of the tool into the bottom notch. Then release the belt. The belt will go limp. It is really very easy.

Then remove the bolt for the tensioner's pulley. It is REVERSE THREADED! And pull out the pulley, noting which side faced outward. Then the whole belt comes out almost by itself.



*Eleventh in a series of articles on restorations by brudce Turk, New England Sonett Club.*

## Tech Talk Continued

Put in the new belt. There is a picture of the 2.3L engine in the owner's manual if you get confused and need to see how the belt goes on. Then put in the tensioner pulley (remember... the bolt is reverse threaded), and pull down on the belt to release the tool so you can pull the tool out. That's it. Replace the wheel liner, trim strip, and wheel and you are all set.

The cost of the belt is around \$60 from a SAAB dealer, but H. Voss noted that he got one from Advance Auto Parts for \$17. Either way, you've just saved a few hundred dollars in dealer labor costs.

Paul Henderson  
Manalapan, NJ

*Whenever replacing the serpentine belt, check the idler pulley bearings for wear or damage. - Ed.*

**NOTE:** The information contained in this article is meant as a guide for owners who are mechanically adept and have some experience.

Rebuilding one of Saab's three cylinder, two stroke motors is much easier than a lot of people would lead you to believe. After all, the motor really does only have seven moving parts. They are the three pistons, three connecting rods and the crank. Back in the good old days you would pop out the motor, hone the cylinders, replace the pistons and crank, and be back on the road the same day!

The good news is that the actual rebuilding is as easy as it ever was, the bad news is that you can no longer walk into your local Saab dealership and walk out with a new crank and pistons. The best that you can do today is diagnose the problem, purchase the parts that you need from one of the very few two stroke specialists still in existence, and make your repairs.

The purpose of this article is to save you a bunch of money by doing all the "grunt" work yourself. Forget about doing a partial rebuild, replacing a piston here or

there with a "good" used one is a recipe for disaster. Your rebuild is going to cost \$1000 to \$1500 if you do the assembly work yourself. This is a \$1000 savings over having someone else do everything Figure 1.

**Motor disassembly:** Separate the motor from the transmission, remove the pressure plate, clutch disc and fly wheel. Back off the clamp screw and remove the distributor from the block. Remove the nut (28) from the front pulley. Using a puller, remove the entire pulley/vibration damper assembly. Remove lock ring (19) and gather up any shims that might be underneath. Pry out the front cover (16) and clean out the old grease. GT motors have a few parts on the end of the crank that differ from standard motors (Figure 1), just keep track of the order that are removed and reassemble will be very straight forward. Unbolt and remove the cylinder head. Do not use a screwdriver to pry the head off as this can damage the head gasket surface. Remove the bolts that secure the motor mounts and lower water inlet to the block. Remove the bolts that hold the crank case to the block, and don't

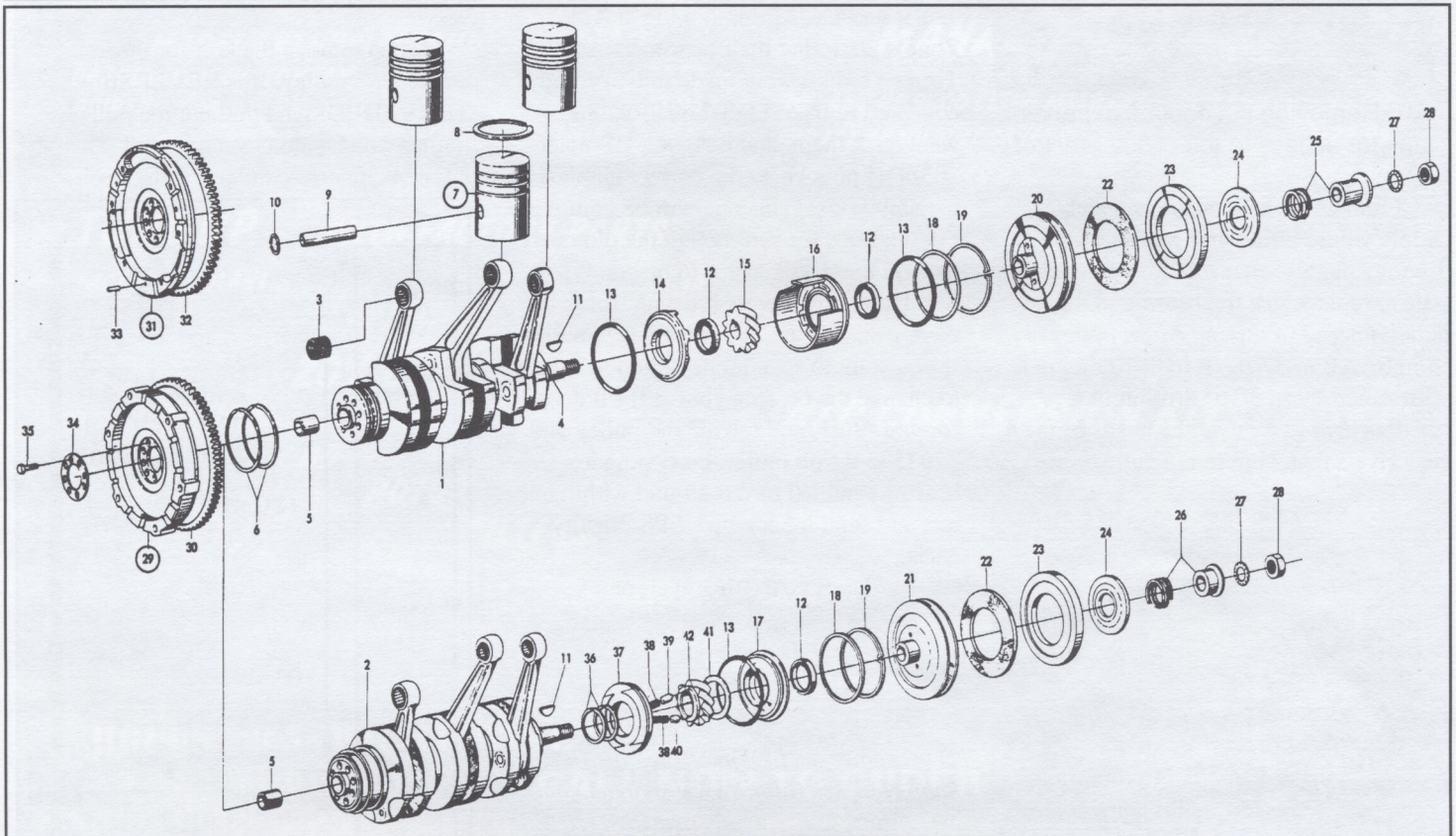


Figure 1: Crank Assembly Diagram for the Mighty Three, showing both conventional and GT versions.

forget the two bolts that were hidden behind the flywheel and the ones that face downward at the rear of the engine. Using a rubber mallet, knock the crank case off the bottom of the block. Now for the fun part. Flip the motor upside down and stick a suitable arbor inside the hole at the back end of the crank. The arbor acts as handle to help lift out the crank/piston assembly (see Figure 2). With a helper steadying the block, pull up on the crank until the pistons pop out of the cylinder bores. Sometimes the piston rings get hung up just as they near the bottom of the bore. This is caused by a ridge that develops from normal wear of the cylinders. If the pistons are stuck, gently rock the crank until the pistons release.

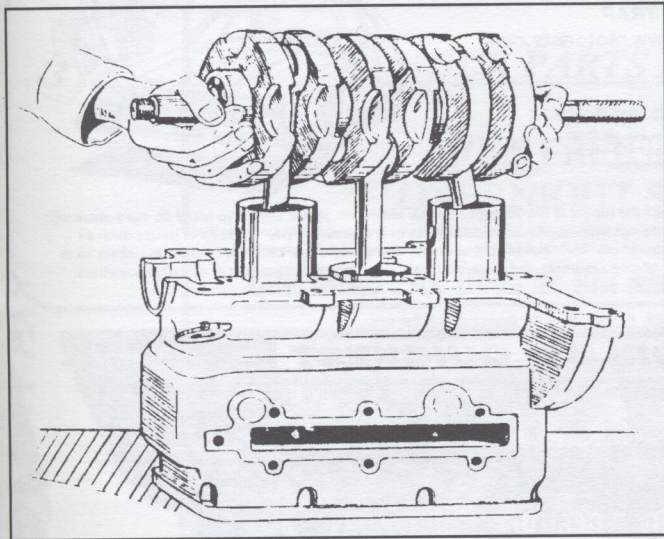


Figure 2: Lifting the crank assembly from the block

Pack up the crank with the pistons still attached and send them out for crank rebuilding and piston replacement. I can go into detail on piston classification, piston needle bearing sizes, and determining piston type, confusing and boring everyone to death, but I won't. Your parts supplier will determine the correct piston size and type. They will also fit the pistons to the crank so you do not have to worry about fitting the correct piston needle bearings. If you really want all the confusing details on these subjects, consult with a copy of the Saab two stroke engine manual.

For the purpose of discussion, let's say you're using J & B Imports for your motor work. Call Bud and tell him that you're sending over a crank/piston assembly. Ask him to rebuild the crank and replace the

pistons with the next oversize (usually 1/2 to 1 millimeter over). Bud will probably ask if there are any deep scratches in the bore that might require an unusual amount of boring to smooth out. If Bud needs the diameter of the bores or pistons- no problem- your local engine rebuilding machine shop can measure them for you.

Once you receive the rebuilt crank and new pistons, it's time to take them, along with the block, crank case and head, to your local machine shop. Tell the machine shop to boil the block, crank case and head, to remove all the old carbon deposits. Ask them to skim the head to insure it's flat and smooth. If you have a oil injected motor, have them check the oil passages to make sure they are clear. I

have the cylinders bored to .005 (five thousandths) over the piston diameter. The correct amount of clearance between the pistons and cylinder walls are open to debate. Saab set them up at .002 and we all know the result: LOTS of seized motors! The consensus is to set them up from .004 to .007, your machine shop can help you determine how much clearance is needed for your type of driving. Make sure they match each piston to a

specific bore (piston diameters can vary slightly). Ask them to round off the intake and exhaust ports so that the rings do not catch on them (see figure 3). If you're a little nervous about installing the crank/piston assembly back in the block, just ask the machine shop to do it for you. Total cost for boiling, head skimming, boring and port grinding should not exceed \$300 (my guy charges \$250).

To install the assembly yourself, proceed as follows: Oil up the crank, pistons and cylinder bores with plenty of two stroke oil. Line up the piston ring gaps with the small ring stop pins. Lower the center piston into the bore first, followed by the pistons on either side. Make sure the split metal sealing rings (6) are turned so that the gaps do not line up with the seam between the crank case and block

The piston rings will have to be compressed to allow them in the bores. Wrap some electrical tape over the ends of two long, thin, slotted screwdrivers. The tape will prevent scratching the rings. Using both screwdrivers, compress the rings, one at a time, while your helper lowers the crank into the block. I know that turning a screwdriver loose on piston rings sounds a little crazy, but it isn't. Remember, you're not working on a sophisticated computer main frame, you're working on one of the "lowest tech", most forgiving motors ever designed! Once the crank is sitting happily in the block, rotate the rear cover (14) so that the cut out corresponds with the hole for the distributor.

No sealing paste or "form a gasket" should be used between the crank case and engine block. Just clean the two surfaces and apply a thin layer of oil. Now you can bolt up the crank case.

See the sidebar for correct bolt torques.

Install a new head gasket with the broad side of the metal ring facing up. Note: the head gasket must not be coated with any sealing compound. Tighten the head bolts in a star pattern (see Figure 4). Fill the area around the distributor gear with grease. Install the front cover (16) with the arrow on the front of the cover pointing to the T.D.C. timing mark on the block. Replace the shims, lock ring, vibration damper and any other goodies that were discovered during disassembly. Install the distributor, flywheel and clutch assembly.

Break in procedure: This is another topic open to debate. Saab manuals list

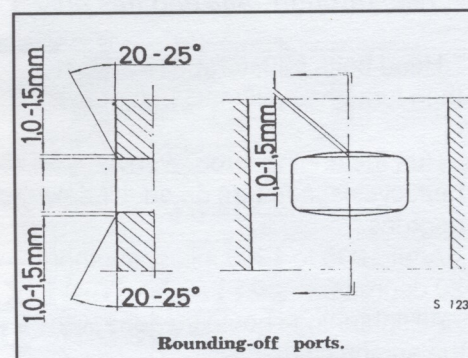


Figure 3

breaking in procedures that are as different as night and day. One manual says not to exceed 50 mph for the first 2,500 miles, while another one says to accelerate from 0 to 50 mph as fast as you can, ten times, and that know other breaking in is required!. I prefer to err on the safe side, so I use one quart of oil with six gallons of gas and take it real easy for the first thousand miles. A rebuilt motor will feel very tight for a long time. My 93B's motor didn't feel completely broken in for the first 2,500 miles. Now, after 4000 miles, it revs up in a instant and takes forever to rev back down- Just like a happy stroker should!

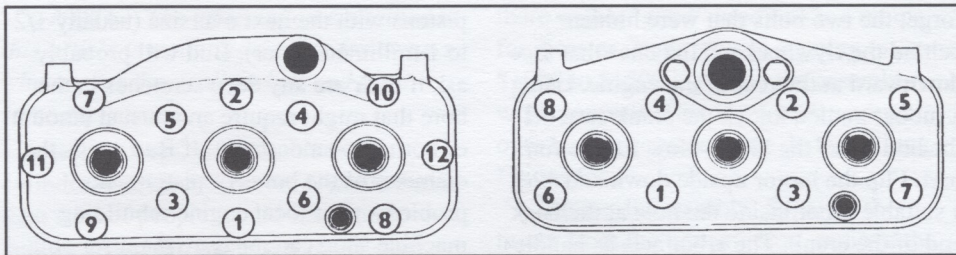


Figure 4

## Bolt torques

All engines:

- Crank case 5/16 bolts 18 lb ft
- Crank case 3/8 bolts 29 lb ft
- Fly wheel bolts 22 lb ft
- crankshaft pulley 36 lb ft

- 1955 through 1964 engines only:
- 850cc head bolts 36 lb ft
- 750cc head bolts marked "80" on the bolt head 47 lb ft
- 750cc head bolts marked "100" on the bolt head 58 lb ft

Note: The head bolts should be retorqued as soon as the engine has cooled after the first run. The second tightening at 600 to 1000 miles and the final tightening at 1500 to 2000 miles. All tightening should be done with the engine cold.

### 1965 through 1968 engines only

Head bolts (all), torque to 22 lb ft then turn an additional 90 degrees.

Run the engine through several heat cycles, and turn an additional 20 degrees.

After 1000 to 1200 miles. another 20 degrees.

All tightening should be done with the engine cold

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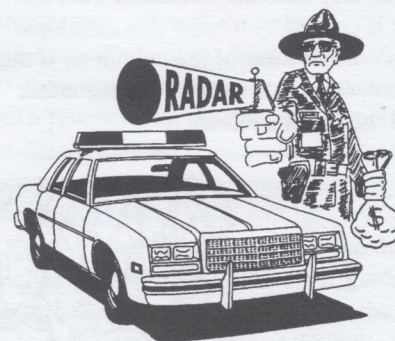
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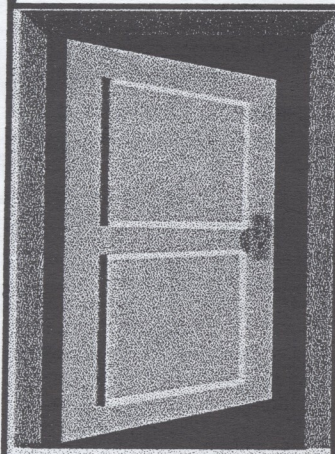
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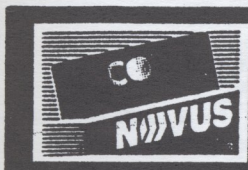
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 #204 (6/91) - 900 Fuel pre-pump; Lubrication analysis; The 99/900 Transmission; Thermo Accumulator  
 #205 (7-8/91) - Winter Beater Mk. II: '85 900T; Curing delaminating doors on Sonetts; Water cooled Turbo kit; Review: The Machine That Changed the World.  
 #206 (9/91) - '91 Nat'l Convention: Crystal Mtn, WA; Extending the 96 front bumper; Zymol car cleaning system, a review; The Barber Saab Pro Series.  
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 #210 (1/92) - Index: 1991 (#199-#209); Saab Friction Tester; 95/96/97 Shipping crate; Gearbox protection; Auto shows display.  
 #211/212 (2-3/92) - New CV boot clamps; Ashcraft's Fast Freddy Sonett V4; Larger tires for 9000; Jon Davis - Saab's US Rally Champion.  
 #213 (4/92) - FWD Car Museum; Saab Soundings Vol.1, No. 1; Group 6 APC box; Fast Freddy Sonett V4 update.  
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 #215 (8/92) - '93 New Model intro; '92 Nat'l Convention: Columbus, OH; 900 Turbo tips; Possible horn malfunction: 99/900; Shocks: KYB vs. Bilstein; Several V4 tips.  
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 #218 (4/93) - Index: #210-217; Secrets of APC; Buying Time: Flat rate vs. Straight time; Cracked A-arms on 900s; Saved by the belt; James Bond's 900 Turbo; 236-mile 96 V4; 325,000-mile 95 V4; Stuck parking brake: 99/900.  
 #219 (7/93) - Power steering flush; 900 oil drain plug; 9000 clutch M/C; History: The beginnings of Saab in the U.S.; 95/96 rear brakes; Audio upgrade in a 900; Racing a 99; R&T reprint of '63 Monte Carlo Rallye.  
 #220 (10/93) - Introducing the New 900; '93 Nat'l Convention: Kenosha, WI; A/C for the '90s; New clutch slave for 99 & 900; 95/96/97 CV boot replacement; Resurrecting a 900; Owning a 9000 in Canada.  
 #221 (1/94) - Your Sexy Sonett; Features & Reviews of New 900; Binding ignition switch contacts: 99/900; Broken 900 crank pulley; Proper care of V4 transmission; History: '65 Pan-American Endurance Race.  
 #222 (5/94) - Quantum/Saab Formula "S" Register & details; 9000 Radiator fans malfunctions; 9000s as Colorado Police Cars; Resurrecting a 99EMS; Tires: Pirelli P700; Vacuum leaks in a V4; 9000 Aero vs. Turbo; Rude Awakenings: Reviving a 99-5-dr.  
 #223 (7/94) - Overheating 9000 A/T backup light switch; History: 1980 24 Hours of Nelson Ledges & Baja 500 in a 99; Fitting aftermarket wheels; DIY Tools: Brake caliper tool & Pressure plate press; More power: Transmission ratios & Turbo intercooler; Suspension rebuild on 99/900.  
 #224 (10/94) - Curing cold driveability in early 16V engines; Brake fluid recycling; '95 New Models; Interview w/ James Crumlish; Meets: Int'l, Vintage & Nat'l; Adding a Clarion CD changer; Replacing seat support; 900 alternator removal & repair.  
 #225 (1/95) - Index: #217-#224; Fog lights explained; Examination of PRO Rally Champion 99; 900 water pumps: OE vs. Aftermarket; Driving the 9000 Aero; Intermittent DI. \*  
 #226 (4/95) - "Flawed Report" on 9000 fires; 16V transplant into 99T; Change 16V timing chain in the vehicle; Repair cracks in 9000 rear wheel housings; High mileage Saabs  
 #227 (8/95) - Electric 96; Windshield leakage and corrosion; Leasing a Saab; Turbo tune-up; Help revive Satch's Hawg of Steel; Adventures with Bill the Goose.  
 #228 (12/95) - '95 Nat'l Convention: Atlanta, GA; V4 Brake M/C; Tires: Pirelli P6000; Shocks: Koni; One Saab- Four different events; Saabs & Sci-Fi; Driving the Sensonic Clutch; Rally tales: GRRR & Lake Superior PRO Rally; Future engine technology.  
 #229 (3/96) - Headliner replacement; 16V Retrofit to earlier 900; Tires; 900s: Classic vs. New; Diagnosing CIS problems; 2-stroke & V4 tips; Sonett floor repair.  
 #230 (6/96) - Saab Returns to Rallying; History: '77 99 EMS 16V; Report from The Lost Patrol; Timing chain guide wear; Sudden engine stalling; Adapting door mirrors for tall drivers; 2-stroke fanhaft bearings; V4 Tips; Index #225-#230.  
 #231 (8/96) - Sonett body removal; Out at the Lake Vintage Meet: Lake Placid NY; Installing TCS On/Off switch; Replacing V6 camshaft belt; Insuring you classic Saab.  
 #232 (11/96) - 900 Talladega Challenge; '96 Nat'l Convention: Kirkwood CA; 1960 RAC winning 96; Sonett glass replacement  
 #233 (2/97) - Foggy Gauge Repair; Rebuilding a 16V engine; Review of Dex-Cool; Fair value when your car is wrecked; 2-stroke tips - Keep It Simple; Bob Sinclair takes a 93B on the California Mille.  
 #234 (4/97) - Saab at Bonneville; Sonett floor pan refinishing; Anti-lock brakes; Electrical Faults; Pedal raising kit; Photos of the new 9-5; Special edition models; Facett/Sonett Super Sport Found; Teaching Teens to Drive; 95 rear suspension.  
 #235 (7/97) - Photographing your Saab; 900 8V Timing chain replacement; Sonett Restoration: Detailing engine compartment; Chrysler's Neon 2-stroke; Radio interference on AM; Satch Carlson on the Thunderbird Rally.  
 #236 (12/97) - Saab 50th Jubilee Celebrations in Trollhattan, Sweden, and Waterville Valley, New Hampshire; Northern Lights Challenge (Vintage Saab Tour); R12 to R134a A/C conversion; Sonett Interior Restoration; 1998 Saabs.  
 #237 (4/98) - 1999 9-5 and 9-3 debut; Oil filter dissection; Convertible Etiology by Bob Sinclair; DI cassette failures; Cracked A-arms - 900; Sonett front end rebuilding; New oil for manual gearboxes; 2-stroke brakes.  
 #238 (8/98) - Springtime in Alaska; Autocrossing a Sonett; Getting under the 9-5; Reviews of the 9-5; On-Off switches for airbags; V4 tips; 9000 suspension; Sonett brake master cylinder rebuilding; 25 years? - Early history of the Saab Club.  
 #239 (4/99) - Intro of the 9-5 Wagon and 9-3 Viggen; '98 Convention at Hilton Head; Tale of the Prodigal Sonett Super Sport; Historic 96 Rally Car on a Vintage Rally; Erik Carlsson's 70th Birthday; Tech: Alternator upgrade for V4s; Turbo Hooter Valves; 900 Motor Mount Renewal; Door seal fix; Crankshaft pulley failure; Sonett brake system rebuilding.

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To the left is a listing of back issues of NINES that are still available. The price is \$6.00 per issue ppd. to US addresses. The supply of those marked with an asterisk (\*) is very limited. Those with a line through them are no longer "in print", although copies can be made for \$10 per issue.

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This issue #241 may be a greater milestone than #240, my first. I say this because having experienced the adventure of actually creating the magazine from cover-to-cover, I have resisted changing my name and moving to Outer Mongolia.

Due to a last minute glitch, the "Rear View" which was originally written for NINES #240 appears in this issue. While it is perhaps less timely than intended, everything Tim wrote for the previous issue is still valid.

As you read this, I, and many of you, will be just back from the 1999 Saab Owners' Convention in Colorado. As the new Editor of NINES, I was thrust into Planning Committee just as the Committee had completed the majority of the work. Those who attended the Convention have, I am sure, had a marvelous time partaking of the business and entertainment of an Owners' Convention. The "business" of an Owners' Convention is the mutual regeneration of the Saab Spirit among owners, vendors, and Saab Cars.

Make no mistake about any dilution of the Saab Spirit under General Motors. Most of what has been lost with Saab's independence is the lack of resources necessary to bring their best ideas to fruition, the indifference with which suppliers treated a marginal player in the automotive business, and the constant threat of disbandment. The driveability which the new "T-7 Trionic" imparts to the Viggen is an example of a Saab idea which would never be in the car without GM's corporate resources. ("Trionic" itself is Saab innovation which Saab could not afford to build before they had access to GM's engine management computer hardware.) We certainly hope to see its capabilities spread across Saab's product offerings.

And make no mistake about the importance of our annual Rejuvenation of the Spirit. Whether an owner or vendor, whether a franchised dealer, independent repair facility, or parts and accessories supplier, whether the owner of a beloved "stroker", classic 900, or a new Viggen, becoming part of the Saab community is seldom done for the sake of convenience. We all would have an easier time of it if we settled for other, mass produced makes. It is the Spirit which keeps us in the Saab community, a Spirit which is embodied in the excellence of the product itself, the people who design, build, and bring them to market, and hopefully the franchised dealers and independent repair facilities who service them.

The letters from Dr. Ewing tells of a dealership which, at least for him, falls short of the standards which we would hope that all Saab franchised dealers would meet. When we interview a dealer or independent facility, we always ask about technician selection, training, and retention. There are some facilities, both dealerships and independents, which always have capable and well trained personnel in the service department, whether or not they are located conveniently in "Saab Country", and whether or not they benefit from the support which Saab Cars USA gives its franchised dealers. We hope that Saab Cars USA and the dealer involved take this as an opportunity to improve the service there.

On the more positive side, in #241 the Spotlight column is on the Swedish Solution, an independent repair facility in Cleveland, Ohio, which specializes in Saab and Volvo. It's interesting to me that the founder began working as a Saab technician at just about the same time as I first purchased a Saab. I have often used them as a source of parts. I have known Saab owners who have relied on them for all their service, and they have not been disappointed. I certainly hope that our readers who are familiar with and happy with either their dealer or independent service supplier will do an interview interview and contribute to the Spotlight column.

Saab was gracious enough to loan me the Viggen for the "road test" which appears in this issue from their "press fleet." As the article states, I expected a "faster 9<sup>3</sup>", but those expectations were overwhelmed by the car itself. It wasn't so much the performance, which was expected, but the ease and comfort with which it achieves its high level of performance. This particular car had been driven by the staff or several automotive magazines prior to my receiving it, and it had been subjected to at least two episodes of formal acceleration, cornering, and braking tests. These tests are extremely stressful to the machinery, and they involve a level of "abuse" that very seldom is imposed by anyone on a car he has paid for. While the clutch was perhaps a bit jumpy, the car was otherwise in excellent condition. This speaks well for the durability of the Viggen and indeed the entire product line.

As a counter point to the Viggen trip, Gary Stottler writes about his trip in a "GT850" from Oregon to his home in Milford, Michigan. Three dozen years after leaving the factory, the 850 did what Saabs are known for: it got its owner home in

safety, comfort and style.

In NINES #241 we welcome back the writings of Jack Ashcraft. Jack has been associated with Saab since before many of us could drive. Jack is especially knowledgeable in the vintage models, having performed "frame-off" restorations of models he had sold new. Joining Jack in our pages is first-time columnist Phil Lacefield. Phil is a long time Saab owner and enthusiast from nearby Dayton, Ohio. In "real life" Phil is an experienced publishing consultant in his own business and has freely offered his time and expertise whenever I need it.

I was fortunate that the Viggen test coincided with Deb and Dean Lusby's "Spring" Tour of Central Pennsylvania. The gracious hospitality I received from Deb and Dean and the comradery which was shared among the participants underline the benefits available to members of one of the many local Saab Clubs. In this case, the "Local Club" is an internet interest group: Turbo! Members arrived from Massachusetts to Virginia, as well as from Central and Eastern Pennsylvania, and a good time was had by all. At the Convention, members of some of the more traditional Local Clubs and Saab Cars met to discuss ways to encourage more local club participation. In the mean time, the Clubs listing in NINES is an opportunity for those who aren't members of Local Clubs to give it a try.

I would like to mention a few words about Munson Printing Company, who "manufactures" our magazine. In deciding to continue using this company, we interviewed several printers and received samples from them. The print quality which Munson produces is excellent. They print several small volume periodicals, and frankly NINES is one of the less elaborate. The production staff with whom I dealt, which includes a mailing specialist, a computer specialist, and the business staff, have cheerfully given me whatever time and attention was necessary. They have patiently guided me through the process of turning words and photographs into print, have steered me away from many pitfalls, and helped extract me from others. The proprietor is a subscriber, and when I suggested that he simply pick up an issue as it rolls down the line, he said "No, I want very much to see NINES be successful and I am certainly going to contribute." I think that if he charged by the hour for the help he has already given me, he would have earned a "subscription for life."

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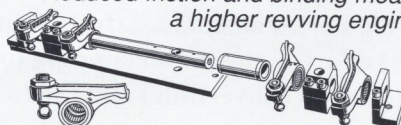
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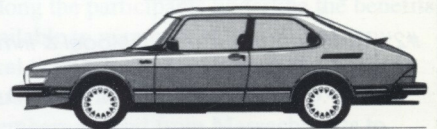
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