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Document serves both as a record of a project on a 1984 Saab 900, and as a reference for do-it-yourselfers who wish to convert from automatic to manual shift. These notes apply only to the 1979-1993 Saab 900 including the 1994 convertible. The project these notes are based on was completed in December 1998 and posted on the internet in February 1999.
<http://www.redstone.net/mvj/900convert>.

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Converting to a manual transmission transforms an automatic car into the efficient performance machine the 900 was meant to be. The conversion can be completed by the Do-It-Yourself mechanic with intermediate mechanical skills. All that is required are tools, time and this website as your guide. These instructions apply to all 1979-1993 900 models including the '94 convertible.

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All it takes is basic tools, patience, a Bentley manual and support from the Saab online community." Here is Saab 900 Turbo 5-speed Conversion video series: I wish him good luck on his project! Tags: Saab 900 Saab 900 Turbo Saab Convertible.

Saab 900T "Autotragic" to 5-speed Conversion
(the video ...

The Saab 900 is a mid-sized automobile which was produced by Saab from 1978 until 1998 in two generations. The first generation from

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1978 to 1994 is known as the "classic" and the generation from 1994 to 1998 is known as the "new generation". The "classic" Saab 900 was based on the Saab 99 chassis, though with a longer front end to meet U.S. frontal crash regulations.

Saab 900 - Wikipedia

This is Saab 900 Convertible conversion to pure electric drive - Saab 900 EV. With the help of Fleck Elektroauto kit in this Saab 900 is built 28kW electric motor that provides 155 Nm of torque and top speed 130km/h.

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Sports prototype racing is about endurance, for the drivers, for the teams and for the companies involved. In this story we see the effort, the blood, the sweat and the tears, reputations won and lost, life and also death. The cars, some of the most evocative ever seen, are described in detail. We see

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stunningly beautiful, creative, slippery aerodynamic designs that allowed Alpine to take many class wins and outright victories in championship racing, from 1963 to 1969. You will feel the passion and dedication for racing from interviews with the men involved, illustrated with dramatic period photographs.

Large format version of the definitive history of the most sought-after, fastest and elegant Bentleys in the era of British ownership: the Continentals. Includes Bentley Continental R and S-Types (from 1951), Bentley Corniche, Continental Convertible,

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Continental R/S/T and Azure.

With its stylish Bertone coachwork and race-bred 200bhp V8 engine, the Alfa Romeo Montreal is one of the most stunning series production automobiles of the twentieth century. Almost 4000 Montreals were built, and sound cars are readily available today at very affordable prices. This book is a comprehensive pictorial tribute to the Montreal. This is a visual testimonial to a powerful and beautiful coup_ that was born as a futuristic concept and transformed into a dream car that came true. In a portfolio of

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575 illustrations, it paints a unique and detailed graphic portrait of all the facets of this elegant and powerful classic GT, revealing why it is immensely enjoyable to drive and turns heads wherever it appears.

Frank Reisner, a Hungarian-born American, turned a youthful passion for cars into one of the world's most famous small sports car building companies. From modest beginnings in Turin, Intermeccanica designed and produced a dozen different but exciting models that shook the motoring world in the 60s & 70s.

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This book is a trip down memory lane, recalling the days when Formula 5000 cars roared around the race tracks in Britain and Europe, creating a lot of noise and, occasionally, dust. The wail of a 5-litre engine was often more spine-tingling than ANY other racing car! Nowadays, many of the same cars show modern day spectators just what Formula 5000 was, back in the day. Few, if any, of the drivers are prima-donnas and many want to know what their car did before it came into their possession. This book answers those questions and many more.

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Lasting six weeks, and covering 16,000 miles from London to Mexico City via some of the most varying, tortuous and difficult terrain on three continents, the 1970 World Cup Rally was a unique high-speed event, attracting many serious works teams such as Ford and British Leyland. Despite the tremendous amounts of money spent choosing and developing new cars, completing months-long route surveys, and analysing every detail of diets, oxygen provision, and the number of crew members, out of an entry of more than 100 cars, only 23 cars made it to the finish. It was then, and remains now, the toughest

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rally of all time.

Around the world lies a number of long-forgotten raceways; windswept and abandoned, the derelict pit roads and crumbling concrete are all that remains of once great race tracks. From the NASCAR heartland of North Wilkesboro and Middle Georgia to the great European super speedways at Monza and Brooklands. All photographed as they are now, but remembered in their prime.

This book focuses on the different aspects that contributed to the development of

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Northeast American sports car racing during the 1950s. The evolution from amateur drivers racing on public roads in 1950, to both professional and amateur drivers racing at private, purpose-built tracks in 1959, demanded huge leaps of faith, trust and understanding. The transition was neither easy nor uneventful for drivers, clubs or track owners, and the tragedy, politics and intrigue that came to characterise the period are covered here in fascinating detail.

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