

Re: French politics

Source: <http://sci.tech-archive.net/Archive/sci.electronics.design/2007-05/msg01323.html>

- *From:* "Jeff L" <levy_jeff@xxxxxxxxxxx>
 - *Date:* Fri, 11 May 2007 12:28:40 GMT
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"Joerg" <notthisjoergsch@xxxxxxxxxxxxxxxxxxxxxxxx> wrote in message
[news:2F10i.1388\\$LR5.576@xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx](mailto:news:2F10i.1388$LR5.576@xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx)

Jeff L wrote:

"Joerg" <notthisjoergsch@xxxxxxxxxxxxxxxxxxxxxxxx> wrote in message
[news:MY80i.5262\\$H.4491@xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx](mailto:news:MY80i.5262$H.4491@xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx)

Jim Thompson wrote:

On Tue, 08 May 2007 17:46:52 -0700,
Joerg
<notthisjoergsch@xxxxxxxxxxxxxxxxxxxxxxxx>
wrote:

Eeyore wrote:

Joerg wrote:

Eeyore
wrote:

Re: French politics

Joerg
wrote:

In
America
cars
with
automatic
transmission
typically
also
have

the

feature
that
you
cannot
remove
the
ignition
key
until
you
have
put

it in

"Park".
I
think
some
Saab
manuals
also
have
that
where
the
key

won't

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come
out
unless
in
reverse.

Indeed
so.

My
9000
is
the
only
model
they
made
in
recent
decades
not
to
have

that feature > AIUI.

AFAIK
that
series
isn't
a
full-blooded
Viking
family.
Didn't
they

design

and
produce
those
in

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a
joint
effort
with
Renault
and
another

manufacturer?

The basic
bodyshell is
shared with
several
Italian
models
(Fiat, Alfa

and Lancia). It was

a Guigiaro
design.
Mechanically
it has
nothing in
common
with those

cars.

The later
CD and CS
models
were quite
different to
look at from
the

Italian cars though.

Even to this
day it's

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considered
one of the
best Saabs
ever, the

other

contender being the

'original'
900.

Not really out here in the
US. The 900 series is
considered "the
engineers car". The
workmanship is just so
much better. Under the hood
it looks as neat as inside a
jet engine cowling. No wires
slobbering
about etc.

I like my Q45

Yep, Japanese manufacturers sure know how to build quality
products.

Even my wife's Corolla has a very clean engine
compartment.

I just don't know why
people buy expensive 900
Turbo when the speed
limit is 65mph in most
places.

Speed limits are for pansies :-P

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<http://sense.bc.ca/research.htm>

Interesting...

And for those whom the insurance agent told "Now if you get one more of these ticket we can no longer..." I've met one at a client. She said ticket number seven made her de-facto uninsurable (she drove a souped-up Camaro).

Here they start giving demerit points, several at a time – ten points and your out (you may be able to get a special license to go to and from work).

That's how it works in Germany, a point system. They call it "traffic sinners database" or the "Flensburg file" because that's the town where it is located.

I had a 3rd generation 6cyl MPFI 5 speed Camaro with T tops, and miss it a lot. Contrary to popular belief, it could comfortably sit 4, and if you could possibly resist the temptation to have a lead foot, it got really good gas mileage (record was just over 800 highway km on almost 60L of gas,

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but I

could have done better) – much better than the Accord I drive right now.

I

could even fit a sheet of plywood cut in half in the hatch. The car

would do

0 – 100 kmh in 6 seconds, sometimes 5.5 seconds if conditions were good

(I

did tweak the ign timing and fuel injection a bit). Top speed – lets

just

say many cars are incapable of going that fast.

Tough as nails to, although I did manage to blow a syncro in the transmission from really bad abuse, which meant I broke the shift fork trying to jam it into 2nd gear. This meant 1st gear was also lost a

little

while later. It took me two nights to rebuild that and reinstall it. The syncro was stripped, and the tangs on the shift fork that fit in the

gear to

shift it were smashed off!

Ain't it fun to repair a transmission?

The thing I disliked was removing it from the car and reinstalling it, and I even had help with it.

I found the actual transmission repair to be not too bad. Apparently the transmission shift mechanism in those transmissions (a Borg Warner T-5 WC) is a real hard thing to put back together correctly once taken apart, and rarely ever goes back together if taken apart (without taking it to a transmission specialist I would hope). I had to change a bushing in it (damaged it from overshifting trying to get 2nd gear) and I thought it was a weird design, but nothing that bad. All the shafts that needed to be taken apart were not that bad to put back together either. The helical cut gears did not have a means to adjust mesh, so mesh adjustment was unnecessary. Good thing, I didn't have any gear dye to check anyway.

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The only problem the transmission had afterwards was a slightly hard shift into second gear, as I rounded the engagement dogs a bit from trying to shift quickly without a synchronizer. I knew this, but that part was a permanent part of the main shaft. The donor (A T-5 from a truck – same internals with closer gear ratios) transmission I salvaged the parts from has a different gear ratio on that gear, so I couldn't swap. The car's transmission had really long gearing, which worked very well with the multi port fuel injection system on the engine, which gave the engine a very nice wide torque curve. First gear was a really low 4.2:1 ratio! Combining that with the 3.11:1 or 3:73:1 rear end with 60 series tires that were around 9 –10" wide gave the car acceleration in 1st gear that few cars could match. The engine internals were nice and light compared to the V-8 cars, which allowed the engine to be very responsive and quick revving which is needed for such gear ratios to be of benefit. I would not be surprised if I lifted the drivers side front tire off the ground in first gear on several occasions.

I did the rebuild at a friends house, as they have a large garage. No one there ever heard of anyone ever taking a manual transmission apart, replacing parts, and putting it back together and having it work without any issues and actually lasting.

Then again, I was ripping dirt bike engines and transmissions apart and rebuilding them when I was a early teenager.

Now I just work on equipment like this:

<http://shopping.netsuite.com/s.nl/c.ACCT134104/it.A/id.5750/f>

Done it myself with a friend
after his car's reverse gear lost a tooth, back in college.

This was the same time frame for me.

We had to
hand-carry the whole gearbox across the German-Dutch border (!).

Not sure about the relivence of the German-Dutch border (I haven't been out of North America!), but the typical manual transmission being around 100 – 150 Lbs wouldn't be fun to carry for a long distance even between two people.

While
at it we managed to deplete a crate of Grolsch beer pretty good.

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There was beer involved when I did mine, I can't remember what type, but it was Canadian, maybe Labatt's or Olands

Afterwards a couple parts were still on the table. Hmm... But: It worked flawlessly and now down-shifting from 3 to 2 worked with ease. It never did with that Opel/Vauxhall before. So we had improved and cost reduced it but didn't remember how ;-)

! ;-)

Likely something to do with the syncro – was the leftover parts spacers or shims?

I never have unknown parts left over, as I visualize how everything works, and every part was put there for a reason. I always figure out why that part is there. Some have some surprising hidden uses. I've been known to take boxes of parts from a motorcycle transmission and engine, without a manual or any other aid, or even seeing the unit assembled before and put it back together without issues. Figuring out the transmission in one of those is not exactly fun if someone previously took the gears off of the shafts. To add to the pain, they go together in several possibilities and often have extra features milled into them, so the same part can be used on different models thus confusing the matter.

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Regards, Joerg

<http://www.analogconsultants.com>