

Re: French politics

Source: <http://sci.tech--archive.net/Archive/sci.electronics.design/2007-05/msg01369.html>

- *From:* Joerg <notthisjoergsch@xxxxxxxxxxxxxxxxxxxxxxxx>
 - *Date:* Fri, 11 May 2007 20:03:32 GMT
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Jeff L wrote:

"Joerg" <notthisjoergsch@xxxxxxxxxxxxxxxxxxxxxxxx> wrote in message
[news:2F10i.1388\\$LR5.576@xx](mailto:news:2F10i.1388$LR5.576@xx)

Jeff L wrote:

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

Jim Thompson wrote:

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

Eeyore
wrote:

Joerg

Re: French politics

wrote:

Eeyore
wrote:

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

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

won't

come
out
unless
in
reverse.

Indeed
so.

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

that feature > AIUI.

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

design

and
produce
those
in
a
joint
effort
with
Renault
and
another

manufacturer?

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

and Lancia). It was

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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
considered
one
of
the
best
Saabs
ever,
the

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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

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people buy
expensive
900 Turbos
when the
speed
limit is
65mph in
most places.

Speed limits are for pansies
:-P

<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).

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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,

but I

could have done better) – much better then 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

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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.

Yeah, that was a real pain. It was the car's owner and me. We parked two wheels on the curb, eased the
transmission onto our chests and slowly rolled it onto a thick rag, then pulled that rag from underneath the car.

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

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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.

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>

But I bet all the car/bike repair experience helps with that as well.

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.

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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.

It was a small Vauxhall or Opel. Their engines over there are rarely above 1.6 liters so the transmissions are accordingly small. Could have been 100lbs, don't remember. We were already beer-primed by then ;-)

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

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

The problem was that we could not test drive the car after putting the transmission in again, on account of the number of consumed brewskys. Both of us would never drink and drive so we waited until the next day.

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?

AFAIR it was spacers.

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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.

Well, all I can say is that the car later went to the owner's brother who was a trained and certified car mechanic. When he took it for a spin and noticed the easy 3-2 downshift he asked "How on earth did you guys do that?"

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Regards, Joerg

<http://www.analogconsultants.com>

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