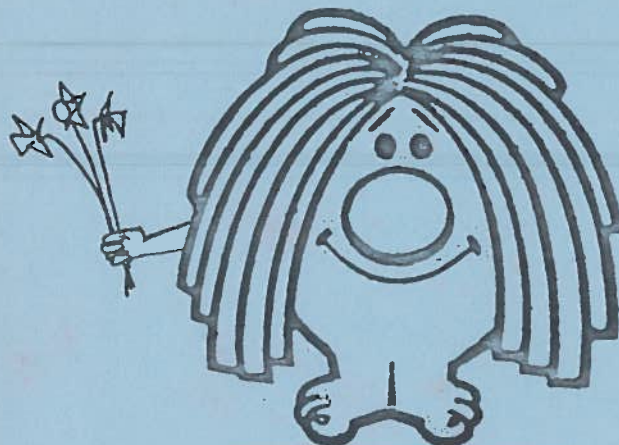


SAAB SERVICE HINTS



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SPRING EDITION

PRODUCT DEFECT REPORTS:

When you come across a problem that the factory should be aware of, fill in a form and send both copies to Northampton. We will reply to you using the second copy when we have any relevant comments on the problem you have reported.

AIR CONDITIONING:

Now is the time to check A/C systems for correct function when cars are in for service and repair. Check hoses for leakage and condition and remember that a recharge of refrigerant is usually necessary every two to three years.

WIRING CONNECTIONS:

When fitting accessories, perform a neat and professional job by using the correct terminals.

M84- fusebox connectors (10) 9502881.

"Lucar" connectors in standard size for relays etc. (40) 253256002.

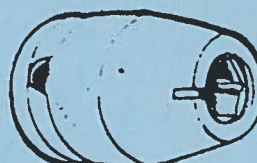


TORX SCREWS:

These seem to be appearing in ever increasing numbers on our cars - here is a quick summary:-

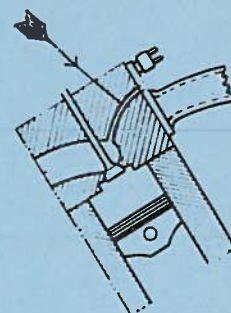
<u>Size:</u>	<u>Part No. of Tool:</u>	<u>Application:</u>
T25	(45) 3013588	Sun visor, grab handles
T30	(45) 3013828	Front seats
T40	(45) 3021177	Door hinges
E16	(45) 3013992	Cylinder head bolts

The following adaptors are also available:-
 1/4" drive handles for T25 and T30 bits (45) 3010162
 3/8" drive adaptor for T40 bit (45) 3011673

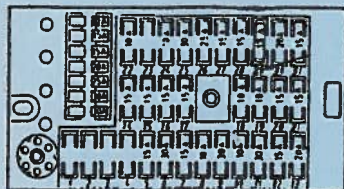


H ENGINE CYLINDER HEADS:

Even though we don't have E.G.R. (yet!), most H engine heads still have a casting hole which is visible inside No.2 cylinder exhaust port. The other end of this hole is blanked off by the inlet manifold and should, therefore, give no cause for concern. Don't mistake it for a blow hole in the casting.



FUSE 22 - M84 C.I. CARS:



This fuse can be misleading - it is marked "control lamps" on the fuse box but in fact is directly in the ignition and indirectly in the fuel pump circuit on Turbo and C.I. Cars. Needless to say, if it should fail, the car will stop.



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REBUILDING 5 SPEED GEARBOXES:



Here are two tips to remember:

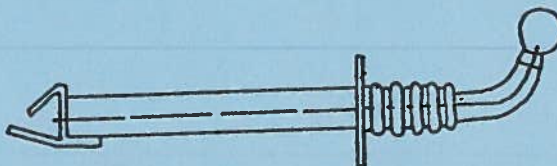
1. When withdrawing the layshaft, it is better to strip the front end and drift the shaft out towards the rear.

If you use a slide hammer from the rear, as per workshop manual, it is possible to snap the end off the layshaft, if it is a tight fit.

2. When you refill the transmission with oil after repair, add half a pint of the total directly into the primary drive housing. It takes sometime for the oil to drain through to this area from the main casing if all the oil has been added there.

TOWING:

TOW BARS:



Retractable and fixed tow bars are now available with adjustable tow ball height for the 81- 900 model.

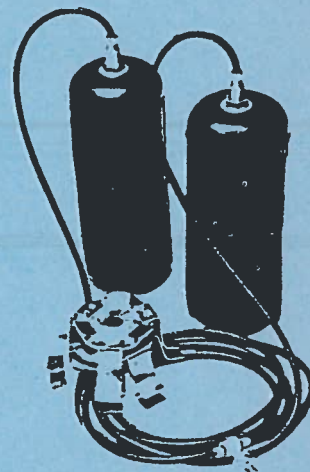
Fixed bar	(40) 117186007.
Retractable bar	(40) 117187005.



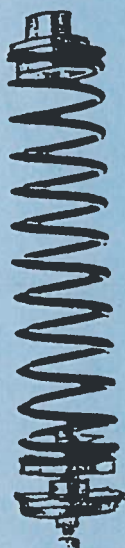
SPRING ASSISTORS:

Don't forget there are two type of rear spring assistor available for current models; the familiar "air spring type" and also the "helper spring" which is an additional coil spring. Both types fit inside the standard rear coil spring.

For the air spring type, a hose kit is available to pump up the rear springs together from a connection under the rear seat position or alternatively a compressor fitted under the boot floor can adjust the pressure for you at the press of a button. Normal operating pressure is 2.0 bar (approx. 28 p.s.i.).



Helper Spring set	(40) 800002297
Air Spring set	(40) 117142000
Compressor	(40) 117150003
Mounting kit (for Compressor)	(40) 117152009



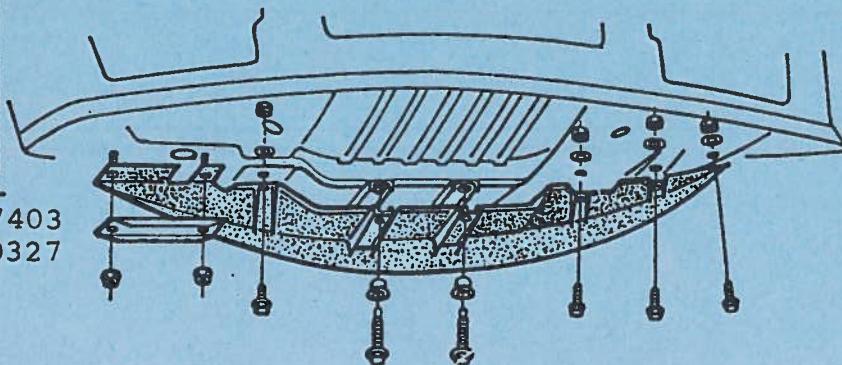
Spoiler 8267403
Fitting Kit 9230327

ADDITIONAL TOWING SPOILER - TURBO CARS:

This is not a roof mounted deflector, but an additional front spoiler designed to keep Turbo under bonnet temperatures down when towing a trailer (See S.I. 900-900-220GB).

It works by creating a low pressure area below the engine compartment, allowing more hot air to exit and hence drawing in more cool air via the radiator grille. It is particularly recommended for long motorway journeys, when on uphill gradients, the car can be on boost for sometime at a relatively low road speed.

The spoiler does reduce ground clearance by a couple of inches, so bear this in mind if your customer has to cross rough ground.





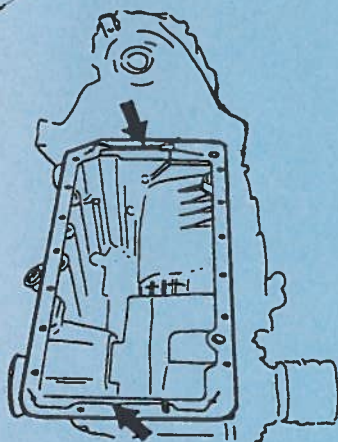
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REAR BUMPER PROTECTION - NEW CARS:

When preparing a new car, be careful when you remove the polythene protection over the rear bumper covers as it is very easy to damage the air flap under the rear bumper. This air flap is a new feature and is only present on later M84 cars.

"SUMP" GASKETS



Cars in production are now using metal sump gaskets instead of the previous paper type. When replacing one of these gaskets always use the same type as you removed, i.e. do not swop for a paper gasket when a metal gasket was removed. Metal sump gaskets are in stock currently part numbered (10) 7510241.

A new metal sump gasket is on the way, however, which will supersede both the paper gasket and the current metal gasket. An S.I. will be issued on this subject as soon as the part becomes available.

N.B. When fitting metal sump gaskets it is necessary to fill the grooves at either end with a high temperature silicone sealant. We are at present investigating several manufacturers products and a sealant will be available on part number soon. In the meantime, products manufactured by Hermetite, Loctite and Bostik appear to have the necessary qualities.



All mechanics get dirty hands!
Have you seen the range of Molnlycke products to help keep both mechanics and the workshop clean and tidy?

