No new

SAAB-SCANIA

Saab 99 Service Information

Nr/No. 211-63 sE

Utfärdare/Issued by
AFYPL K-G Jansson

Datum/Date
February 1984

Distr.

Improved cylinder head gasket for type H engine

A cylinder head gasket with the article No. 75 05 217 has been introduced into production as from engine No. E 004332.

The gasket has calibrated coolant holes to improve the coolant distribution and even out the temperatures in the cylinder head. The gasket is coated with silicone on exposed sealing surfaces.

The gasket is available as spare part 75 05 217.

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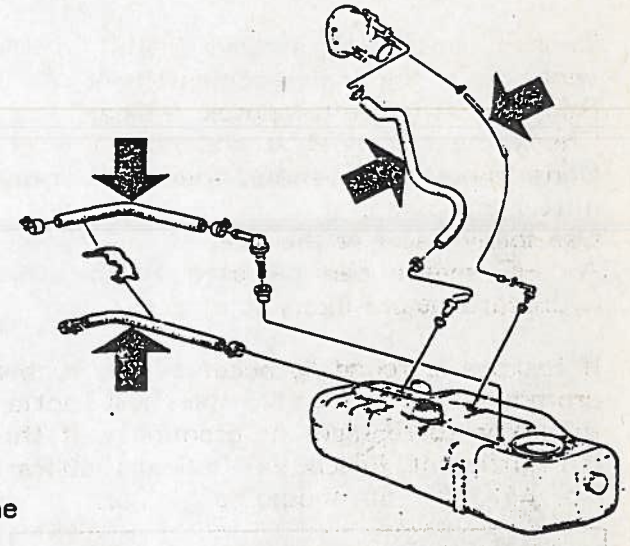
Fuel hoses of more diffusion-resistant material

New vent hoses and suction and return hoses for the fuel tank have been introduced as from the following chassis numbers:

7.5 mm hose	17 mm hose
BD 6005242	BD 6019947

The diffusion-inhibiting characteristics of the hose (i.e. its ability to prevent spreading) for volatile petrol (gasoline) vapours are better than those of the earlier hoses. The new hoses are also available as spare parts.



The picture shows the arrangement on the Saab 900

Part No. of the 17 mm vent hose

As from 1977 model	75 12 296	Sedan, carb. engine
1978-79 model	75 12 304	Sedan, inj. engine
1978-79 model	75 12 338	Combi Coupé

The 7.5 mm vent hose is stocked in 10 m coils with part No. 93 62 781.

The hose is also intended for use as suction and return hose.

Other materials

Bostik Ve-Ve Seal 1760. Part No. (45) 302 1250.

Smell of fuel in the interior

Two reasons may be responsible for fuel smell occuring in the interior:

1. Leakage at connections and rubber grommets will cause a distinct smell of fuel.

2. Diffusion through the hoses will produce a smell that is difficult to define.

If the customer should complain of the interior smelling of fuel, start by carrying out a tightness test.

cont.

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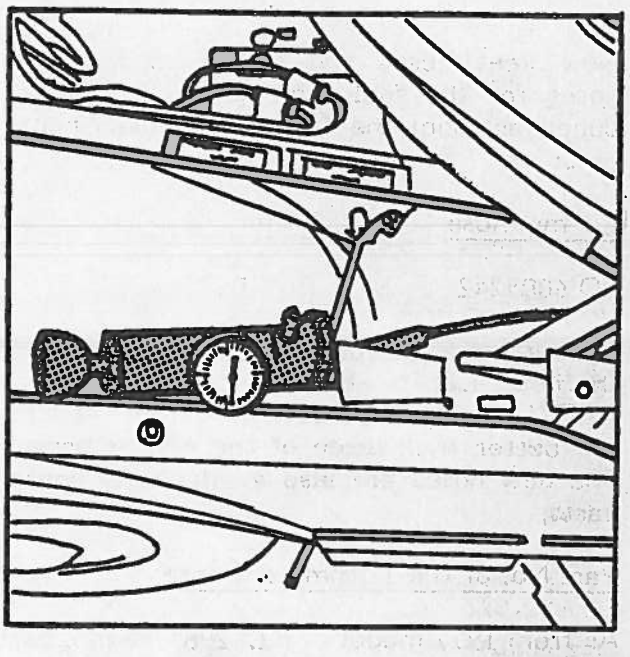
To test the tightness of the fuel tank and fuel lines

When pressure testing is carried out, the temperature of the fuel should be the same as that of the premises in which the test is being carried out.

Connect a cooling system tester to the vent hose in the engine compartment.
Raise the pressure to approx. 0.1 bar.
Check the tightness at the hose connections, rubber grom-mets, fuel level transmitter and pump.
Use soapy water or the like.
An HC meter can be used if no other hydrocarbons are likely to affect it.

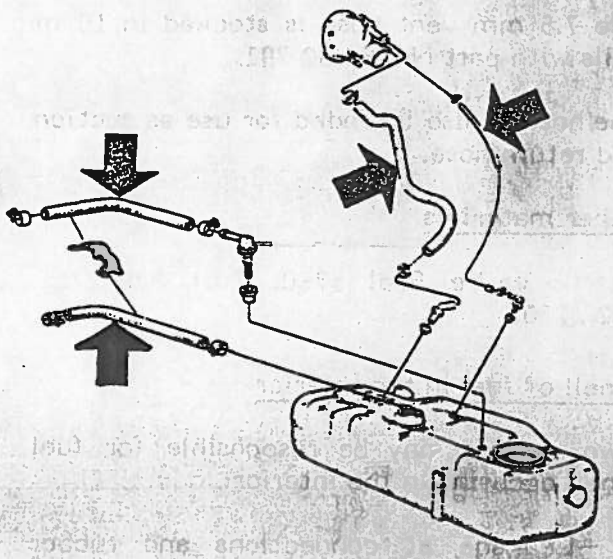


If leakage is found to occur at the rubber grommets in the tank, the first action should be to replace the grommets. If this is insufficient, Bostik Ve-Ve Seal 1760 Part No. (45) 302 1250) should be applied.

Note
No other type of sealant should be used, since it may be dissolved by the fuel and may cause engine stoppage.

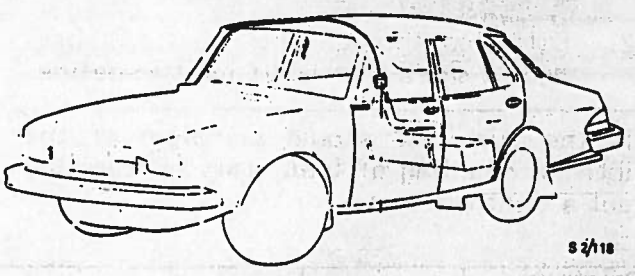
Fuel smell due to diffusion

Change the vent hoses and the suction and return hoses to the new type. For particulars of the part number, see the preceding page.



Vent hose in the roof of the car

The location of the vent hose in the engine compartment has no effect on the problem of smell.
The location has been carefully tested to prevent frosting, dust problems, etc. As a result, its location must not be altered.



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Saab Car Division
Utfärdare/Issued by
AFMS-54 S Kindeborg

Saab 900
Service Information

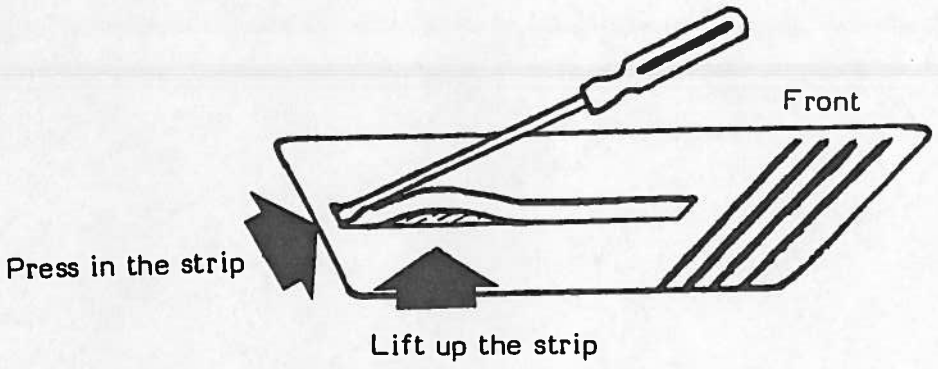
Nr/No
810-410 gB

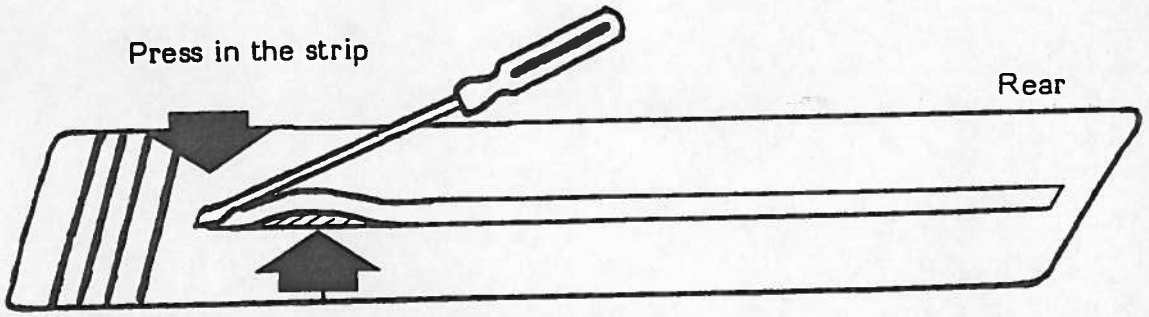
Datum/Date
November 1983

Distr.

Bumper extensions

To remove the decorative strip, the best procedure is to press it in by means of a wide-bladed screwdriver. The strip will then arch slightly due to its stiffness.





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Västergötlands Tryckeri AB, Skara

SAAB-SCANIA

Saab 99
Service Information

Nr/No 252-49 sE

Utfärdare/Issued by
AFYPM Kenneth Swedin

Datum/Date
September 1983

Distr.

SPI This Service Information is as well to be regarded as a Spare Parts Information and will also be distributed to the spare parts personnel.

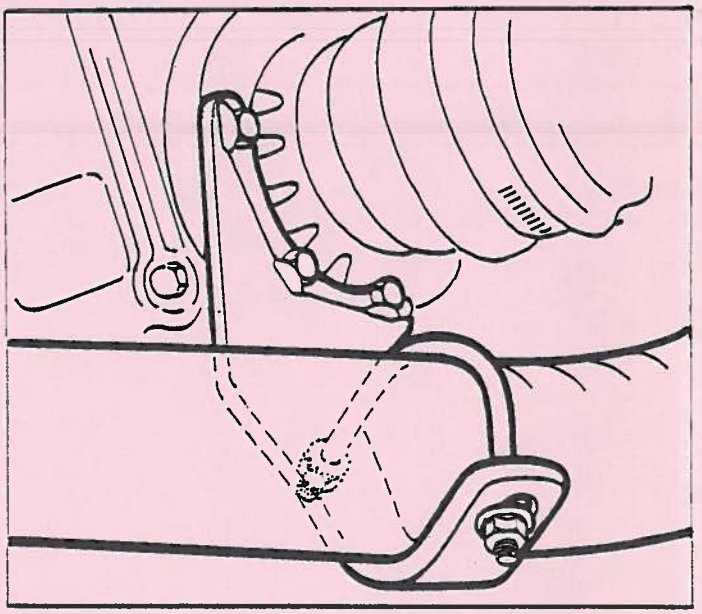
Part 10 SPI No. 19/83 (18/83) Distr. 3,0

~~**NOTE** This SI has been issued to provide rapid information on modifications and changes. It is estimated that the parts mentioned will be available in stock in week
Orders should always be made using the normal routines via our order office.~~

~~**NOTE** This SI has been issued to provide rapid information on modifications and changes which have been introduced.
You will be informed when the spare parts mentioned are available in stock.~~

New exhaust pipe mounting for 1978 model of the Turbo

A new exhaust pipe mounting that supersedes the earlier version has been produced as a spare part. The new mounting should be fitted to cars on which oil leakage occurs at the rear final drive cover.



Service set 88 17 363

Set content

Mounting	Art.No.	75 14 151
Clamp	"	93 17 058
Nut (two)	"	79 67 953
Bolt (three)	"	80 82 992
Locking washer	"	75 14 631
Gasket	"	87 18 785
Bolt (two)	"	80 82 935
Fitting instructions	"	88 17 389

Fitting instructions

1. Remove the exhaust pipe mounting.
2. Remove the final drive cover and replace the gasket. Check the fit of the studs. If the studs have worked loose, they should be replaced by bolts Art.No. 80 82 935.

3. Fit the new mounting on the right-hand side at the differential bearing seat. Use the new longer bolts, Art.No. 80 82 992, and locking washer Art.No. 75 14 631. Check that the exhaust pipe runs correctly and is not strained. Fit the clamp.

Note
Drain the oil into a clean vessel so that it can be re-used.

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Service Department

Date JUNE, 1984

Distribution No. 99-261-315UK

99 MODEL: SUBJECT: RADIATOR FAN MOTOR

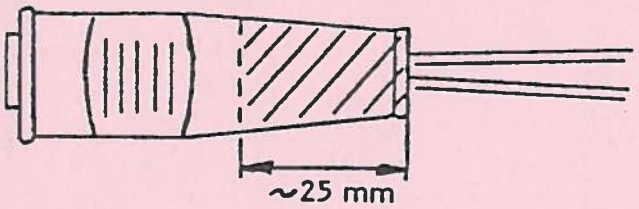
A new cooling fan motor manufactured by Magnetti Morelli is being fitted in production and also supersedes the former type as a replacement part. Part No. 7540263.

Replacing the Cooling Fan Motor:

When a fan motor of the previous type is replaced by the new unit 7540263, it is necessary to modify the electrical connector to prevent chafing of the leads.

ACTION:

Shorten the rubber sleeve around the connector by 25 mm with a knife or scissors. Take care not to damage the cable insulation.



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Registered Number: 672661 London

No issue

SAAB-SCANIA

Saab 99 Service Information

Nr/No. 211-64 sE

Utfärdare/Issued by
AFYPL K-G Jansson

Datum/Date
February 1984

Distr.

Cylinder head bolts

A new type of cylinder head bolt, 75 18 343, with flange and external TORX head has been introduced into production between engine numbers E 42621 and 46906, and then as from engine number E 53614.

The tightening torque is the same as for the earlier cylinder head bolt 93 54 598.

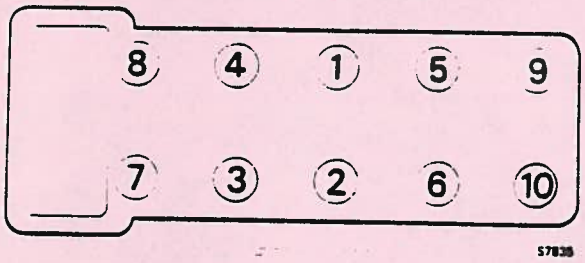
Stage 1 - 60 Nm (6 kgf m)
Stage 2 - 90 Nm (9 kgf m)

Retightening

Alt. A At the 2000 km inspection.

Alt. B After fitting the cylinder head in conjunction with repair work. Retighten after the engine has been warmed up and has then cooled for 30 min.

Step 1 Back off and tighten every bolt with a torque of 90 Nm (9 kgf m). Tighten the bolts in the order shown in the figure below.

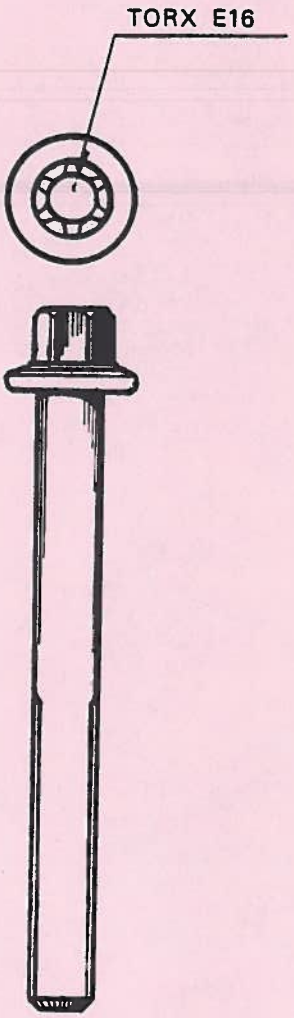


Stage 2 Then tighten the bolts through 90° (1/4 of a turn) in the same order.

The flange of the bolt head is treated with an anti-friction agent and need not therefore be lubricated when the bolt is to be refitted. This also applies to spare bolts.

Note. Use only bolts of the same type for the cylinder head.

TORX socket E 16 with 1/2" drive can be ordered by quoting article No. type 45 3013992.



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Service Department

Date MAY, 1983

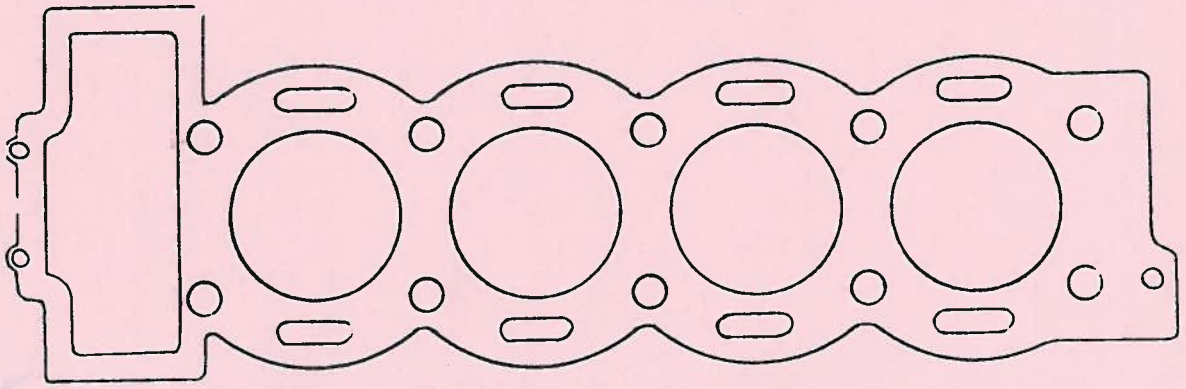
Distribution No. 99-211-255UK

99 MODEL

SUBJECT: REPLACEMENT CYLINDER HEAD GASKET "H" ENGINES

A cylinder head gasket is now available as a spare part for use with cylinder heads which have to be refaced.

The gasket is 0.3 mm thicker than the standard item and will prevent the compression ratio from exceeding the standard value.



Head gasket for machined cylinder heads 9354176.

Note: The maximum amount which can be safely machined from the "H" engine cylinder head is 0.4 mm (0.016").

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Registered Number: 672661 London

Service Department

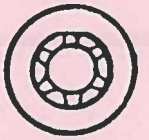
Date MARCH, 1984

Distribution No. 99-211-297UK

99 MODEL

SUBJECT: CYLINDER HEAD BOLTS

A new type of cylinder head bolt is now being used on H engines in production. The bolt has an external TORX E16 head and requires a socket of those dimensions for removal and retorquing.



Cyl. head bolt (10) 7518343
TORX E16 socket (45) 3013992

The socket is mandatory issue and will be sent out with dealers next MSO. No orders are required.

Torque Figures

The cyl. head bolt torque sequence is identical to the previous type of bolt which used a 15 mm A/F head - See Workshop Manual, 020-2

Lubrication of bolts:

Cylinder head bolts with a grey finish are pre-lubricated under the flange with an anti-friction compound to ensure accurate torque settings.

Cylinder head bolts with a black finish are not pre-lubricated and should, therefore, have a thin smear of grease under the flange prior to fitting.

This new type of cylinder head bolt is completely interchangeable with the earlier type when used as a set of 10.

Cylinder head bolts can be torqued 5 times before scrapping.

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SAAB-SCANIA
Saab Car Division
Utfärdare/Issued by
AFYP Bertil Gustafsson (Thn)

Saab 99
Service Information
Datum/Date
June 1983

Nr/No 215-29 sE
Ed. 2
Distr.

Chain tensioner

It has been found that chain tensioners are damage by unsuitable handling during workshop jobs. Breakage can occur on the plastic rail and the locking function can be jeopardized by the locking rod being bent.

Since replacement of the chain tensioner makes it necessary to lift the engine and is very expensive, it is important for the correct working method and the recommended tools to be used.

Note
Always use special tool 83 93 357 when off-loading the chain.

See the Service Manual, section 215.

Off-loading hook
83 93 357

The chain tensioner can be overloaded if the crankshaft/ camshaft is turned in the opposite direction to the normal direction of rotation, e.g. when checking the valve clearances.

Note
Never turn the crankshaft/camshaft in a direction opposite to the normal direction of rotation.

Use spanner 83 92 185 on the belt pulley bolt or turn the wheels to set the crankshaft/camshaft to the required position.

Note
The camshaft may be turned by means of its spanner flats only when the cylinder head is removed.

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Västergötlands Tryckeri AB, Skara 1982

SAAB-SCANIA

Saab 99
Service Information

Nr/No.
215-54 sE

Utfärdare/Issued by
AFYPL K-G Jansson

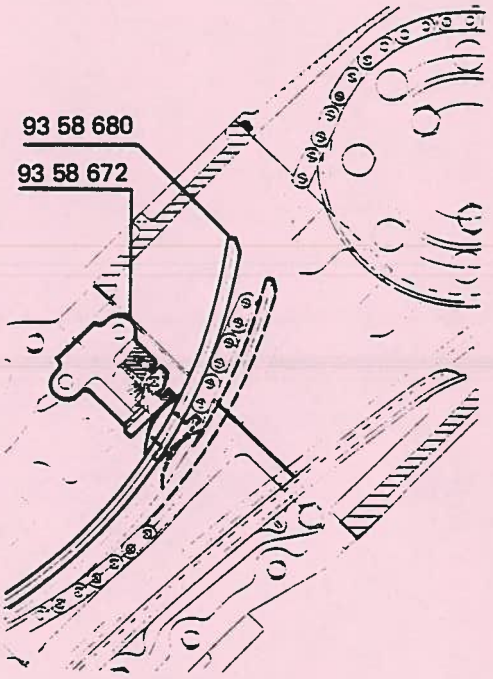
Datum/Date
November 1983

Distr.

New type of chain tensioner and chain guide

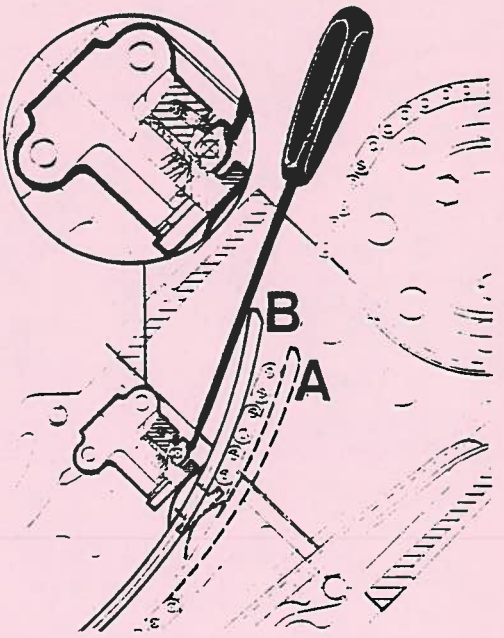
The new type H-engine transmission chain tensioner, part No. 93 58 672 and 93 58 680 is now in stock in Nyköping, under set No. 88 17 405.

When repairing cam transmissions especially on carb. engines, this new tensioner should always be used instead of the old type (93 58 136).



The most significant difference is that the present chain tensioner consisting of a single component is replaced by one comprising two components, i.e. tensioner 93 58 672 and the associated chain guide 93 58 680 pivoted on the same cylindrical pin as the present chain tensioner.

When work is being carried out on the auxiliaries drive (fitting of camshaft sprocket), the chain tensioner reverse latch must be released when the tensioner is to be returned from position A to position B. A screwdriver is used for this purpose.



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Utfärdare/Issued by
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Datum/Date
November 1983

Distr.

Pressure limiting plunger for the oil pump

A new pressure limiting plunger 75 08 328 and a new timing chain cover 75 08 351 have been introduced during the 1983 model year as from engine No. D 90624. These two together can be used to replace the earlier version.

In order to avoid confusion, the diameter of the new pressure limiting plunger has been increased by 0.2 mm.

Under no circumstances must the earlier version of the pressure limiting plunger be fitted to timing chain cover 75 08 351.

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Service Department

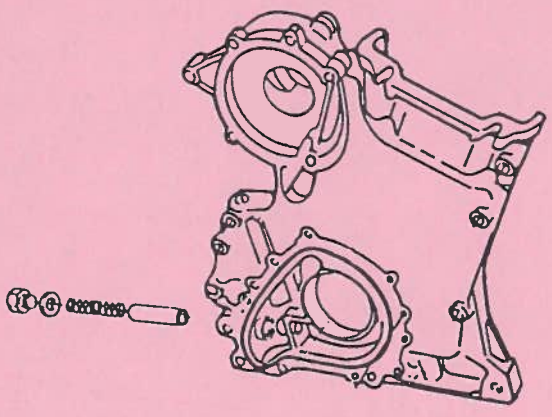
Date NOVEMBER, 1983

Distribution No. 99-221-287UK

MODEL 99: SUBJECT: OIL PRESSURE RELIEF VALVE

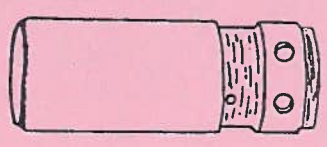
The oil pressure relief valve on "H" engines was subject to slight changes during the 1983 model year from Engine number D90624.

The later valve and its corresponding bore in the timing cover is 0.2mm larger than the earlier type and it is essential, therefore, that an early valve is not used in a late timing cover or low oil pressure will result.



PARTS INFORMATION:

To reduce the possibility of confusion, the early timing cover has been superseded to the late cover (7508351) and matching relief valve (7508328).



Pressure valve(new style) 75 08 328

Pressure valve(old style) 93 09 980

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Registered Number: 672661 London

SAAB Service Department

Date JUNE, 1983

Distribution No. 99-232-263UK

99 MODEL:

SUBJECT: CHECKING THE SECURITY OF THE PRE-HEATER ELEMENT - CARBURETTOR CARS.

On M82 and early M83 cars, it is possible that the thermostatic pre-heater element, situated at the carb. intake can work loose.

Cars up to and including the following chassis no. should be checked at the next opportunity.

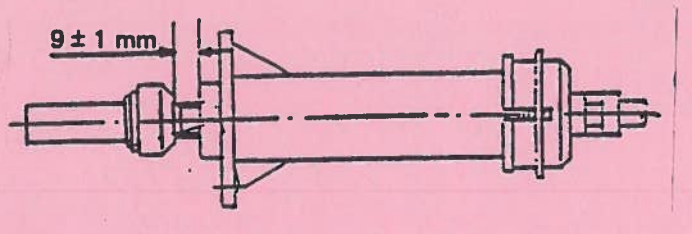
BD 6007327

Checking procedure:

Disconnect the intake hose from the carburettor (single carb) or disconnect the plastic cover (twin carb) to gain access to the element.

Check the element to ensure it is not free to turn. If secure - reassemble. If loose proceed as follows:-

Adjust the element so there is a gap of 9mm between it and the plastic sleeve - see diagram. Lock the element in place with a few drops of Loctite 1S496 and reassemble.



Loctite 1S496 is available in limited quantities via. Parts Department (45) 3007226.

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Saab 99
Service Information

Nr/No. 234-52 sE

Utfärdare/Issued by
AFYPT Ingbert Gustafsson

Datum/Date
November 1983

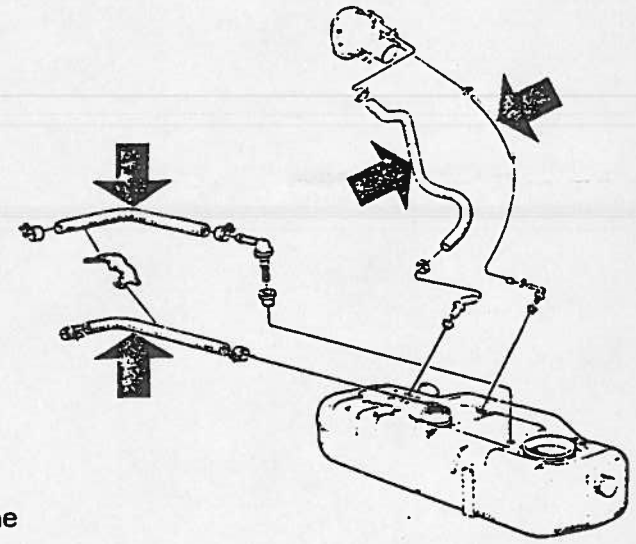
Distr.

Fuel hoses of more diffusion-resistant material

New vent hoses and suction and return hoses for the fuel tank have been introduced as from the following chassis numbers:

7.5 mm hose	17 mm hose
BD 6005242	BD 6019947

The diffusion-inhibiting characteristics of the hose (i.e. its ability to prevent spreading) for volatile petrol (gasoline) vapours are better than those of the earlier hoses. The new hoses are also available as spare parts.



The picture shows the arrangement on the Saab 900

Part No. of the 17 mm vent hose

As from 1977 model	75 12 296	Sedan, carb. engine
1978-79 model	75 12 304	Sedan, inj. engine
1978-79 model	75 12 338	Combi Coupé

The 7.5 mm vent hose is stocked in 10 m coils with part No. 93 62 781.

The hose is also intended for use as suction and return hose.

Other materials

Bostik Ve-Ve Seal 1760. Part No. (45) 302 1250.

Smell of fuel in the interior

Two reasons may be responsible for fuel smell occuring in the interior:

1. Leakage at connections and rubber grommets will cause a distinct smell of fuel.

2. Diffusion through the hoses will produce a smell that is difficult to define.

If the customer should complain of the interior smelling of fuel, start by carrying out a tightness test.

cont.

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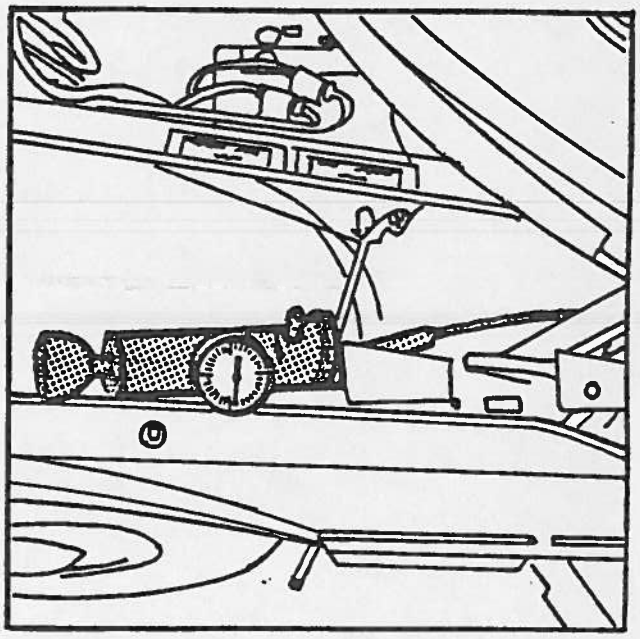
To test the tightness of the fuel tank and fuel lines

When pressure testing is carried out, the temperature of the fuel should be the same as that of the premises in which the test is being carried out.

Connect a cooling system tester to the vent hose in the engine compartment.
Raise the pressure to approx. 0.1 bar.
Check the tightness at the hose connections, rubber grom-mets, fuel level transmitter and pump.
Use soapy water or the like.
An HC meter can be used if no other hydrocarbons are likely to affect it.

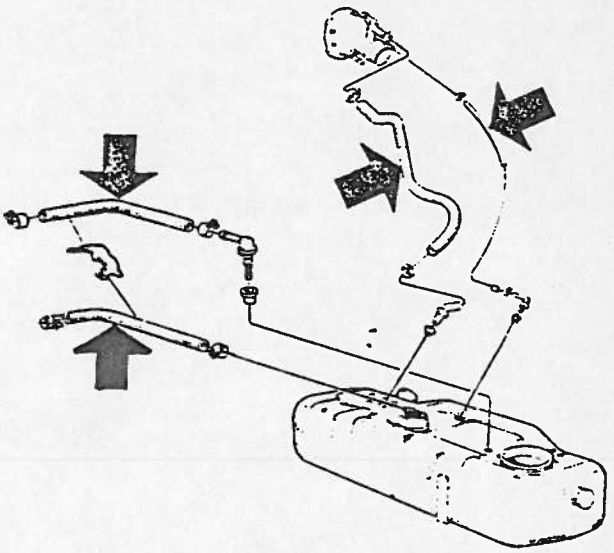


If leakage is found to occur at the rubber grommets in the tank, the first action should be to replace the grommets. If this is insufficient, Bostik Ve-Ve Seal 1760 Part No. (45) 302 1250) should be applied.

Note
No other type of sealant should be used, since it may be dissolved by the fuel and may cause engine stoppage.

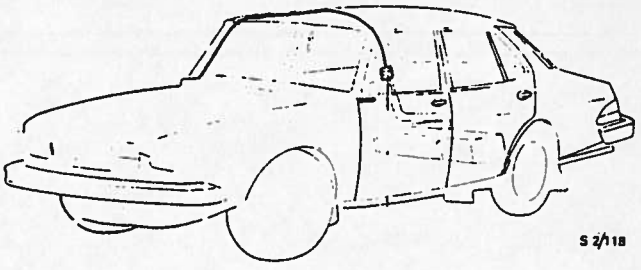
Fuel smell due to diffusion

Change the vent hoses and the suction and return hoses to the new type. For particulars of the part number, see the preceding page.



Vent hose in the roof of the car

The location of the vent hose in the engine compartment has no effect on the problem of smell.
The location has been carefully tested to prevent frosting, dust problems, etc. As a result, its location must not be altered.



SAAB-SCANIA
Saab Car Division
Utfärdare/Issued by
AFYPL K-G Jansson

Saab 900
Service Information
Datum/Date
June 1984

Nr/No 261-473 gB
Distr.

SPI This Service Information is as well to be regarded as a Spare Parts Information and will also be distributed to the spare parts personnel.

Part	SPI No	Distr.
10	31/84	3,0

~~**NOTE** This SI has been issued to provide rapid information on modifications and changes. It is estimated that the parts mentioned will be available in stock in week~~

~~Orders should always be made using the normal routines via our order office.~~

~~**NOTE** This SI has been issued to provide rapid information on modifications and changes which have been introduced.~~

~~You will be informed when the spare parts mentioned are available in stock.~~

New radiator from Blackstone

A new radiator designated 75 41 063 (BC, BT, BI) and 75 41 071 (Turbo) has been taken into production as from the following chassis numbers

AE1030102
AE2014454
AE3012109
AE7010322

The new radiator has stronger brazed joints and an improved mounting at the upper radiator cross-member.

By using mounting kit 88 17 579, the new radiator can be used to replace the earlier version. The mounting kit includes:

Rubber bush	two -	75 13 724
Tubular spacer	two -	75 13 716
Flanged bolt	two -	79 75 436
Flanged nut	two -	79 71 658
Washer	two -	79 75 469
Sealing strip	one -	75 41 857
Clamp	three -	75 43 911

cont.

Delgivet den Informed							
Sign.							

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S-611 81 NYKÖPING
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Int +46 155 44 000

Telegram
saabcar

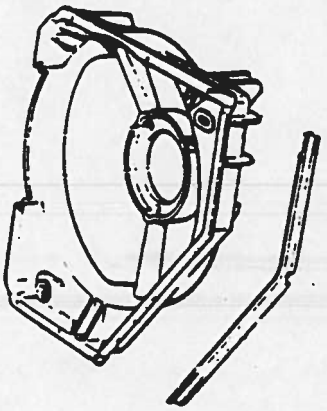
Telex
640 18 saabcar s

Fitting instructions

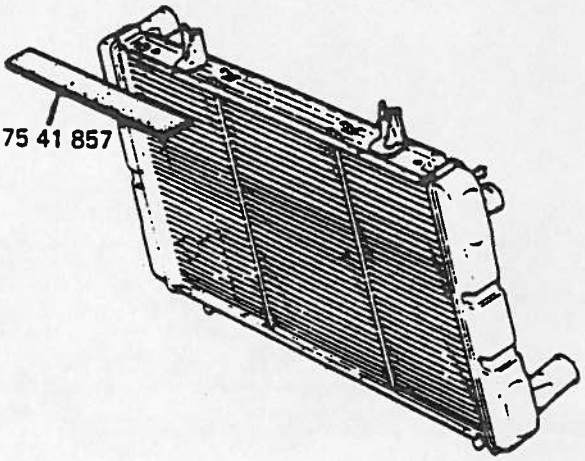
Remove the existing radiator.

1. Drill out the two 4 mm dia. holes in the upper cross-member to 6.5 mm dia.

2. Move the radiator fan to the new radiator. At the same time, remove sealing strip 83 37 875 from the fan housing.

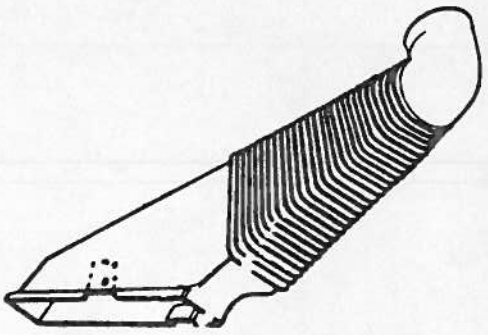


3. Fit sealing strip 75 41 857 to the radiator. Use the clamps 75 43 911 (three). The strip should be 40 cm long and should be fitted to the radiator frame to seal against the upper cross-member. When fitting to a car with the B202 engine, use strip 75 41 865 (60 cm long and four clamps 75 43 911).



4. Fit rubber bushes 75 13 724 to the radiator mountings. Push the tubular spacers into the rubber bushes and fit the radiator.

5. Fit the air tube intake to the upper cross-member. Make a recess for the radiator mounting. Blank off the recess with fabric-backed tape.



SAAB

Service Department

Date DECEMBER, 1983

Distribution No. 99-234-288UK

99 MODEL: SUBJECT: FUEL SMELLS - DIAGNOSIS AND RECTIFICATION.

Fault:

Occasionally customers can complain of fuel smells within the car which by their nature are hard tc detect.

Cause:

There are 2 possible causes of fuel smells:

1. Leakage from the immediate area of the fuel tank i.e. transmitter gasket/seal, breather hose grommets, filler neck etc. This is normally described as a strong fuel smell when the car is stationary or has been left for a period of time.

2. Diffusion of fuel vapour through the breather or fuel supply/return lines. This type of smell is harder to define but is often present in motion and can be worse on cars with a sunroof when this is open.

Testing for leakage:

Connect a cooling system pressure tester to the end of the breather hose in the engine compartment, using a T piece to include the large turbo pressure gauge.

Pump the system up to approximately 0.1 bar and gain access to the fuel tank.

Check all hoses and connections using an H.C. meter if available as a "sniffer" or alternatively use soapy water to help trace any leakage points.

If leakage is found to occur at the rubber grommets in the fuel tank renew them first, and if still unsuccessful seal the joint with Bostik Ve-Ve Seal 1760 or a similar sealant. Be careful with the choice of sealant as some can dissolve and block the fuel system.

cont'd .....

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